

INTERNATIONAL CYANIDE TRANSPORTATION
SUMMARY AUDIT REPORT

Orica Latin America Supply Chain
Transport Operation

April 2024

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

Collaborated with
MINGROUP INVESTMENTS S.A.C.

Álvaro Fuentes – Lead Auditor
Marcos Mera – Technical Auditor
Av. Lima 309 Yanahuara – Arequipa -PERÚ
+51.959227719
Alvaro.fuentes@e-quelle.net

Orica Latin America Supply
Chain.
Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

MINGROUP
INVESTMENTS S.A.C.


e-**quelle**
consultoría en
Sistemas de Gestión

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Tabla de contenido

1. Operation General Information	3
2. Operation Location Detail and Description:	3
3. Auditor´s Finding	9
3.1 Auditor Information	9
4 Auditor Attestation	10
Cyanide Transportation Verification Protocol	11
Principle 1 TRANSPORT	11
Transport Practice 1.1	11
Transport Practice 1.2	18
Transport Practice 1.3	23
Transport Practice 1.4	26
Transport Practice 1.5	37
Transport Practice 1.6	38
Principle 2 INTERIM STORAGE	45
Transport Practice 2.1	45
Principle 3 EMERGENCY RESPONSE	46
Transport Practice 3.1	46
Transport Practice 3.2	56
Transport Practice 3.3	64
Transport Practice 3.4	68
Transport Practice 3.5	70

Orica Latin America Supply
Chain.
Name of Facility


Signature of Lead Auditor

26th April, 2024
Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

1. Operation General Information

Name of Facility:	Orica Latin America Supply Chain
Name of Facility Owner:	Orica Australia Pty Ltd.
Name of Facility Operator:	Orica Latin America Supply Chain .
Dates of the audit:	22th to 26th April, 2024
Name of Responsible Manager:	Maria Alejandra Rodríguez
Address:	Costanera Sur 2730, piso 4, Las Condes, Santiago de Chile
State / Province:	Santiago de Chile
Country:	CHILE
Telephone:	+56 2 2715 3800
Fax:	+56 2 2715 3800
Email:	mariaalejandra.rodriguez@orica.com

2. Operation Location Detail and Description:


Orica Australia Pty Ltd

Orica is an Australian-owned, publicly listed company with global operations. Orica is managed as discrete business units that produce a wide variety of products and services. The Mining Chemicals unit is based in Australia and exports products to Asia, Africa and the Americas, as well as supplying the local Australian industry. The unit's main product is cyanide, which is manufactured at Orica's Yarwun cyanide production facility (Yarwun Facility) in Queensland, Australia.

Yarwun Production Facility

Orica's Yarwun Facility, which is located approximately eight kilometers (km) by road from Gladstone, Queensland, commenced operations in 1989 and is engaged in the manufacture

Orica Latin America Supply
Chain.
Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

of cyanide (both solid and liquid forms), ammonium nitrate, nitric acid, chlorine, sodium hydroxide, sodium hypochlorite, hydrochloric acid and expanded polystyrene balls.

Solid cyanide is packaged in either sparge isotainers, which have a maximum gross weight of 26 tonnes, or in Intermediate Bulk Containers (IBC), which in turn, are packed into sea containers. Cyanide briquettes in IBC are packed in double bags, one of polyethylene and the other of polypropylene of 1,135 kilograms that are contained in wooden box. A maximum of 20 IBCs can be packed into a single sea container with a maximum gross weight of 28 tonnes. Cyanide manufactured at the Yarwun Facility is used in gold mining operations. Orica's Yarwun Facility was last re-certified as being in full compliance with the Code on October 31, 2023. Orica's Yarwun Facility is not part of the scope of this audit.

Orica Australia Supply Chain

The Australian Supply Chain covers the transportation of solution cyanide and solid cyanide from the manufacturing facility in Yarwun, Australia, by road and rail direct to its end point users within Australia, to the Ports of Brisbane, Gladstone, Alma and Melbourne and storage within the Toll Customized Solutions production facility. Orica's Australian Supply Chain was recertified as being in full compliance with the Code on 04 February, 2022. The Australian Supply Chain is not part of the scope of this audit.

Orica Global Marine Supply Chain

The Global Marine Supply Chain is a consolidation of all marine carriers and ports used by Orica to distribute their cyanide from Australia to their global customers. The Global Marine Supply Chain is the marine link between the certified Australia Supply Chain and the Latin America Supply Chain. The Global Marine Supply Chain was recertified as being in full compliance with the Code on 16 June, 2021. The Global Marine Supply Chain is not part of the scope of this audit.

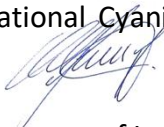
Orica Latin America Supply Chain

The Latin American Supply Chain (Latam Supply Chain) is a consolidation of the Peruvian, Colombian and Argentinian supply chains used by Orica to distribute solid sodium cyanide to the mining customers in Latin America. Latam Supply Chain has the last certification on 13, August 2021.

Orica Peru Supply Chain: covers the ground transportation of solid cyanide from the Port of Callao (port included in the scope of Orica Global Marine Supply Chain) to the mining clients. Cyanide is transported by International Cyanide Management Code (ICMC or the Code)

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

certified trucking company MAERKS Logistics and Services, S.A., Peru (formerly APM Terminals Inland Services S.A.) also an ICMC certified company, in 20 foot sea containers from the Port of Callao to APM Terminal in Ventanilla, Callao, for customs clearance and interim storage. MAERKS transports cyanide to APM Terminal. Also, from APM Terminal, cyanide is transported in sea containers to mining clients by DCR Minería y Construcción S.A.C. (DCR), also an ICMC certified company. Orica Peru maintains a sodium cyanide supply chain that is compliant with the requirements of the Code. In case of client requirements, containers are transported through an internal procedure with a platform to the sparge Plant using stocker for loading and unloading.

Orica Colombia Supply Chain: The maritime container with 20 IBCs of 1,135 net kg of solid sodium cyanide each IBC, arrives at the port of Santa Marta located in the Magdalena region, Colombia.

By port regulation, sodium cyanide containers cannot be temporarily stored in the port warehouse, therefore, they are unloaded directly from the ship to the truck.

The transportation unit begins the transport of sodium cyanide from the port of Santa Marta to Orica's client, Segovia Operations (Aris Mining), located in Antioquia Region. The transport of sodium cyanide from the port of Santa Marta to the mine is done in 4 days.

The transporter is the company Agencia Logística del Caribe SAS – Logicaribe SAS.

The convoy is usually made of 2 escorts pick-up trucks + 1 transport unit, on some occasions it is made of 2 escorts pick-up trucks + 2 transport units.

Orica Argentinian Supply Chain: delivers solid sodium cyanide in 20 foot sea containers from the Port of Buenos Aires to its mining clients within the Argentinian territory by mean of the ICMC certified trucking company Víctor Masson Transportes Cruz del Sur S.A. (Cruz del Sur). Orica Argentina maintains a sodium cyanide supply chain that is compliant with the Code. The Port of Buenos Aires is included in the scope of Orica Global Marine Supply Chain.

Audit Scope

Orica's Latin America Supply Chain as the cyanide consignor, includes the following supply chain actors:

Peru Supply Chain

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- MAERKS Logistics and Services, S.A., Peru (formerly APM Terminals Inland Services S.A.) Peru – ICMC certified transport company. Current Certification – July 8, 2022.
- DCR Minería y Construcción S.A.C. (DCR), Peru - ICMC certified transport company. Current Certification - October 30, 2023
- Orica Mining Chemicals Box to Sparge Tank Transfer Facility, Ventanilla, Peru - ICMC certified production operation. Current certification on April 23, 2024

Colombia Supply Chain

- Agencia Logística del Caribe SAS – Logicaribe SAS.

Argentina Supply Chain

- Víctor Masson Transportes Cruz del Sur S.A. (Cruz del Sur), Argentina - ICMC certified company , current certification on December 27, 2023

The audit was based on a sampling of information and therefore deficiencies may exist which have not been identified. The audit was performed by an independent third-party auditor who is pre-approved by the ICMI as a Lead Auditor and Technical expert for International Cyanide Management Code audits of cyanide transportation, production plants and mining operations. All supply chain components noted above were included in this ICMC recertification audit.

Supply chain transporters MAERKS, DCR and Cruz del Sur trucking companies, as well as Orica's Transfer Plant were not subject to an ICMC verification audit as they are already certified in the Code. Colombian transporter Agencia Logística del Caribe SAS – Logicaribe SAS was subject to an onsite ICMI verification during Colombia Supply Chain audit. Each organization noted in this report was found to be in compliance with ICMC requirements.

• MAERKS Logistics and Services, S.A., Peru (formerly APM Terminals Inland Services S.A.) Peru

APM Terminals is a member of the Danish group AP Moller- MAERSK. APM Terminals Callao is the operator of the North Multipurpose Terminal of the Port of Callao, the largest in Peru and on the west coast of the South American Pacific. On July 2011, the first commercial unloading was made. The terminal operates 365 days per year. The North Terminal of the Port of Callao is a multipurpose maritime terminal, prepared for the handling of containerized cargo, among others. APM Terminals port operator is included in the scope of Orica Global Marine Supply Chain.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

APM Terminals has inland service facilities in strategic locations across Peru, including Callao. The facility complies with General Customs Law, and procedures established by the National Supervision, to ensure safe and suitable storage. APM liaise closely with the port to prevent any problems that may arise during operations, to ensure cargo is handled correctly and promptly before, during, and after goods delivery.

The company operates a fleet of almost 100 vehicles and 70 trailers, equipped with Global Positioning System (GPS), a satellite locator and monitoring. Transport services are offered for dry and refrigerated containerized cargo and oversized and project cargo.

Maersk Logistics and Services, S.A. (formerly APM Terminals Inland Services S.A.), Peru, has a current certification on July 8, 2022, as a cyanide supply chain made up of the Ventanilla terminal and the transport operation.

DCR Minería y Construcción S.A.C. (DCR), Peru

DCR Minería y Construcción SAC (DCR) is a land freight transport company, which has more than 40 years of experience in transport, associated since its inception with the mining sector. The transporter provides services of hauling, rental of yellow machinery, land transport of hazardous materials and merchandise in general for mining or industrial companies nationwide. Since 2004 is transporting cyanide to the main companies in the country. DCR has a large fleet of tractor trailers for transporting loose cargo and containers. All their vehicles are monitored with radio frequency systems and GPS. DCR does not have storage facilities and does not remove the product from the containers. DCR certified the Code in 2010; recertified in 2014, 2017 and last recertification was on October 30, 2023.

Agencia Logística del Caribe SAS – Logicaribe SAS

Colombian transporter Agencia Logística del Caribe SAS – Logicaribe SAS. was subject to an onsite ICMI verification during Colombia Supply Chain audit. Each organization noted in this report was found to be in compliance with ICMC requirements.

Agencia Logística del Caribe SAS – Logicaribe SAS, created in 2008 and located in Santa Marta, is a company dedicated to the logistics operations of ports, transportation, and storage of all types of cargo in general.

They are authorized to enter and retire import and export cargo in all ports of the Caribbean Region in Colombia, until the destination or wherever the client requires it, they have their own fleet of vehicles, monitored by satellite and by physical control points, to transport hazardous materials.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Víctor Masson Transportes Cruz del Sur S.A. (Cruz del Sur), Argentina

Víctor Masson Transportes Cruz del Sur S.A. (Cruz del Sur), with more than 60 years in the market, is one of the main providers of comprehensive transport and logistics services in Argentina. Throughout its history, it has provided services to the different industries at country level. Its various business units include Transportation Department, Integral Logistics Department, Distribution Department and Mining Department.

Cruz del Sur offers services through a fleet of more than 800 units, which allows the most remote points of the country to be joined, providing coverage at national level.

Cruz del Sur is a sodium cyanide transporter in Argentina, transporting sealed containers with cyanide from Argentina ports, directly to mine sites, without the intervention of secondary storage facilities. Currently Cruz del Sur transports cyanide in standard 20-foot shipping containers. The transporter was last certified in the Cyanide Code on December 27, 2023.

Orica Mining Chemicals Box to Sparge Tank Transfer Facility, Ventanilla, Peru

Orica Mining Services Peru S.A. operates a Box to Sparge Transfer Facility (transfer plant) within the APM Terminals Inland Services S.A. (APM) containers warehouse located at Ventanilla - Callao, Perú. This is a new sparge plant built in 2019 with state-of-the-art technology. Orica's box to sparge tank facility was pre- operationally audited on October 29, 2019, began operations on December 23, 2019 and re- certified on April 23, 2024.

The transfer plant was constructed to supply mine site customers in Peru with cyanide transported within sparge isotanks. The transfer facility comprises a purpose-built structure that houses material handling equipment and associated facilities.

After the import process to the Port of Callao, sea containers are transported by land by to APM's Terminal Inland facility. Containers will be moved to the transfer plant according to need and / or request of the plant.

The box to sparge tank facility transfers solid sodium cyanide in IBC to sparge tanks (isotanks). Isotanks are cylindrical metal containers, which are mounted on a platform to fit a truck for transport to the mine. Twenty IBC are transferred into each isotank. Transport operation to the mine site is performed by DCR trucking company.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

3. Auditor's Finding

This operation is

- in full compliance with the International Cyanide Management Code
- in substantial compliance *(see below)
- not in compliance

This operation has maintained full compliance with the International Cyanide Management Code throughout the previous three-year audit cycle.

During the previous three-year audit cycle, this operation did not experienced non-compliance with Code requirements, or significant cyanide incidents, cyanide exposures or releases requiring notification to ICMI.

3.1 Auditor Information

Audit Company: Mingroup Investments S.A.C. and
-e QUELLE E.I.R.L.
Lead Auditor: Álvaro Fuentes Huanqui
Email Lead Auditor: alvaro.fuentes@e-quelle.net


Name and signature of the audit team.

Technical Auditor: Marcos Mera
Name (Print/ Type) Signature



Dates of Audit: 22th to 26th April 2024.

Orica Latin America Supply
Chain.
Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

4 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.

Orica Latin America Supply
Chain.
Name of Facility


Signature of Lead Auditor

22th to 26th April, 2024
Date of submittal

Orica Latin America Supply
Chain.
Name of Facility


Signature of Lead Auditor

26th April, 2024
Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Cyanide Transportation Verification Protocol

Principle 1 | TRANSPORT

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

Transport Practice 1.1

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

Peru Supply Chain

ORICA currently contracts the services of DRC and MAERSK for the transportation of sodium cyanide to clients nationwide.


DCR has an analysis of the route through QHSE-DCR-Fmatpel 006 for the case Yanacocha mining. Includes aspects such as KM, time, section, condition, traffic, urban or interprovincial, light or heavy, population density, intersection of roads, sloped road, sumptuous road, steep, closed, landslides, slippery, tunnel, bridge, railway, crossing animals on the side of the road, vehicular traffic, motorized light vehicular traffic, heavy vehicle traffic, commercial area on the side of the road or sensitive communities, robbery and aggression zone, toll, fuel supply, police stations, health post, firefighters, protected zone, operator rest point, unplanned stop point, area of adverse conditions, fog area, body of water and mobile coverage.

DCR has a Hazard Identification, Risk Assessment and Risk Control Matrix, "HIRARC Matrix", QHSE-DCR-Fmatpel003. Also under the hazards identification in the analysis of the route by DCR are included through the register HSE-DCR-Fmatpel 006

DCR has a procedure to select routes for the transportation of hazardous materials QHSE-DCR-QHSEpro004 rev12, it is included in the procedure for updating the selected routes every time the supervisor sees any change in the route, it will be informed to the operations management in the Hazardous Materials Trip Report QHSEDCR-Fmatpel002. Also periodic reports from the route supervisor to the drivers about the status of the vehicles, declared as "Inactive routes – those in which shipments have not been made for more than 1 year. To activate this route, it must be updated in accordance with this procedure before making the shipment or transportation service.

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

In addition, there is procedure 04. DCR-SEGpro004 HAZARD IDENTIFICATION AND ROUTE RISK EVALUATION of the DCR carrier, which includes STAGE VI: UPDATE OF THE HAZARD IDENTIFICATION AND ROUTE RISK EVALUATION. The hazard identification and risk evaluation must be updated on the "Active Routes" when : A new type of unit and/or mode of transport is acquired.; A new service is contracted; Changes occur on the route, such as route detours, changes in the topography of the road network, social conflicts, etc.

DCR as transport company designated by ORICA, have developed the document QHSE-DCR-Fmatpel006 - v04. ROUTE SELECTION REPORT - YANACocha - CYANIDE - ORICA, which documents the risks in each section of the route. In addition, DCR has the procedure of 04. DCR-SEGpro004 - v09. HAZARD IDENTIFICATION AND RISK EVALUATION ON THE ROUTE, which is included in 6.1.1 Risk evaluation. There is a 3x3 matrix, which values the probability from 1-Unlikely to 3-Very probable and consequence 1-slight to 3-Very Serious compared to loss in the process, damage to property and environmental impact, which reduces to 1-2 low risk, 3-4 medium risk, 6-9 high risk.

ORICA, update its route and risk sheets considering information from government authorities, communities and other stakeholders, through trip reports where supervisors include any changes to the route in their notes.

DCR communicate The Emergency Response Plan for the transportation of hazardous materials to the stakeholders:

Orica has considered DCR units within its transportation, including supervision of the carrier. In particular cases and according to client requirements, there is also supervision by IFSEG Peru S.A.C. that accompanies the convoy.

DCR, as the selected and designated by Orica Peru, it does not outsource the service. DCR is a company certified by the ICMI code and maintains constant supervision. There are WCCP (world class check point) audits carried out by ORICA, aspects based on the ICMI are included in section 17 of the questionnaire, the same questions of the code are included within the supplier audit. Action plans are included for cases of observations and are recorded in the internal ENABLON system.

Colombia Supply Chain

Logicaribe SAS has the Procedure for the Preparation of the Route Maps – document PSSA-03.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The methodology applied in the development and preparation of the route map is a technical and systematic work of gathering and consolidating information on specific routes or sections, illustrating the associated risk factors with the operation. Factors such as:

- Characteristic of roads and highways.
- Speeding zones.
- High accident risk area.
- Community presence.
- Sectors with slopes and abysses
- Existence of bodies of water
- Security and safety entities.

Based on this procedure, they prepare a route map that has the following fields: Sector, route, km, geo reference, maximum recommended speed, characteristics, associated risks, risk control, criticality.

Orica has the Procedure for Transport of Cyanide - document P-2-001.

The analysis of the route considers the characteristics of the roads, crossings of waterways, crossing populated places, transit through environmentally sensitive areas, resources to help along the way, state product control agencies, safe places to spend the night, a point sensitive to the physical safety of drivers, companions and cargo and any other aspect of interest that contributes to the safety of the trip.

The road map considers route characteristics, existing route conditions, signage and police controls, reasonable permitted traffic speeds for the type of road and environmental condition.

Route Risk Assessment

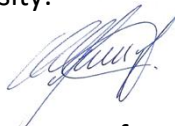
Route Risk Analysis (RRA) is an Orica standard worldwide where it is required to analyze the route of any product where they are going to transport any Orica product, equipment or personnel.

Every route must have a route risk assessment (RRA) from the point of origin to the point of destination, strictly mandatory to transport cargo on them. The following factors must be evaluated along the route:

- Population and traffic density.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Vulnerable facilities (including former health care facilities, hospitals, schools, homes for the disabled, and child care centers).
- Condition of the surface to be driven.
- Road design (corners, intersections, bridges, hill crests, steep hills, signage).
- Terrain (flat, mountainous)
- Visibility.
- Climate
- Communications.
- Maximum speed.
- Recommended speed.
- Associated risks.
- Risk controls.
- Criticality.
- Overnight Places.
- Authorized stops (food intake, fatigue control).

Logicaribe SAS has the Procedure for the Preparation of the Route Maps – document PSSTA-03.

Based on the Colombian Standard GTC 45, for the criticality item, a colored traffic light is established to define the risk level of the road: high, moderate and low.

They have GPS to monitor the unit throughout the route.

The convoy is usually made of 2 escorts pick-up trucks + 1 transport unit, on some occasions it is made of 2 escorts pick-up trucks + 2 transport units.

1 escort pick-up truck is integrated by 1 convoy leader + road technician, they are staff of the company “Seguridad Vial” (a subcontractor hired by Orica). The other escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional.

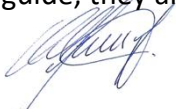
Orica has the Procedure for Transport of Cyanide - document P-2-001.

The selected transport route considers the characteristics of the road, associated risk, road condition, weather condition, traffic flow, signage and road safety, physical security (robberies, assaults, terrorism), risk classification, control measures.

Risk analysis based on a technical guide, they are low, medium, and high risks.

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Control measures: reduce speed, hitch the container to the trailer, selected route, lights, signaling, traffic control, escort, horns, others.

Logicaribe SAS has the Procedure for the Preparation of the Route Maps – document PSSTA-03.

In the article 7, it refers to the revision of the procedure: this procedure must be reviewed at least every year and/or according to conditions and changes on the road.

They return to the same initial process as making a route map, including, or removing risks.

Orica staff does the route evaluation separately from Logicaribe staff.

The evaluation of the 2 companies (Orica and Logicaribe), is presented in a talk. The opinion of the transport operators is considered to obtain the final route map.

Orica has a document for Preparation and Update of Route Analysis: a tour of the route is carried out during which the criteria listed above are evaluated. This evaluation is documented in a route map. The SHE Leader or whoever designates, the Supply Chain area and the transport company participate in the route. The route map is updated every 3 years or when there are relevant changes or conditions that may represent a risk in transportation, these changes or conditions are recorded in the trip reports. Additionally, an annual tour of the mentioned participants is made to update the route map.

There is the Hazard Matrix 745, this document contains all hazards associated with the transportation of hazardous materials and control measures, based on the control measures, personnel are informed or trained.

The route map also has control measures for each associated risk, these control measures include maximum recommended speed, compliance of traffic rules, respect traffic signs, give way, check in lateral directions, slow and defensive driving due to the massive traffic of people and vehicles, take care when closed curve with the recommended low speed, use of communication radios, use of escort pick-up trucks.

Stakeholders are informed that cyanide will be transported through their areas so that they are on alert for a possible emergency response.

The convoy is usually made of 2 escorts pick-up trucks + 1 transport unit, on some occasions it is made of 2 escorts pick-up trucks + 2 transport units.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

1 escort pick-up truck is integrated by 1 convoy leader + road technician, they are staff of the company "Seguridad Vial" (a subcontractor hired by Orica). The other escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional.

They have GPS to monitor the transport units throughout the route.

In addition, Orica carries out a WCCP (world class check point) Audit for Logcaribe, the last audit was carried out on March 6 and 7, 2024. This audit includes aspects based on the ICMI in section 17 of the questionnaire, the same questions and Transport principles of the cyanide code are included in the supplier audit. Action plans are included for cases of observations and are recorded in the ENABLON internal system.

One escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional, who ensure the contractor complies with the Cyanide Code standards.

Argentina Supply Chain

ORICA manages Cruz del Sur (hereinafter CDS) as the sole supplier for the cyanide transportation service in Argentina. CDS has developed a Route Risk Analysis for each route, which includes route, population density, inclination and slope, bodies of water and fog, and associated controls, depending on the route. In the case of UM Veladero (main client that accounts for 95% of transportation in Argentina), the document is revised in February 2024. It is reviewed every 2 years. The leader reports the changes in the route. Loose animals, snow and freezing of the route, no telephone signal. All convoys have a supervision pick-up truck that contains a satellite phone and monitoring units. In the case of Veladero, the entire route has a network connection.

There is procedure P-OEP-001 v11.0 of 02/16/2024, Q66 convoy transport of Sodium Cyanide, a procedure associated with the ICMI requirements. The following records are included P-OEP-001-R001 Convoy Tracking Template Q66. Escort operational report Q66 P-OEP-001-R002. Cruz del Sur consignment note P-OEP-001-R003 (remittance guide). In addition to Criteria for preventive fleet maintenance P-OEP-001-A001, P-OEP-001 A002 Satellital telephone operation.

There is risk and approval instructions for convoy route Q66 I-OEP-001 v5.0, ,where reference is made to the route matrix I-OEP-001-R001- Route analysis risk -RAR. The

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

reevaluation of the RAR is carried out with the 1st convoy of each year and the information provided by the monitoring leader or in a period of no more than 2 years.

The leader informs Monitoring at the end of the convoy of any observation that differs from the current RAR. This information, when it exists, is recorded in the convoy Tracking Form Q66-P-OEP-001-R001. A procedure is implemented to periodically reevaluate the routes used to transport cyanide and/or a process to obtain information on the status of the route from drivers and/or Leaders.

All risk and assessment information are recorded in the I-OEP-001-R001-Route Analysis Risk -RAR record. The measurement of risks is carried out based on probability vs consequence through a 3x3 matrix, probability 1 to 4 where low =1 to very high =4, and consequence where 4=very serious to 1=mild. The reevaluation of the RAR (Risk and Route Approval). is carried out with the 1st convoy of each year and the information provided by the monitoring leader or in a period of no more than 2 years.

The leader informs monitoring at the end of the convoy of any observation that differs from the current RAR (Risk and Route Approval). This information, when it exists, is uploaded to the convoy tracking form Q66-P-OEP-001-R001

There is an information day for communities, police, firefighters, health, CIPET (information center for transport emergencies), CATAMP (Argentine Chamber of Transportation of Hazardous Materials). Feedback from attendees is taken to evaluate route risks.

Periodically, events are held with community stakeholders to disseminate aspects of the safe management of Sodium Cyanide Transportation, as well as identify suggestions and comments that can reduce risks of this in their geographical context.

CDS has developed the procedure P-OEP-001, Transportation of Sodium Cyanide Q66 convoy, which includes the communication of the requirements of the Code to interested parties such as RESTEC ARGENTINA S.A. those who act to respond to secondary emergencies and remediation.

The specific route for the case of Veladero, which brings together more than 90% of the cyanide transportation business for ORICA, does not have special considerations that must be taken into account, except those related to driving on hazardous materials roads. The road is paved and the controls to be taken have been included in the route sheet. There is use of escorts and emergency response through the HAZMAT company at the request of Orica, who has the role of accompaniment and response to emergencies.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

In the case of CDS Emergency response instructions for Cyanide Transportation I-OEP-001-002, includes RESTEC Argentina S.A. External company for response to secondary emergencies and soil remediation. Orica hires HAZMAT for response and support in addition to soil remediation.

Orica carries out the transportation with the CDS company and it does not outsource the service. CDS is certified with the ICMI code. CDS has developed the Q66 Sodium Cyanide Convoy Transportation procedure that communicates it to its drivers and supervisors. Likewise, there is a supervision service with HAZMAT Argentina S.A. to whom Orica communicates the requirements of the Code through training.

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.

Peru Supply Chain

DCR has developed the procedure QHSE-DCR-pets075 PROCEDURE LOADING AND TRANSPORTING SODIUM CYANIDE ISOTANK FROM LIMA TO MINERA YANACocha that includes Competency Prerequisites for drivers that includes: Driver with general and specific induction; Driver with driving authorization within operations (MYSRL), Driver with driving authorization from the MTC A-III-C; AIV; Driver with defensive driving training; Driver with HAZMAT level I-II-III course; Driver with firefighting training; Driver with first aid course..

ORICA Provides in-person and remote training for the client, transporters, and stakeholders on cyanide management. The supplier is requested to provide its annual training program and its monitoring. Case: Training plan "Annual SHE training and training program" DCR-SEGpg002, includes training such as:

- Loading, transportation and unloading procedures.
- How to report an emergency,
- protocol for emergency communication scheduled for January.
- Hazardous materials,
- Labeling and signaling,
- Load compatibility for the transport of dangerous materials..
- Contingency plan,
- Hazmat III;

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Training certificates of online training on the safe use and handling of cyanide are evidenced. Online course provided by ORICA on its website with username and password.

ORICA designates CDR as the transport company for the cyanide cargo and all its operations are its own and with its own units, no third-party personnel or units that are not DRC are subcontracted. ORICA provides in-person and remote training for the client, transporters, and stakeholders on cyanide management. There is an annual SHE training and training program DCR-SEGpg002, includes training such as loading, transportation and unloading procedures, also includes the report of an emergency, protocol for emergency communication scheduled. The program has included: Hazardous materials, labeling and signaling, load compatibility for the transportation of dangerous materials. Contingency plan, Hazmat III.

Training is evidenced by online training certificates training in the safe use and handling of cyanide. Online course provided by ORICA on its website with username and password. Courses that must be taken annually.

Colombia Supply Chain

According to the Driver Functions Manual of Logicaribe, these are the basic requirements for the drivers of dangerous products:

Academic training:

- Basic Primary and/or High School.

Legal requirement:

- Prove driving license required to drive C3 heavy vehicle.
- Course for the transport of dangerous substances.
- Minimum 2 years of experience driving a tractor-trailer is required.

Skills: knowledge of basic mechanics, preventive driving, knowledge of traffic signs and road safety, good interpersonal relationships, commitment, organization, teamwork, responsibility, effective communication, self-control, confidentiality of information.

Also, there is the Contingency Plan for Transportation of Cyanide of Logicaribe – document PASSTA-001 version 3 updated on 02/01/2024. This plan includes the training and coaching:

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

All personnel involved in the sodium cyanide transportation operation must be instructed in the following topics:

- a. The properties.
- b. Product identification
- c. Personal security.
- d. Safe handling of the product.
- e. Safe transport of sodium cyanide.
- f. Storage.
- g. Contingency plan.
- h. Fire near sodium cyanide.
- i. Medical emergencies.
- j. Environmental emergencies

Orica has a “position description” for the job position “Coordinator – Warehouse and Distribution”. Among its expected results are: zero accidents in transportation, an annual audit of transportation companies.

The following is required for this position:

- Professional in engineering or administrative careers.
- Minimum 3 years of experience in transportation and storage for the mining sector.

Orica has a “Position description” of the Occupational Risk Manager:

Professional Expert in matters of Safety and Health at Work, with management and development in management systems, operational procedures, emergency plan and analysis of occupational risks, incorporating leadership practices in matters of Occupational Safety, Occupational Health and Hygiene and Environment, in line with local and Orica legal requirements.

Metrics for the Occupational Risk Manager:

- Leadership Interactions in HSE.
- Risk assessment.
- JSERA.
- SHES Training.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

We talked with the 2 Orica supervisors of the convoy, they have the knowledge for the transport of dangerous goods, they know the danger and natura of the sodium cyanide and the safe handling and storage of this product.

Logicaribe has a contract with Ambipar for Emergency Response: Contract for the provision of stand-by emergency services. The scope of the service is based on the availability of a network of emergency care points, emergency care in the event of a sodium cyanide spill. The contract for the emergency response considers the following levels:

WARNING LEVEL: Unit with the capacity to respond to an incident related to dangerous goods in the following activities: recognition, identification of the substance involved, risk assessment, and execution of initial actions to guarantee safety, establishing zones, hence the initial isolation and medical action zone. implementation of the command system and following individually and in conjunction with competent support organizations and entities.

OPERATIONS LEVEL: unit with personnel, equipment and supplies to attend to an incident related to dangerous goods in the following activities, all the activities described above for the warning level, also identify, analyze and evaluate the risks of the product involved and its behavior to prepare the initial response by determining the necessary personal protection and the procedures to be used, implementing the initial response, delimiting the areas from below, initiating communications as well as defensive actions to confine the spilled product in the environment; it also implements decontamination corridors for personnel involved.

TECHNICAL LEVEL: unit with personnel, equipment and supplies to attend to an incident related to dangerous goods in the following activities, all the activities described above for the operations level, and also respond to incidents in order to control the release of the substance or product, work in a manner offensive with the specific protection required make specific instrumental measurements delimit the isolation zones carry out containment closing valves or plugging their training includes the use of special suits 33 and devices measuring and detecting contaminants.

Logicaribe has an Annual Training Plan, document FSSTA-036 Version 2 dated 03/01/2024.

For the personnel involved in the cyanide operations, they have programmed:

- Transport of dangerous goods.
- Road safety for drivers – defensive driving.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Fatigue while driving.
- Use of the seat belt.
- Contingency plan for the transportation of cyanide that is given at the beginning of each operation.

There is a Letter of Adherence to the International Cyanide Code, is signed by the legal representatives of both companies (Orica Colombia SAS and Agencia Logística del Caribe SAS - Logicaribe). Through this agreement, Agencia Logística del Caribe SAS - Logicaribe undertakes to fully comply with the requirements of the cyanide code, counting on Orica Colombia SAS to support and implement the necessary standards.

In addition, Orica carries out a WCCP (world class check point) Audit for Logicaribe, the last audit was carried out on March 6 and 7, 2024. This audit includes aspects based on the ICMI in section 17 of the questionnaire, the same questions and Transport principles of the cyanide code are included in the supplier audit. Action plans are included for cases of observations and are recorded in the ENABLON internal system.

One escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional, who ensure the contractor complies with the Cyanide Code standards.

Argentina Supply Chain

All personnel operating cyanide handling and transportation equipment are trained to perform their jobs in a manner that minimizes the potential for cyanide releases and exposures. Cruz del Sur trains leaders in cyanide transportation procedures. The talks on cyanide management and emergency response while traveling are given by the Convoy Leader before starting the trip in the "5-minute talk" mode. All drivers assigned to that operation attend the talks. The topics of the pre-trip talks are exclusive to the Convoy Leader, according to the needs he considers, but the characteristics of cyanide and the basic guidelines for emergencies on the route must always be remembered. The evidence of the 5-minute talks given is indicated in the P-OEP-001-R002-Escort Operational Report of each convoy.

To ensure that the personnel who operate cyanide transportation (leaders and drivers) carry out their task with minimal risk, the training activity has an annual evaluation record P-OEP-001-R004-Convoy Q66 Comprehension Self-Evaluation.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

To obtain the LINTI (authorization to be able to transit with dangerous materials), it includes under the training for dangerous materials, which must be renewed periodically on an annual basis. In the case of the company that makes the second response, the requirement of certification for the safe use and handling of Cyanide has been included.. In addition, audits are carried out for transporters that include a specific section for cyanide, where transport personnel and equipment and facilities are audited.

The transport company uses only trained, qualified and licensed operators to drive its transport vehicles and other equipment for the handling of cyanide. The drivers have the respective LINTI certificate (national interjurisdictional transport license), it is the only document that qualifies carry out interjurisdictional transport of loads in the national territory) for Dangerous Cargoes in force.

The qualification to obtain the LINTI (national interjurisdictional transport license) for dangerous cargo includes a course on Handling Dangerous Cargoes, Defensive Driving, and Emergency Treatment in transportation with cargo of dangerous goods, which makes them adequately trained in these practices. The procedure also includes a psychophysical examination.

There are annual self-evaluations of the personnel, in addition the transport company Cruz del Sur evaluates the competencies of the personnel through the Management area. Personnel information is stored digitally.

ORICA designates CDS as the transport company for the cyanide cargo and all its operations are its own and with its own units, no third-party personnel or units that are not from Cruz del Sur are subcontracted. Orica has a contract that includes the transportation characteristics, first response. Within the requirements for transportation, Orica receives trip reports from the carrier CDS and the second response and supervision company Orica, HAZMAT report case. If it is decided to hire a third party, the Q66 Sodium Cyanide Convoy Transportation procedure considers the minimum training and legal authorizations in force.

Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

Peru Supply Chain

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Orica only uses supply chain partners with equipment designed and maintained to operate within the loads being handled. All transport companies involved in this supply chain were found to be compliant with this requirement during their ICMC certification audits.

DCR's trucks and trailers are defined according with the customer requirements .

Orica has defined critical control, which is carried out monthly by sampling units by supplier. There are critical controls with a critical aspect, battery isolation, emergency response plan, seat belts, load suggestion, stable parking, wheel management.

ORICA has a Major Hazard Program, each inspection has an inspection code such as the load restriction system, which includes load capacity and its field verification for compliance.

Within the control of the convoy, there is the measurement of weights and measures required by the state authority for circulation on roads. All transport units designated for cyanide have a permit card from the Ministry of Transport and Communications of Peru that includes net weight gross weight and payload of the unit.

ORICA Peru contract the transport service with DCR, who does not outsource the service. DCR is a company certified by the ICMI code and maintains constant supervision. There are WCCP (world class check point) audits carried out by ORICA, aspects based on the ICMI are included in section 17 of the questionnaire, the same questions of the code are included within the supplier audit.

Colombia Supply Chain

Orica has the Cyanide Transport Procedure Document P-2-001.

The procedure states that trucks and trailers older than five (05) years must be evaluated and diagnosed by an independent mechanical service, which declares them qualified for the service for which they are contracted.

Only one (01) container can be loaded per platform and each head can only drag one chassis.

All suppliers and potential transport service providers of ORICA COLOMBIA SAS, before the first transportation, it has been subjected to an evaluation, which is a basic condition for contracting the sodium cyanide transportation service where the conditions of how the transportation and supply of the material will be carried out to the client are verified.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The trailers designated for the operation are those that are available and capable of transporting sodium cyanide.

Before each dispatch of sodium cyanide, the following check list is filled out: Inspection for transportation of dangerous goods (document FSSTA-001 version 01).

About the vehicle conditions, the following items are checked: tires, spare tire, panoramic glass, windshield wipers, rearview mirrors, horn, high beams, low beams, turn signal lights, stationary lights, brake lights, reverse alarm.

The maritime container that carries the IBCs of sodium cyanide, is checked: front part, doors, right side, left side, floor, external roof, closing mechanism (plates, hinges), security seal (indicate seal number).

About the trailer conditions, the following items are checked: platform, side lights, turn signal lights, king pin, spare tire, general conditions.

The trailers designated for the operation are those that are available and capable of transporting sodium cyanide.

When the truck trailer with the container leaves the port, it is weighed. There is the scale ticket with the total weight.

There is a Letter of Adherence to the International Cyanide Code, is signed by the legal representatives of both companies (Orica Colombia SAS and Agencia Logística del Caribe SAS - Logicaribe). Through this agreement, Agencia Logistica del Caribe SAS - Logicaribe undertakes to fully comply with the requirements of the cyanide code, counting on Orica Colombia SAS to support and implement the necessary standards.

In addition, Orica carries out a WCCP (world class check point) Audit for Logicaribe, the last audit was carried out on March 6 and 7, 2024. This audit includes aspects based on the ICMI in section 17 of the questionnaire, the same questions and Transport principles of the cyanide code are included in the supplier audit. Action plans are included for cases of observations and are recorded in the ENABLON internal system.

One escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional, who ensure the contractor complies with the Cyanide Code standards.

Argentina Supply Chain

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

There is a contract with the transportation company aligned with the requirements requested by the mining units.

The company uses only equipment designed and maintained to operate with the loads it will handle. Trucks and trailers are appropriate for the transport of containers authorized to circulate on public roads and have the RTO (Mandatory Technical Review) for dangerous loads and maximum permitted load.

The transportation provider has weight control through certification that indicates what the unit can carry. It is weighed at origin and during the route. All transport is in containers of 22.7 MT per container, and the units can load up to 28.5 MT.

There are procedures to verify the adequacy of the equipment for the load it must support.

Prior to the departure of the units loaded with ocean containers, the Convoy Leader is the responsible for the final visual inspection of each of the trucks that transport the sodium cyanide to the destination. OEP-001-R002- Escort Operational Report Q66.

The transportation provider has weight control through certification that indicates what the unit can carry. It is weighed at origin and during the route. All transport is in containers of 22.7 MT per container, and the units can load up to 28.5 MT. The maximum permitted load appears in the RTO of the trailer, expressed in Check List P- OEP-001-R002 Escort Operational Report.

Orica carries out the transportation with the CDS company and it does not outsource the service. CDS is certified with the ICMI code. The transport company CDS has its own 2nd response team for RESTEC emergencies. ORICA hires HAZMAT Argentina as the 2nd emergency response team, who follows Orica's emergency response plan, the emergency response plan for the transportation of sodium cyanide to the Veladero mine, which is included in point 2.1.3 of the responsibilities of emergency response service that includes executing second response care in the event of an emergency.

When the carrier contracts with other entities, CDS requires compliance with current procedures in accordance with the requirements of the Code. Compliance with the procedures in P-OEP-001-R002 - Escort Operational Report is verified.

Transport Practice 1.4

Develop and implement a safety program for transport of cyanide.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Perú Supply Chain

There is a key control performance statement (KCPS), hazards greater exposure to cyanide. Key control: integrity of the cyanide transport container. Design standard included. Operating standard and training standard, which includes that sodium cyanide is transported in an isotank (solids) or shipping container that has a current and valid safety approval plate.

- A checksheet-based visual inspection of the integrity of sodium cyanide isotanks and shipping containers is performed prior to use, and the results are recorded on the checksheet.
- Intermediate bulk containers (IBCs) transporting sodium cyanide on public roads are placed inside a shipping container.

In addition to:

Operational or functioning design

- Isotanks and shipping containers have been confirmed to have a current and valid safety approval plate and have been visually verified for integrity prior to use. Transport equipment without a valid approval plate or with damage that compromises its integrity has not been used.
- Wooden IBCs have been placed inside a shipping container and packaging is used to prevent movement of IBCs during transportation, as per procedure.

There is a checklist for the truck and trailer including the container, SPC-F-004, ed01, where is included the four toxic class 6 signs, four United Nations 1689 signs, four marine pollutant signs, and four NFPA diamonds 4-0-0-~~W~~ are included within the signaling area. The following case are review: SOA157_IFSEC Antamina Trip Report and case of SOY211_IFSC Yanacocha Trip Report.

DCR performs pre-trip inspections to ensure that trailers are locked and secured and that placards are on all four sides of the trailers. DCR transports only solid cyanide in Intermediate Bulk Containers (IBCs) within sealed containers. Normal safe driving procedures and unloading procedures ensure that the truck and the trailer are not damaged during transit. The transport procedures establishes that the load cannot be altered during

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

the transportation process. To ensure this, tags are placed in the sea container's locks at the manufacturing facility. These tags can only be removed at the mine.

Orica sparge plant has implemented a procedure to ensure cyanide containers are unloaded in a manner that maintains the integrity of the producer's packaging. Orica controls the amount and appearance of the package during unloading/loading of sodium cyanide. The cargo is then locked by the driver. Orica conducts routine inspections to ensure the integrity of the cyanide transport.

DCR include under the document "Trip Report on hazardous materials" contains:

- QHSE- DCR-Fmatpel 002 rev10, the check list for reception and delivery of sodium cyanide
- QHSE-DRC-Fmatpel001 rev6. Also include the check list of the container and isotank. Fifth wheel inspection booklet, kink ping and king ping iron,
- QHSE-DCR-F matpel 065 rev 00, escort truck check list
- QHSE-DCR_Fmatpel 064 rev00. Checklist for tract and coupling

There is a preventive maintenance program DCR-MAN pg001 rev00 approved by the maintenance manager. There is also a preventive maintenance program for trucks and trailers.

According to the transporter's procedures, the transport will only be carried out during daytime hours. There are restriction and permitted hours are from 6 am to 6 pm driving hours. In the same way, drivers must rest at least eight hours before departing on the trip. The drivers working day traveling with sodium cyanide may not exceed twelve hours a day discontinuous, allowing stoppings every two to three hours for ten minutes or more for equipment review, feeding and active stops.

In the travel reports of IFSEC Peru S.A.C., hourly convoy transportation controls are included.

Orica has SPC-PLE-001 Emergency Cyanide Transportation Plan Edition 3, OHS Manual, PETS, loading and transportation of sodium cyanide isotank QHSE-DCR-PETS-075 v06, Securing the container, placing chains, the operator Fill out the QHSE-DCR_Fmatpel 001 form for receipt and delivery of sodium cyanide where they verify and record isotank is properly secured in the trailer.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Additionally, CDR has included the procedure QHSE-DCR-pets075 - v06 Procedure Loading and Transporting ISO Tanks Sodium Cyanide from Lima to Minera Yanacocha, where it has included it in point 5.3. Loading of isotanks with sodium cyanide, the Securing of the container section and placement of chains.

Under the Contingency Plan, within the emergency protocols, on the 8.2.7 social disorder, indicates and other vehicles alert the convoy about the presence of social disorder, it is seen that the convoy will reach the truck so that it can approach safely confirm the information and evaluate the situation, the incident commander will inform the company about the incident and the safest action will be determined. Various scenarios are considered such as adverse environmental conditions (mudslides, thunderstorms, heavy rain, fog, hail and snowfall).

Under the contingency plan from MARSK L.HS-01 from 05.01.2024 rev06, includes on the item PRE 05 Disturbances, PRE-06 - Road out of service due to Natural Factors, PRE 09 Thunderstorm.

Under the DCR contingency plan includes on the item 8.2.6. Adverse environmental conditions, which include landslides, thunderstorms, heavy rain, hail, snowfall and fog, in item 8.2.7 includes social disorder, which includes police support and method of action.

Orica has an alcohol and drug prevention policy SHE-POL-02 v005, dated 03/12/2024, disseminated to contractors, with random monitoring carried out once a year by the contractor on its staff. There is a training record (QHSE-DRC-FRH001 rev008). DCR also includes continual training to their drivers team.

ORICA PERU contract the transport service with DCR, who does not outsource the service. DCR is a company certified by the ICMI code and maintains constant supervision. There are WCCP (world class check point) audits carried out by ORICA, aspects based on the ICMI are included in section 17 of the questionnaire, the same questions of the code are included within the supplier audit. Action plans are included for cases of observations and are recorded in the internal ENABLON system.

There is information from the suppliers sent to ORICA that is uploaded to the corporate ONEDRIVE cloud managed by the warehouse and distribution coordinator. There is an annual work plan for supply chain suppliers SHE-F-062 ed001. Follow-up is requested for each supplier. Includes records that contractors must send such as policy dissemination, IPERC, speeding monitoring, safety campaign.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Colombia Supply Chain

The maritime container with 20 IBCs of 1,135 net kg of solid sodium cyanide each IBC, arrives at the port of Santa Marta located in the Magdalena region, Colombia.

By port regulation, sodium cyanide containers cannot be temporarily stored in the port warehouse, therefore, they are unloaded directly from the ship to the truck trailer. The container arrives at the port of Santa Marta with a security seal from origin, the container is not opened until the arrival to the customer.

Before each dispatch of sodium cyanide, the following check list is filled out: Inspection for transportation of dangerous goods (document FSSTA-001 version 01). We reviewed the check list filled on December 5, 2023.

The maritime container that carries the IBCs of sodium cyanide, is checked: front part, doors, right side, left side, floor, external roof, closing mechanism (plates, hinges), security seal (indicate seal number).

About the trailer conditions, the following items are checked: platform, side lights, turn signal lights, king pin, spare tire, general conditions.

There is a WhatsApp group for the dispatches of sodium cyanide from Santa Marta Port to Segovia mine, in this group is included all the staff from Logicaribe and Orica involved in the transport of sodium cyanide and the respective managers. Pictures of the maritime container are sent to this WhatsApp group as additional evidence to support the check list.

Orica emergency booklet for the transport of sodium cyanide includes the required placards and signage on the container: class 6-toxic, UN 1689, Marine pollutant and diamond NFPA 4-0-0-W.

Logicaribe: Before each dispatch of sodium cyanide, the following check list is filled out: Inspection for transportation of dangerous goods (document FSSTA-001 version 01)..

Prior to each dispatch of sodium cyanide, the following check list is filled out: Inspection for transportation of dangerous goods (document FSSTA-001 version 01). We reviewed the check list filled on December 5, 2023. This check list contains: Vehicle conditions, documentation, type of road, spill kit, personal protection elements, cargo identification, container inspection, cargo transport unit inspection.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

About the vehicle conditions, the following items are checked: tires, spare tire, panoramic glass, windshield wipers, rearview mirrors, horn, high beams, low beams, turn signal lights, stationary lights, brake lights, reverse alarm.

About the trailer conditions, the following items are checked: platform, side lights, turn signal lights, king pin, spare tire, general conditions.

Logicaribe has a preventive maintenance program, the maintenance is carried out by Kenworth, the warranty of the trucks is for 5 years. We reviewed the maintenance program for the trucks with license plates LPZ 934 and LPZ 935, the units designated for sodium cyanide transport.

The program shows the Scheduled and executed maintenances.

Corrective and preventive maintenance control indicates the maintenance carried out.

Accounting department receives the report of the corrective and preventive maintenance service performed and sends a consolidated report to logistics and security departments. The maintenance reports carried out on both units, LPZ 934 and LPZ 93, were verified.

In the case of the Orica escort pick-up truck, they rent the properly equipped pick-up truck to the rental company that has an available unit.

In the case of "Seguridad Vial su embarque seguro LTDA", named "Seguridad vial" in this report, we reviewed the preventive maintenance program of the 2 pick-up trucks with license plates HFK156 and HGZ317, which are the units designated for the security escort of the transport of sodium cyanide. We also reviewed the invoices of the executed maintenance services as support.

Logicaribe has a fatigue prevention and control program (Document POSSTA-003 version 4 dated 02/18/2022)

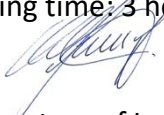
The intensity of the drivers' workday will not exceed 12 hours under any circumstances; this control is carried out through the route time report, where the driver reports via WhatsApp the start times and the end time of the vehicle's transit.

A program of working days has been developed that prevents physical and mental exhaustion of drivers, as follows:

- Maximum continuous driving time: 3 hours

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Minimum rest time for trips every three (3) hours, 20 minutes for each rest time.
- Minimum daily rest time: 8 consecutive hours
- Minimum monthly scheduled rest time: 5 consecutive days

If the driver shows symptoms of fatigue, he must take the following actions, which are authorized by the General Manager:

- Locate a safe place to park, report the situation to your immediate boss.
- Take the rest you consider necessary to continue the march to the final destination.
- If, upon continuing the march, you consider that you are not in good condition, you must immediately report it to the SHE Coordinator.

Orica has a procedure for Driving Light Vehicles on National Routes (PR-SHE-007 version 1 dated 06/10/2023). This procedure indicates:

- Take regular breaks every 3 hours, for a period of 15 to 20 minutes during the trip to rest and stretch.
- Fatigue control: watch for signs of fatigue, such as frequent yawning, lack of concentration, and drowsiness.

If you experience fatigue, stop in a safe place and rest before continuing to drive.

The maritime container with 20 IBCs of 1,135 net kg of solid sodium cyanide each IBC, arrives at the port of Santa Marta located in the Magdalena region, Colombia.

By port regulation, sodium cyanide containers cannot be temporarily stored in the port warehouse, therefore, they are unloaded directly from the ship to the truck trailer.

Inspection of cargo units and cargo transport units (document FSG-012 version 1 dated 03/23/2021), the container number and seal number are indicated to verify that there has been no manipulation of the container.

Before each dispatch of sodium cyanide, the following check list is filled out: Inspection for transportation of dangerous goods (document FSSTA-001 version 01).

The maritime container that carries the IBCs of sodium cyanide, is checked: front part, doors, right side, left side, floor, external roof, closing mechanism (plates, hinges), security seal (indicate seal number).

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

About the trailer conditions, the following items are checked: platform, side lights, turn signal lights, king pin, spare tire, general conditions.

In this check list is reviewed that the maritime container is properly secured to the trailer.

There is the Contingency Plan for Transportation of Cyanide of Logicaribe – document PASSTA-001.

The contingency plan indicated the following: In case of heavy rain, In case of hail and snow, In case of fog, In case of social disorder

When the convoy leader is aware that some type of demonstration or social disorder is taking place in some section of the route along which he is going to pass, he must contact the Distribution and Safet departments (Orica and Logicaribe) and they will carry out the respective coordination with the Operations Area to evaluate the situation and determine whether to continue with the trip.

When on the route and other vehicles alert the convoy about the presence of social disorder, the convoy must be stopped, the escort will be delegated to safely approach to confirm the information and evaluate the situation. The convoy leader will inform the company about the fact and the safest action will be determined.

When the convoy unpredictably encounters a demonstration or social disorder, units must attempt to evade the encounter whenever possible without promoting a provocation or giving cause for attack. You should act calmly, and visually recognize the place where you have parked. Never try to make your way through the crowd, do not put the safety of personnel and cargo at risk. The driver must not offer any resistance or carry out any type of action that promotes the reaction of the protesters.

When the convoy finds itself in a vehicle movement situation controlled by protesters, the convoy leader must evaluate the safety of the vehicles passing and make the decision to do so or not.

Request support from the National Police of Colombia in order to adopt preventive measures.

There is an alcohol, drug and other addictions program (Document POSSTA-004 version 3 dated 01/17/2023).

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Alcohol testing is done before starting a sodium cyanide dispatch operation, it is done on everyone, truck trailer drivers (Logicaribe) and staff of escorts (Orica and Seguridad Vial)

Medical examinations to detect cocaine and marijuana are carried out annually for the truck trailer drivers.

Logicaribe has a master list of documents, where all the procedures, check lists and records are included.

Logicaribe has the Document and Records Control Procedure (Document PSG- 001 version 4 updated on 11/12/2022).

The objective of this procedure is to approve, review, maintain and control the documentation of LOGICARIBE S.A.S., guaranteeing its identification, updating, integrity, availability, and confidentiality.

The records must meet the following characteristics:

- That they are identified, to be filed and classified.
- That they are legible, to ensure their understanding, compression and handling.
- That they are recoverable, to resort to them when solving doubts or requiring support from them.
- That they are controlled, for their issuance and recovery by the agency or person responsible for their control.

There is a master list of documents and records where all the documented information that the company has within its management system is indicated, including code, revision number and effective date.


There is also a master list of external documents.

There is a Letter of Adherence to the International Cyanide Code, is signed by the legal representatives of both companies (Orica Colombia SAS and Agencia Logística del Caribe SAS - Logicaribe). Through this agreement, Agencia Logistica del Caribe SAS - Logicaribe undertakes to fully comply with the requirements of the cyanide code, counting on Orica Colombia SAS to support and implement the necessary standards.

In addition, Orica carries out a WCCP (world class check point) Audit for Logicaribe, the last audit was carried out on March 6 and 7, 2024. This audit includes aspects based on the ICMI

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

in section 17 of the questionnaire, the same questions and Transport principles of the cyanide code are included in the supplier audit. Action plans are included for cases of observations and are recorded in the ENABLON internal system.

One escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional, who ensure the contractor complies with the Cyanide Code standards.

Argentina Supply Chain

Within the cyanide transport procedure as well as the Emergency Response Instructions for Cyanide Transport I-OEP-001-002 v4.0, the control of seals is included. Likewise, in the monitoring report, the seals are reviewed and confirmed upon arrival at the mine.

Procedures are in place to ensure that cyanide is transported in a manner that maintains the integrity of the producer's packaging.

The Q66 Sodium Cyanide Convoy Transport procedure contemplates that upon leaving the port and as confirmation of the integrity of the packaging, the convoy leader controls the seal throughout the trip until reception at the mine and records the number in the P- OEP-001-R001 - Convoy Tracking Form Q66.

The Convoy Leader checks the condition of the containers, ensuring that they are suitable for the trip, without breakage. No other cargo may be carried along with sodium cyanide.

Signs are used to identify that the shipment is cyanide, as required by local regulations or international standards.

The Convoy Leader ensures that he has the signs required by National and International legislation for the identification of Cyanide, for transport.


The field visit inspects the insurance transport units and verifies the application of signage around the unit according to its procedure.

CDS establishes that vehicle inspections must be carried out before each departure/shipment.

Before the start of the trip, the Convoy Leader inspects the units that will make up the convoy, accompanied by the driver P-OEP-001-R002- Escort Operational Report Q66, verifying compliance with the check List.

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Registration of the unit maintenance program through the Resource Maintenance System portal, fleet of trucks and trailers have been included. There is a maintenance plan M1 (every 30,000 km), M2 (every 60,000 km), M3 (every 120,000 km).

During a field visit, the use of the unit's checklist is evident, and the staff interview confirms the application of the checklist based on the procedure.

Drivers must have rested at least 8 hours before the start and restart of each trip and may not drive more than 12 hours per day (12 net driving hectares). Within the trip reports, the departure time and arrival time are counted, where you can control the rest times of the operators.

During the trip, the convoy must stop approximately every two (2) hours, for 10 minutes, so that drivers can check their equipment and rest. The Leader must report these stops to Monitoring, who add it to the P-OEP-001-R001 - Q66 Convoy Tracking Sheet. After the overnight stay, the visual controls indicated in the procedure will be carried out. The movement of the convoy is only during daylight hours.

CDS has included within the Sodium Cyanide Convoy Q66 Transport procedure, for point 5.3 transportation practice, the sections where it calls for procedures to guarantee that the cyanide is transported in a way that maintains the integrity of the product packaging. For departure from the port and as confirmation of the integrity of the packaging, the convoy leader controls the seal throughout the trip until reception of the mine and registration in the convoy tracking form number q 66. P.OEP-001- R001. It is also included in the procedure that the unit has four pines and two wedges. The driver is responsible for having these elements before the units leave and the convoy leader will be responsible for verifying that they have the elements and their correct use at the right time.

Based on the CDS Transport Convoy Q66 Sodium Cyanide procedure, it considers Procedures according to which transportation can be modified or suspended if conditions such as bad weather or public disorder occur.

The movement of the convoy will depend on weather conditions; The Convoy Leader will evaluate the safety of the route in each case and may stop the convoy if in his opinion the conditions do not allow safe transit.

When there is reasonable evidence that there would be inconveniences on the route, the Traffic Chief will be required to consult the relevant organizations (Police, Ministry of Transportation, highway to be used), ensuring that the route to follow is enabled and there

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

are no social or political conflicts. evident during the trip. If there is evidence of conflicts, the trip must be suspended, communicating the decision to the client and the final recipient (mining company), if the client so requests. The suspension of the trip may also be requested by the client or the final recipient (mining company).

In the event of having to make a route deviation for any reason mentioned above, the leader must receive prior authorization from the Committee of Emergency, who will also communicate the situation to the client.

CDS has an Alcohol and Drug Consumption Policy that is widely disseminated throughout the company. The topic is addressed by the Leader, within the 5-minute talk prior to the departure of the convoy and recorded in P-OEP-001-R002- Escort Operational Report Q66

The CDS profiles of driver and convoy leader in I-EHS-001-008-A002 Medical Studies by Type and Job Positions establish a drug screening for these job positions. The information is sensitive and confidential, archived by the CDS Medical Service. The route controls carried out by security, transit or port authorities, as well as by mining companies upon entry, must be indicated by the Leader in P-OEP- 001-R002, Escort Operational Report Q66.

Orica accesses documents on the sharepoint server by travel date through the trip monitoring report issued by CDS and HAZMAT supervision report. The Argentine IT area performs the backup of the information.

For CDS In P-OEP-001-R002- Escort Operational Report Q66 and P-OEP-001-R001- Convoy Monitoring Sheet Q66, all activities carried out during the development of each convoy are documented.

Orica carries out the transportation with the CDS company and it does not outsource the service. CDS is certified with the ICM1 code. The transport company CDS has its own 2nd response team for RESTEC emergencies. ORICA hires HAZMAT Argentina as the 2nd emergency response team, who follows Orica's emergency response plan, the emergency response plan for the transportation of sodium cyanide to the Veladero rev06 mine, which is included in point 2.1.3 of the responsibilities of emergency response service that includes executing second response care in the event of an emergency.

Transport Practice 1.5

Follow international standards for transportation of cyanide by sea.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Peru Supply Chain

The Latin America Orica supply chain does not ship cyanide by sea or by air. This section of the ICMC does not apply to the operation.

Colombia Supply Chain

The Latin America Orica supply chain does not ship cyanide by sea or by air. This section of the ICMC does not apply to the operation.

Argentina Supply Chain

The Latin America Orica supply chain does not ship cyanide by sea or by air. This section of the ICMC does not apply to the operation.

Transport Practice 1.6

Track cyanide shipments to prevent losses during transport.

Peru Supply Chain

Every cyanide transport convoy uses a satellite phone carried by the escort supervisor. All units have a hands-free radio, escort supervisors with cell phones. It is included in the escort pick-up truck checklist.

In the SPC-PLE-001 Cyanide Transport Emergency Plan, within point 6.3 in the list of equipment for the response kit in a plotting pick-up truck, the satellite phone and portable radio are included among other elements. In addition, the communication radio is included for the response kit on the trucks.

The IFSEC supervisor performs satellite equipment testing. The GPS tracklog is used, there is a check list that includes satellite phone radios and mobile equipment. It has an internal and external video camera, fatigue and drowsiness system, sleep monitoring bracelet, hands-free communications device.

ORICA includes the check list SPC-F-003, including the vehicular protection equipment section, including daily GPS verification and panic button. Additionally, the IFSEC check list of second response equipment, OPE-FO01, includes equipment that is verified daily such as portable radio, radio charger.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Transportation route selection report. QHSE-DCR-F matpel 006 rev06, where there is a route sheet by section and coverage in each area. In the event that there is no mobile coverage, satellite phone management is used. During the journey, the convoy maintains its communication through the radios in each unit, having contact not only with the supervision but also with the client. The units are monitored from base through their GPS.

The transportation companies designated by ORICA use GPS tracklog as a GPS platform. They have an in-house monitoring contract with 6 people who maintain 24/7 monitoring. They also generate daily reports, including speed control, speeding and out of hours. Excesses for more than 1 min. Medium, mild or severe. 1-4 mild, 5-8 medium, 9 to more severe.

There is an electronic referral guide for controlled goods from the carrier and sender, it has authority control seals, tax agency and seal and compliance of the client's warehouse.

Warehouse inventory control through SAP. Current control is evident. The information includes batch date, shipping date, and date of entry of material into the warehouse. MAERSK sends container quantity information and is validated with SAP information on a weekly basis. The 20-foot containers have security seals, electronic locks and anti-bandal locks. Isotanks have security seals. In addition, the unit is weighed at the exit and during the journey to the client. The seals are part of the daily checklist during the tour. The RRA includes physical security risk areas.

In the IFSEG Peru S.A.C. trip reports you can view the traceability of the convoy information with the number of units, plates, security seals, the carrier's shipping guide, the ORICA shipping guide and the weight of the containers. The safety data sheets are on the units and the amount of cyanide in transit is available through the shipping guide. There is also internal control of shipments by client, on a daily basis, and a referral guide, client request and SAP picking as part of the dispatch.

ORICA PERU contract the transport service with DCR, who does not outsource the service. DCR is a company certified by the ICMI code and maintains constant supervision. There are WCCP (world class check point) audits carried out by ORICA, aspects based on the ICMI are included in section 17 of the questionnaire, the same questions of the code are included within the supplier audit. Action plans are included for cases of observations and are recorded in the internal ENABLON system.

Colombia Supply Chain

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The convoy leader (escort from the personnel of Seguridad Vial) and Orica escort personnel operate mobile phones.

Radio is used for internal communication between the driver and the escort pick-up trucks.

There is a WhatsApp group for the dispatches of sodium cyanide from Santa Marta Port to Segovia mine, in this group is included all the staff from Logicaribe and Orica involved in the transport of sodium cyanide and the respective managers.

Logicaribe has the Procedure for transporting cyanide (PSSTA-01), in point 5.2.2 on communication, the following is indicated:

To achieve effective communication, which is not affected by fluctuations in the communications signal of conventional mobile devices, communication radios will be used in each of the escort and transport units. This device may only be used to provide information relevant to the development and safety of the operation. Additionally, via WhatsApp group, a daily report is made by the convoy leader on the news of the operation.

Orica has the Emergency and Communication Instructions for accompaniment in the transport of sodium cyanide (IT-SHE-002 version 1 of 08/19/2023), in point 9 it indicates that clear and effective communication channels will be established, which will include systems alarms, megaphones, radios, mobile phones, text messages, emails and instant messaging applications.

Contact list: In the WhatsApp group and in the route map, which the driver and the members of the escort have, there is the list of contacts and their telephone numbers: police, red cross, firefighters, civil defense and hospital, of the different municipalities by those that the convoy transits.

Orica has the Procedure for Verification of Communication Radios (Document PR-SHE-083 version 1 dated 12/19/2023). This procedure indicates:

Pre-transport tests: Before starting the transport of cyanide, the following tests will be carried out on the communication radios:

- Check battery status and fully charge if necessary.
- Turn on the radio and check the signal quality.
- Test the functionality of the control buttons and microphone.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Perform a transmission and reception test with another radio on the same frequency to confirm sound clarity and communication effectiveness.

Maintenance during transportation: During the transport of cyanide, the following maintenance actions will be carried out:

- Periodically check the battery status and recharge if necessary.
- Clean spokes and connectors to ensure proper connection.
- Perform communication tests on a regular basis to ensure its continued operation.

Use during the route: During the cyanide transport route, the following guidelines will be followed for the use of communication radios:

- Use radios only for communications related to cyanide transportation and safety.
- Keep communications brief and clear to avoid interference and misunderstandings.
- Keep radios on and in continuous listening mode to receive any important updates or instructions.

In addition, the sodium cyanide transport units have GPS, the system and platform is called GPS 24, which indicates location, mileage, speed, stops. Logicaribe staff and management have access to the online platform (mobile and computer), downloading the report daily. Every day they verify that the GPS and the system are working properly.

Throughout the route there is always a signal from any mobile operator, the areas that do not have any signal are very short intervals of time, between 1 to 5 minutes. As there are 2 escort pick-up trucks, in the event of an incident in these blackout areas, an escort pick-up truck advances for a few minutes to report via mobile phone.

Also, the sodium cyanide transport units have GPS, the system and platform is called GPS 24, which indicates location, mileage, speed, stops. Logicaribe staff and management have access to the online platform (mobile and computer), downloading the report daily.

There is a WhatsApp group for the dispatches of sodium cyanide from Santa Marta Port to Segovia mine, in this group is included all the staff from Logicaribe and Orica involved in the transport of sodium cyanide and the respective managers. In this WhatsApp group the Orica escort is informing the tracking and progress of the cyanide shipments.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The sodium cyanide transport units have GPS, the system and platform is called GPS 24, which indicates location, mileage, speed, stops. Logicaribe staff and management have access to the online platform (mobile and computer), downloading the report daily.

In addition, the transport unit has satellite GPS for container opening (sends an alarm in case of container opening). During the entire journey, a satellite GPS report is sent by email every 5 minutes with the location of the container and vehicle license plate. The email reaches the following Logicaribe personnel: logistics coordinator, safety coordinator, general manager and the administrative coordinator.

The maritime container with 20 IBCs of 1,135 net kg of solid sodium cyanide each IBC, arrives at the port of Santa Marta located in the Magdalena region, Colombia. By port regulation, sodium cyanide containers cannot be temporarily stored in the port warehouse, therefore, they are unloaded directly from the ship to the truck. The truck starts the transport to the mine in that moment. The maritime container is not opened until the product arrives to the customer (Segovia mine).

The controls are as follows:

- Container seal with identification number, this seal is identified in the BL, in the Inspection of cargo units and cargo transport units (document FSG-012 version 1 dated 03/23/2021), the container number and seal number are indicated to verify that there has been no manipulation of the container.
- The transport unit has satellite GPS for container opening (sends an alarm in case of container opening). During the entire journey, a satellite GPS report is sent by email every 5 minutes with the location of the container and vehicle license plate. The email reaches the following Logicaribe personnel: logistics coordinator, safety coordinator, general manager and the administrative coordinator.
- The Logicaribe logistics coordinator has a digital folder for each shipment and by container number with all the evidence that supports the inspection of cargo units and cargo transport units (FSG-012 of 03/23/2021 version 1).

The document that indicates the amount of cyanide is the Import declaration. Since the container does not open during the transport, the weight indicated in the Import Declaration is maintained throughout the trip.

The safety data sheets are in the physical folder of the vehicle, this physical folder contains Safety data sheets, the route map, emergency numbers and vehicle documents.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The Logicaribe logistics coordinator has a digital folder for each shipment and by container number with all the evidence that supports the inspection of cargo units and cargo transport units (FSG-012 of 03/23/2021 version 1).

There is a Letter of Adherence to the International Cyanide Code, is signed by the legal representatives of both companies (Orica Colombia SAS and Agencia Logística del Caribe SAS - Logicaribe). Through this agreement, Agencia Logística del Caribe SAS - Logicaribe undertakes to fully comply with the requirements of the cyanide code, counting on Orica Colombia SAS to support and implement the necessary standards.

In addition, Orica carries out a WCCP (world class check point) Audit for Logicaribe, the last audit was carried out on March 6 and 7, 2024. This audit includes aspects based on the ICMI in section 17 of the questionnaire, the same questions and Transport principles of the cyanide code are included in the supplier audit. Action plans are included for cases of observations and are recorded in the ENABLON internal system.

One escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional, who ensure the contractor complies with the Cyanide Code standards.

Argentina Supply Chain

The transportation company contracts the GPS service to track the units, Orica requests trip reports and location of the units when required. There is coverage on the entire route. HAZMAT also reports travel conditions via WhatsApp.

Transportation vehicles have means to communicate with the transportation company, the mining operation, the cyanide producer or distributor, and/or those in charge of emergency response.

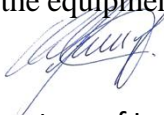
While a trip with cyanide is in progress, the Convoy Leader will inform Monitoring by telephone of the degree of progress of the operation, stops and any developments, as well as any event that requires the stoppage of the convoy. The information obtained by Monitoring will be passed via email to the client and the final recipient (mining company), as soon as possible, through the P-OEP-001-R001- Convoy Tracking Form Q66.

Communications equipment (GPS, mobile phone, radio, pager, etc.) is periodically evaluated to ensure its proper functioning.

The convoy leader must verify that communications equipment is operational before the start of the trip. The evaluation of the equipment is recorded in P-OEP-001-R002

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

On the route to Veladero there is no blackout of communications throughout the journey. However, the convoy will carry a satellite phone in case of emergencies that may exist. Areas where it is impossible to establish communications on transportation routes are identified and special procedures have been implemented for areas where it is impossible to establish communications.

In areas where cell phones do not work, satellite phones are used. The operation of satellite phones is indicated in annex P-OEP-001-A002.

There are systems or procedures to track the progress of cyanide shipments. Units in convoy are monitored by DCN.

Hazmat Argentina S.A., reports via WhatsApp throughout the route continuously, including safe stops, weather conditions, overnight area, start of charging. There are CDS and HAZMAT reports at the end of the trip. Inventory controls and/or chain of custody documentation are implemented to prevent cyanide losses during shipping. Control is implemented through convoy monitoring and daily control of seals and dispatch documents by port or mine warehouse. The physical customs and tax documents for transit (BL, CRT, MIC, etc.) are delivered by the driver upon arrival at the mine or port.

There is freight at the time of departure from the port that includes the number of containers and seals. In the mine, containers are verified against freight load. With the validated document, billing is made to pay for the service. Shipping records indicating the amount of sodium cyanide in transit and material safety data sheets are available during transportation.

There is a weight at the time of departure from the port that includes the number of containers and seals. In the mine, containers are verified against freight load. With the validated document, billing is made to pay for the service. Each convoy and each carrier with the cargo carries a product safety sheet.

Each driver carries the product safety information sheet (MSDS) and the Intervention Sheet, in Spanish.

If other entities are contracted to carry out any of the activities in Transportation Practice 1.6, procedures are implemented so that the contractor is aware of the applicable requirements of the Code and ensures that the contractor complies with those requirements.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Compliance with the requirements of the Code is materialized with the controls prior to leaving the record P-OEP-001-R002- Escort Operational Report Q66

Orica carries out the transportation with the CDS company and it does not outsource the service. CDS is certified with the ICMI code. The transport company CDS has its own 2nd response team for RESTEC emergencies. ORICA hires HAZMAT Argentina as the 2nd emergency response team, who follows Orica's emergency response plan, the emergency response plan for the transportation of sodium cyanide to the Veladero rev06 mine, which is included in point 2.1.3 of the responsibilities of emergency response service that includes executing second response care in the event of an emergency.

Principle 2 | INTERIM STORAGE

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

Transport Practice 2.1

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

Peru Supply Chain

Maersk Logistics and Services, S.A. (formerly APM Terminals Inland Services S.A.) manages the cyanide interim storage and they have a current cyanide code certification on July 8, 2022. There are warning signs posted alerting workers that cyanide is present; that smoking, open flames, eating and drinking are not allowed and what personal protective equipment must be worn.

APM Inlands Services (APM) operates a cyanide interim storage yard in a containers facility cyanide at Ventanilla, Callao, Perú where cyanide is stored. From here sodium cyanide in 20 foot sea containers is transported to Orica's transfer plant located within APM's facility and also transported directly to the mines. APM operations includes transportation from Callao Port to the containers interim storage yard.

APM is an ICMI certified company and was found in compliance with the Code during its recertification audit.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Access to APM's facility is restricted, forbidden for the public. Has a tall perimeter fence, security guards and permanent surveillance with closed system of security cameras. The cyanide storing area has signals prohibiting entering unauthorized personnel.

APM's area where the cyanide containers are stored is dedicated to dangerous goods considering the compatibility to store different chemicals and separated from incompatible materials such as acids, strong oxidizers and explosives with berms, bunds, walls or other appropriate barriers to prevent mixing.

The area where cyanide is stored has no or minimal potential for contact of solid cyanide with water as it has an asphalt pavement with adequate slopes to avoid water impoundments. Cyanide is only stored in sea containers, which offers protection against rainwater; Ventanilla is located in an arid area with minimal rain precipitations. The sea containers also protect cyanide from any humidity contained in the sea breeze, considering the Ocean Pacific is about 500 m from the facility.

Cyanide interim storage at APM is an open yard with no roofing. This open area has excellent ventilation to prevent build-up of hydrogen cyanide gas. The storage is in maritime container, there are no IBCs outside of the containers.

APM has all necessary systems in place with the capacity to contain any spilled cyanide materials to minimize the extent of a release. APM was found in compliance with this Code requirement during their last certification audit.

Colombia Supply Chain

The Supply Chain for the transport of sodium cyanide in Colombia does not involve interim storage. This section of the ICMC does not apply to the operation.

Argentina Supply Chain

The Supply Chain for the transport of sodium cyanide in Argentina does not involve interim storage. This section of the ICMC does not apply to the operation.

Principle 3 | EMERGENCY RESPONSE

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

Transport Practice 3.1

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Prepare detailed emergency response plans for potential cyanide releases.

Peru Supply Chain

ORICA has developed the document SPC-PLE-001, Cyanide Transportation Emergency Plan Edition 3, includes evaluation of area risks and critical activities, route risks, identification of responsibilities, crisis committee, steps to be followed in the event by the carrier and different risks have been identified such as road damage, damage in urban areas, serious fires, incidents in urban areas and road incidents. It has also included accidents, assaults and acts of vandalism and emergencies related to the product such as spills on dry land, rural areas and urban areas, spills with the product on wet land and spills in stagnant waters as well as in water courses.

Sodium Cyanide Transportation Emergency Plan, SPC-PLE-001, in point 4.1 includes the Identification of hazards and risk evaluation of the Transport Routes: Each Route must have its Route Risk Analysis (RRA), which must include specific controls for the conditions found on the route, physical security controls for the product and overnight points. The IPERC is part of the Emergency Plan Baseline: SHES-RSA-021 Hazard Identification, Risk Assessment and Measures Control – Baseline. There are 2 types of cargo: 1. Transfer of boxes to a container owned by the Carrier. 2. Loading of 20' isotanks.

Emergency Plan for Sodium Cyanide Transportation SPC-PLE-001, includes physical and chemical aspects of cyanide as well as the risk assessment of typical daily activities and transportation route risk as well as the sound characteristics of sodium cyanide. Point 4.2 of the plan includes characteristics of sodium cyanide and the identification of the substance in its physical and chemical composition. It is also considered (4.2.2) basic chemistry of cyanide, 4.2.3 General aspects of occupational safety and health, 4.2.4. Stability of the solid product.

The emergency plan for the safe transportation of sodium, SPC-PLE-001, includes response levels of the preparedness and response plan for emergencies in the transportation of sodium cyanide, considering the characteristics of the unit and the characteristics of the route. Likewise, the plan considers the characteristics of transportation, considering the drivers and the supervision of the convoy. In point 4.2.5. Considers transport mode requirements which include the identification of storage and transport containers with the compatibility of elements.

The Sodium Cyanide Transportation Emergency Plan SPC-PLE-001 includes the road conditions in point 4.1 hazard identification and risk assessment of the transportation route

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

and mentions that each route must have its Route Risk Analysis (RRA), which must include specific controls for the conditions found on the route, Physical security controls for the product and Overnight points. Under the item 5. Plan development includes aspects such as technical requirements, the route, and route risk evacuation.

The emergency plan for the safe transportation of sodium, SPC-PLE-001, includes 4.2.5 transport mode requirements, which includes container characteristics, container identification and element compatibility. Additionally, within the plan, point 5. Plan development includes 5.1 technical requirements, 5.2 the route, 5.3 route risk assessment, 5.4 characteristics of the transport company.

The Sodium Cyanide Transportation Emergency Plan SPC-PLE-001 describes 2 different emergency levels, level 1 and level 2. Level 1 emergencies are those that can be controlled independently by the carrier and actions must be carried out in coordination with ORICA. Level 2 emergencies must be coordinated by the carrier and the ORICA emergency group will provide support by going to the area where the event occurred, as the case may be, the fact must be communicated to external support institutions.

It is included in the flow of communications to the police, firefighters and Governmental offices required on the Response Plan. Includes communication to supplier headquarters and transport company.

For large spills by the transporter, the use of third-party support for remediation has been included. In the case of DCR, SARV PERÚ has been included as part of the remediation of large spills.

In the case of MAERSK, for the Antamina project, ECO MARINE PERU EIRL. executes environmental remediation, JAC ENVIRONMENTAL SOLUTIONS for the transportation and final disposal of hazardous waste.

Colombia Supply Chain

There is the Contingency Plan for Transportation of Cyanide of Logocaribe – document PASSTA-001 version 3 updated on 02/01/2024. This Plan, establish mechanisms, strategies and resources to respond to possible emergency situations according to the identification of risks associated with the cyanide transportation operation, so as to avoid or mitigate the possible effects on people, the environment and assets involved.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Orica has the Cyanide Transportation Emergency Plan (PL-SHE-003 version 2 dated 08/19/2023). This Plan provides in a simple and clear way the general guidelines regarding the main actions to be taken, which allow to adequately address emergency situations that arise on the route to a Plant or Mining Client.

Logicaribe has identified in its Contingency Plan the risks and dangers identified in the route map from Santa Marta to Segovia mine.

Orica has considered the following in the development of the Cyanide Transportation Emergency Plan:

The analysis of the route; It contemplates the characteristics of roads, waterway crossings, crossing populated places, transit through environmentally sensitive areas, assistance resources along the way, state agencies for the control of products and of any other aspect of interest that contributes to the safety of the trip.

Route characteristics; existing route conditions, signage and police controls. Reasonable permitted traffic speeds, for the type of road and environmental condition.

Route Risk Analysis (RRA) is an Orica standard worldwide where it is required to analyze the route of any product where they are going to transport any Orica product, equipment, or personnel.

Every route must have a route risk assessment (RRA) from the point of origin to the point of destination, strictly mandatory to transport cargo on them. The following factors must be evaluated along the route:

- Population and traffic density.
- Vulnerable facilities (including former health care facilities, hospitals, schools, homes for the disabled, and child care centers).
- Condition of the surface to be driven.
- Road design (corners, intersections, bridges, hill crests, steep hills, signage).
- Terrain (flat, mountainous).
- Visibility.
- Climate
- Communications.
- Maximum speed.
- Recommended speed.
- Associated risks.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Risk controls.
- Criticality.
- Overnight Places.
- Authorized stops (food intake, fatigue control).

Logicaribe has identified in its Contingency Plan in the article 6 related to the Identification of the Transported Product, the physical and chemical form of the solid sodium cyanide.

Orica has considered in the Cyanide Transportation Emergency Plan the following articles:

4.2 The Characteristics of solid sodium cyanide.

4.2.1 Identification of the substance

4.2.2 Basic Chemistry of Cyanide

Both Emergency Plans, The Contingency Plan of Logicaribe and the Cyanide Transportation Emergency Plan of Orica, is based on the transport of solid sodium cyanide by road.

The route map indicates the conditions of the road through all the route from Santa Marta Port to Segovia mine.

The Cyanide Transportation Emergency Plan of Orica consider in the article 5.3 related to the route risk assessment, Route Risk Analysis (RRA) is an Orica standard worldwide where it is required to analyze the route of any product where they are going to transport any Orica product, equipment or personnel.

Every route must have a route risk assessment (RRA) from the point of origin to the point of destination, strictly mandatory to transport cargo on them. The following factors must be evaluated along the route:

- Population and traffic density.
- Vulnerable facilities (including former health care facilities, hospitals, schools, homes for the disabled, and child care centers).
- Condition of the surface to be driven.
- Road design (corners, intersections, bridges, hill crests, steep hills, signage).
- Terrain (flat, mountainous).
- Visibility.
- Climate

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Communications.
- Maximum speed.
- Recommended speed.
- Associated risks.
- Risk controls.
- Criticality.
- Overnight Places.
- Authorized stops (food intake, fatigue control).

The Cyanide Transportation Emergency Plan of Orica consider in the article 5.4 related to the characteristics of the Transporter:

The transport company will have its own vehicles.

Have permits and insurance as established in COLOMBIAN regulations.

Appropriate truck and semi-trailer for the transport of containers authorized to circulate on public roads.

The semi-trailers will be of the conventional type or the low bed type, according to the conditions agreed upon between ORICA COLOMBIA and the carrier.

Trucks and trailers older than five (05) years must be evaluated and diagnosed by an independent mechanical service, which declares them qualified for the service for which they are contracted.

Only one (01) container can be loaded per platform and each head can only drag one chassis.


Within the framework of the emergency plan for the transportation of cyanide, a detailed evaluation of the transportation infrastructure and the design of the vehicles used in the process is included.

The Contingency Plan of Logicaribe considers in the article 9 the Standard Operating Procedures in case of emergency, it has the following cases:

- General Considerations.
- In case of mechanical problems.
- In case of overturning with spillage.

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- In the event of a truck fire.
- Crash with Injuries/No Injuries.
- In case of mudslide.
- In case of thunderstorms.
- In case of heavy rain.
- In case of hail and snow.
- In case of fog.
- In case of social disorder.
- In case of road blockage due to natural factors.
- In case of assaults and acts of vandalism.

The Cyanide Transportation Emergency Plan of Orica considers in the article 6, the Response Levels of the Sodium Cyanide Transportation Emergency Preparedness and Response Plan, the severity of the possible incidents that may occur in the transport of Sodium Cyanide have been grouped into three Response Levels:

Level 1:

- Immediate control (up to 45 minutes).
- Own resources (present personnel, equipment).
- Does not affect other environments (equipment, loads, areas, environment).
- Does not affect people.
- Does not affect the process.

The responsible responder is Logicaribe.

Level 2:

- Medium control (about 45 minutes).
- Other resources are required (advisors, firefighters, brigades)
- Affects other facilities (equipment, loads, environment, areas).
- Affects people.
- Affects the process

The responsible responders are Orica, Logicaribe and Ambipar.

Level 3:

- Emergency out of control.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- It affects the surrounding environments (equipment, loads, homes, populations).
- Affects multiple people.
- Affects third parties and the environment.
- External resources are required (support from government entities).

The responsible responders are Orica, Logicaribe and Ambipar.

The Contingency Plan of Logicaribe considers in article 7, the emergency contacts, the Plan has the contacts of Logicaribe, Orica, and the national support entities: firefighters, civil defense, GAULA (Anti-kidnapping and anti-extortion police), national police, highway police, national army, emergency hotline and AMBIPAR.

The functions and responsibilities of external organizations (Ambipar) are identified:

- Carry out the collection, recovery and cleaning of the area affected with sodium cyanide.
- Present a report on the work carried out.

Both the main escort and the driver leader are coordinated by the convoy leader, who is designated and authorized by Logicaribe and Orica.

Each driver has an emergency route sheet, which contains the flow of communications in case of emergency, external organizations are considered.

The Cyanide Transportation Emergency Plan of Orica considers in the article 6.3, the external entities that have specific roles in responding to emergency situations, such as first responders, emergency medical services and local communities. The functions assigned to these entities include the provision of medical care, first aid, safe evacuation of affected areas, risk mitigation and communication with the relevant authorities. These external entities have been notified by letter of the transported product, so that in case of an eventuality they proceed to provide care based on the safety data sheet of the product, and thus its functions and responsibilities are immersed within the emergency plan, thus ensuring that, in the event of an emergency, they are fully aware of their roles and can act in an effective and coordinated manner to protect the life and safety of all persons involved.

The Cyanide Transportation Emergency Plan of Orica has 3 emergency levels, at level 2 and level 3, it considers external emergency response entities.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The Orica plan has as an annex with the emergency information booklet for the transport of sodium cyanide, and includes the telephone numbers of the police, civil defense, and firefighters.

In the WhatsApp group and in the Route Map, which the driver and the members of the escort have, there is the list of contacts and their telephone numbers: police, red cross, firefighters, civil defense and hospital, of the different municipalities by those that the convoy transits.

There are the letters with external entities.

Logicaribe has a contract with Ambipar for Emergency Response: Contract for the provision of stand-by emergency services. The scope of the service is based on the availability of a network of emergency care points, emergency care in the event of a sodium cyanide spill. Contract signing date: 03/14/2022. The contract for the emergency response considers the following levels:

WARNING LEVEL: Unit with the capacity to respond to an incident related to dangerous goods in the following activities: recognition, identification of the substance involved, risk assessment, and execution of initial actions to guarantee safety, establishing zones, hence the initial isolation and medical action zone. implementation of the command system and following individually and in conjunction with competent support organizations and entities.

OPERATIONS LEVEL: unit with personnel, equipment and supplies to attend to an incident related to dangerous goods in the following activities, all the activities described above for the warning level, also identify, analyze and evaluate the risks of the product involved and its behavior to prepare the initial response by determining the necessary personal protection and the procedures to be used, implementing the initial response, delimiting the areas from below, initiating communications as well as defensive actions to confine the spilled product in the environment; it also implements decontamination corridors for personnel involved.

TECHNICAL LEVEL: unit with personnel, equipment and supplies to attend to an incident related to dangerous goods in the following activities, all the activities described above for the operations level, and also respond to incidents in order to control the release of the substance or product, work in a manner offensive with the specific protection required make specific instrumental measurements delimit the isolation zones carry out

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

containment closing valves or plugging their training includes the use of special suits 33 and devices measuring and detecting contaminants.

Argentina Supply Chain

ORICA transports the cyanide by a single transport company CDS who has an emergency response plan for convoy Q66 of December 2022. The plan considers first actions when the accident occurs, actions according to the characteristics of the accident, first aid for the injured, and intervention of RESTEC, who alerts of the accident with the release of sodium cyanide, the location of the incident, the magnitude and other information required to activate on-site assistance for the neutralization of materials released on land or water, containment, final disposal and remediation in required case.

Yes, the Q66 Emergency Response Plan is appropriate for transportation emergencies. It does indicate that the convoy leader will always be in charge of coordinating and executing the emergency response plan convoy q 66 except in the event that he is prevented, in which case the responsibility will fall to the driver of the first truck in the convoy designated and communicated to the beginning of the start of the trip. Monitoring has been considered who receives the notification of the emergency and will immediately inform the Committee of emergency coordinator Assistance Group, who is in charge of activating the E.R.E.T (transportation emergency response team) for each need that arises during the development of the emergency and counting on the authority to have the necessary resources available without the need for prior budgeting or amount.

Under the Emergency Response Plan – Transportation of Sodium Cyanide to the ORICA Veladero Mine, includes under the item appendix 3, the information contained in the safety sheet of sodium cyanide, the characteristics of solid sodium cyanide, identification of the substance and composition.

Yes, the emergency response plan with Convoy66 considers transport routes and the type of units in addition to the convoy structure. The plan considers spills from cyanide cargo, emergency response equipment in the supervision pick-up trucks and in the transport units themselves.

The emergency response plan of the transportation company that is currently contracting to transport cyanide contemplates the conditions of the route and the conditions of the response according to the personnel of the units contained in the convoy. The supervision

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

units manage an emergency response kit, including blankets in case of protecting the material in the rain, dances to collect the material in case there is a spill, monitoring equipment and equipment for the first emergency response in case of personnel contamination.

In the case of cyanide transportation, Argentina does not have intermediate warehouses; the material is removed from the port and transferred to the client's facilities. Additionally, in the document Transportation Convoy Q66 of Sodium Cyanide, it includes the design of the transport vehicle. The company only uses equipment designed and maintained to operate with the loads it will handle. The tractors and trailers are appropriate for the transport of containers authorized to circulate on public roads and have the RTO for dangerous loads and maximum load allowed.

ORICA, which has CDS as its only transport company, has developed the "Emergency Response Plan Convoy Q66". Includes: " First actions when an accident occurs " The leader or assigned driver, mentions: " If the driver find themself without a cell phone signal, use the assigned satellite phone., indicating the location of the accident, a magnitude, whether there are injuries, a spill or a fire. The CoDE (Committee of Emergency) is notified, and the accident is reported, indicating the magnitude, whether there are injuries, spills or fire. The plan includes under the item 5.6.2 inductive and motivational talks, and 5.6.3 Operational discipline, as activities to anticipate emergency situation.

For the route from the Port of Buenos Aires to the mine access gate, the brigade responsibility responds to HAZMAT Argentina, and from the entrance gate to the mine warehouse, the response is to the mining owner.

In the event of an accident outside the route before arriving at the mining unit, different authorities are considered who determine the interested parties according to the level of the emergency. It has been considered:

CIPET (Information Center for transport emergencies). A service of the Argentine Chamber of automotive transport of goods and dangerous waste together with the Secretariat of Civil Protection of the Ministry of Security of the nation whose objective is to alert the security and public health forces of the place where emergencies occur, anticipating the treatment. in accordance with the safety sheets of the damaged products. Orica include RESTEC ARGENTINA S.A. External secondary emergency response company

Transport Practice 3.2

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

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

Peru Supply Chain

Orica Provides in-person and remote training for the client, transporters and stakeholders on cyanide management. The supplier is requested to provide its annual training program and its monitoring. Case: Training plan "Annual SST training and training program" DCR-SEGpg002 rev00, dated 12/07/2023, includes training such as loading, transportation and unloading procedures for 01/2024. How to report an emergency, protocol for emergency communication scheduled for January. Hazardous materials 02/2024, IPERC 02/2024, labeling and signaling, load compatibility for the transport of dangerous materials. 03/2024. Contingency plan 06/24, Hazmat III 08/24.

Within the Emergency Plan for Sodium Cyanide Transportation, SPC-PLE-001, point 5.5 includes the responsibility of the members of the convoy, including the driver, the convoy leader and the MATPEL IFSEG supervisor. Also, under the point 6.1.1.2., includes a description of Roles and responsibilities.

Within the carrier's response plan, Preparation and Response Plan for Emergencies in the Transportation of Sodium Cyanide - Yanacocha QHSE-DCR-MATPELpe001.16, includes in point 5 the response levels of the preparation and response plan for emergencies in the transportation of sodium cyanide, in addition, point 6 includes the organization of the emergency response system, the organizational chart in the event of an emergency and 6.2 identification of responsibilities.

Within the Emergency Plan for Sodium Cyanide Transportation, SPC-PLE-001, includes under the point 6.3.1.1 Equipment that should be available during transport or along the transportation route, Plot Truck Response Kit and list of the truck response kit.

There is a multigas detector calibration certificate for HCN Gas LGI-00103-2024, SN 03304619 date 04/02/2024, next calibration 04/02/2025. / Multigas detector NS 06900548 dated 10/28/2023, certificate number 02382-IM-2023

The travel convoy is always accompanied by an escort supervisor who drives a pick-up truck. The check list validates the existence of the emergency kit check list escort pick-up truck SPC-F-003 ed01. Includes first responder equipment, personal protection and cyanide antidote kit and first aid equipment. Vehicle protection equipment.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Check list of truck, cart and container, includes cyanide antidote kit and first aid equipment. Vehicle protection equipment, first response team.

In the Emergency Plan for Sodium Cyanide Transportation, SPC-PL-001, it is included in chapter 5.5.2. Within the functions of the Convoy Leader, the activity is to inspect emergency response equipment and assure its availability when required. At the beginning of each shift, a check list of the availability of the equipment is made. Report SOA157_IFSEC Antamina Trip Report is evidenced by IFSEG PERU S.A.C., which includes an escort check list, SPC-F-003, which has a specific space for first aid equipment, cyanide antidote and vehicle protection equipment. In the case of the Yanacocha convoy, a check is included, but we did not arrive with an escort card, with expiration dates for the cyanide kit, in case: injection of sodium nitrite 04/25, sodium thiosulfate 05/25 and medicinal oxygen, recharge 04/09/2026

ORICA PERU contracts the transport service with DCR, who does not outsource the service. DCR is a company certified by the ICMI code and maintains constant supervision. There are WCCP (world class check point) audits carried out by ORICA, aspects based on the ICMI are included in section 17 of the questionnaire, the same questions of the code are included within the supplier audit. Action plans are included for cases of observations and are recorded in the internal ENABLON system.

Colombia Supply Chain

The Contingency Plan for Transportation of Cyanide of Logicaribe – document PASSTA-001 version 3 updated on 02/01/2024. This plan includes the training and coaching: All personnel involved in the sodium cyanide transportation operation must be instructed in the following topics:

- a) The properties.
- b) Product identification
- c) Personal security.
- d) Safe handling of the product.
- e) Safe transport of sodium cyanide.
- f) Storage.
- g) Contingency plan.
- h) Fire near sodium cyanide.
- i) Medical emergencies.
- j) Environmental emergencies

Logicaribe has a training program, in the Orica operation are involved 2 drivers:

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Logicaribe has a contract with Ambipar for Emergency Response: Contract for the provision of stand-by emergency services. The scope of the service is based on the availability of a network of emergency care points, emergency care in the event of a sodium cyanide spill. Contract signing date: 03/14/2022.

Prior to the shipment of sodium cyanide, there are safety talks to all the personnel involved in the transport of sodium cyanide about the safe transport of sodium cyanide, there are check lists as evidence of these safety talks. These talks are conducted by the Orica Occupational risk professional.

The Contingency Plan considers in article 10, training and drills, In compliance with their occupational health and safety obligations and preparation for any emergency, an emergency drill will be carried out every year with the objective of preparing for any occurrence so that the responsible people know and better understand their functions, to detect deficiencies and propose corrective measures to keep the plan updated.

The drill is required by Colombian regulations: Resolution 0312 of 2019.

The Contingency Plan of Logicaribe indicates in the article 8.1 the following:

SPILL KIT in each truck:

- 1 Overall tyvek (Level C).
- 1 Waterproof rain suit.
- 1 reflective vest.
- 1 pair of leather gloves.
- 1 pair of rubber boots with steel toe.
- 1 full face mask
- 1 Pair of cartridges for gases and vapors.
- 1 Pair of nitrile gloves.
- 1 Hazard Demarcation Tape.
- 8 absorbent cloths.
- 1 absorbent barrier.
- 1 Non-sparking shovel.
- 8 Chemical bags.
- 1 portable megaphone.

We reviewed this spill kit in the truck.

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

FIRST AID KIT in each truck:

- 500ml saline solution.
- Scissors.
- 8 Sterile gauzes.
- 10 Band aids.
- One 2" tape.
- 1 Antibacterial gel.
- 2 triangular bandages.
- 5 Eye protectors.
- One 2" elastic bandage.
- One 4" elastic bandage.
- 4 Pairs of latex gloves.

EMERGENCY RESPONSE KIT in the escort pick-up truck:

- 1 Cloth sealing tape roll (ducktape).
- 1 Manual ambu respirator.
- 2 Brooms.
- 2 Brushes.
- 2 Pickers.
- 10 Chemical bags.
- 20 Security seals.
- 80 Kilos of lime.
- 2 empty buckets.
- 2 stop/go paddles.
- 4 Safety cones.
- One 60 m2 plastic blanket.
- 1 antidote kit.
- 1 hydrogen cyanide detector.
- 1 medical oxygen cylinder.

As antidote, they have 2 kits of Sodium thiosulphate 20%.

They have 2 hydrogen cyanide detectors, one belongs to Logicaribe and the other one belongs to Orica.

The hydrogen cyanide detector of Logicaribe is an Altair Pro HCN detector,

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

The hydrogen cyanide detector of Orica is an Altair Pro HCN detector,

Before each dispatch of sodium cyanide, there is a register of delivery of the emergency kit response to the escort pick-up truck, which details the quantity of each emergency response equipment in the kit. The delivery certificate is signed by the safety coordinator (Logicaribe) and the convoy leader (Seguridad Vial). The delivery record of the last shipment of sodium cyanide was verified.

Likewise, there is an inspection of the anti-spill kit (FSSTA – 014 version 1 of 03/16/2022) of the transport unit. The check list of the last shipment of sodium cyanide dated was verified; this inspection was carried out on 11/27/2023.

Logicaribe has the Safety Inspection Program (POSSTA-009 version 1 of 01.01.2024). This document details the procedure for the various safety inspections, which include inspections of fire extinguishers (Responsible: in charge of SHE – brigade members. Frequency: quarterly), spill kit (Responsible: in charge of SHE – brigade members. Frequency :quarterly).

Before each dispatch of sodium cyanide, there is a register of delivery of the emergency kit response to the escort pick-up truck, which details the quantity of each emergency response equipment in the kit. The delivery certificate is signed by the safety coordinator (Logicaribe) and the convoy leader (Seguridad Vial). The delivery record of the last shipment of sodium cyanide was verified.

Likewise, there is an inspection of the anti-spill kit (FSSTA – 014 version 1 of 03/16/2022) of the transport unit. The check list of the last shipment of sodium cyanide dated was verified; this inspection was carried out on 11/27/2023.

There is a Letter of Adherence to the International Cyanide Code, is signed by the legal representatives of both companies (Orica Colombia SAS and Agencia Logística del Caribe SAS - Logicaribe). Through this agreement, Agencia Logística del Caribe SAS - Logicaribe undertakes to fully comply with the requirements of the cyanide code, counting on Orica Colombia SAS to support and implement the necessary standards.

In addition, Orica carries out a WCCP (world class check point) Audit for Logicaribe, the last audit was carried out on March 6 and 7, 2024. This audit includes aspects based on the ICMI in section 17 of the questionnaire, the same questions and Transport principles of the cyanide code are included in the supplier audit. Action plans are included for cases of observations and are recorded in the ENABLON internal system.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

One escort pick-up truck is integrated by the Orica distribution and logistics supervisor and the Orica Occupational risk professional, who ensure the contractor complies with the Cyanide Code standards.

The Contingency Plan of Logicaribe considers in the article 8.2., the Functions and responsibilities:

Convoy Leader:

- Verify prior to the start of the trip that the communication equipment, vehicles, containers, emergency safety kit and first aid kits are in optimal condition.
- Coordinate the development of the operation (departure, stops, handling of risk situations, distribution of the escort, etc.)
- Lead emergency action in accordance with guidelines established for these cases.
- Maintain communication with interested parties.

Main Escort:

- Activate the contingency plan and call the key personnel of the response team, according to the situation presented, in order to preserve the integrity of people and property.
- Ensure that assigned responsibilities are fully fulfilled and that there is coordination among team members.
- Keep records and present a report of what happened for internal management and the relevant authorities.
- Verify the conditions of the place, once the cleaning and restoration actions have been completed to verify its total restoration.

Drivers:

- Follow the instructions of the Main Escort.
- Transmit the instructions given to the rest of the team.
- Ensure fluid communication and coordination of operational staff.
- Provide a report to the main Escort of the tasks carried out.
- Have health compatible with the work to be carried out (not having symptoms of illness or under the effect of medications that cause drowsiness or motor incapacity, as well as being under the influence of alcohol or narcotics).
- Review and verify documentation such as: Ownership card, current technical and mechanical inspection, driver's license, updated RRA, Safety Sheet)

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

- Have rested at least eight (08) hours before the start of each trip.
- During the trip and during stops the driver must check his equipment and take active breaks.

External Organization:

- Carry out the collection, recovery and cleaning of the area affected with sodium cyanide.
- Present report of the work carried out.

The Cyanide Transportation Emergency Plan of Orica considers in the article 5.5 the responsibilities of the members of the convoy: the driver, the convoy leader, the SHE personnel, the supply chain personnel.

Argentina Supply Chain

As part of the initial competencies for transport operators, the LINTI (permit for the handling of hazardous materials) certification is required to operate a truck with Hazardous Materials. This certification is updated on a yearly bases. Additionally, before the operational transport, there are meetings with all convoy personnel, to train on the materials and the service route.

Within the I-OEP-001-002 v2.0 instructions for emergency response in cyanide transportation, four responsibilities have been included in point which includes traffic operations manager responsible for the process and control of special operations, Coordinator for emergency, Convoy Leader, Drivers.

HAZMAT ARGENTINA S.A. company hired by ORICA to accompany the convoy during the journey, and is part of the response to emergencies en route, HAZMAT has prepared the Contingency Plan for the road transportation of sodium cyanide which includes in chapter 4 the responsibilities for the cargo owner, the carrier, HAZMAT ARGENTINA S.A.

HAZMAT ARGENTINA S.A., which is the company hired by ORICA as a second response, manages a check list of materials and other emergency response elements, which contain oxygen equipment (oxygen tube, flowmeter, mask with reservoir), first aid kit aids, safety masks, gloves, among others. In Argentina, cyanide kits are not allowed. The check list is filled out before each trip.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

In addition, there is a portable HCN Detector, equipment that is calibrated and carried within the emergency equipment by HAZMAT ARGENTINA S.A.

ORICA has developed the Emergency Response Plan rev 06 for the safe transportation of sodium to the Veladero Argentina mine, which includes in point 2.2 the responsibilities of the transporter where it mentions that the leader of the transporter convoy must maintain the discipline of the convoy, assurance control fatigue, control and health of the operators with adequate rest and ensure that the units are in perfect condition for which the corresponding technical reviews will be carried out and maintain the good state of conservation of the emergency kit.

Yes, the convoy designated for the trip composed of transport units from CDS, and a supervision pick-up truck by HAZMAT ARGENTINA S.A., has emergency response teams that are verified prior to the trip oh as recorded within the contingency plan for the road transport of sodium cyanide of HAZMAT ARGENTINA S.A.

Orica carries out the transportation with the CDS company and it does not outsource the service. CDS is certified with the ICMI code. The transport company CDS has its own 2nd response team for RESTEC emergencies. ORICA hires HAZMAT Argentina as the 2nd emergency response team, who follows Orica's emergency response plan, the emergency response plan for the transportation of sodium cyanide to the Veladero rev06 mine, which is included in point 2.1.3 of the responsibilities of emergency response service that includes executing second response care in the event of an emergency.

ORICA has designated the company HAZMAT ARGENTINA as first response on route, who in turn have developed a contingency plan that includes the responsibilities of HAZMAT ARGENTINA S.A. Which includes the adaptation of the equipment intended to respond to emergencies such as the product or that number of sodium, execute the spill cleanup procedures, coordinating the collection of the product and waste, final disposal and remediation of the land. In addition, it will provide guidelines for the diagnosis and treatment of cyanide poisoning to the health personnel involved. It will determine the detention of the convoy in a safe and secure place in the event that the traffic conditions are affected by snow and ice, rain, low visibility, roadblocks, pickets or any other circumstance that arises unforeseen that makes the transportation of the product unsafe and even Both Pérez subsection disappeared, reporting this situation to the corresponding organizations.

Transport Practice 3.3

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Develop procedures for internal and external emergency notification and reporting.

Peru Supply Chain

ORICA has included in its EMERGENCY TRANSPORTATION PLAN OF SODIUM CYANIDE, SPC-PLE-001 for the case of level 2 and 3 emergency, the communication of firefighters, police, brigades. The PREPARATION AND RESPONSE PLAN FOR EMERGENCIES IN THE TRANSPORTATION OF SODIUM CYANIDE – YANACocha of the transport company DCR includes the list of contact telephone numbers and telephone directory of firefighters, police stations, hospitals, including telephone numbers of members of the crisis committee.

In the Emergency Plan for Sodium Cyanide Transportation, SPC-PLE-001, includes within point 2. Scope, it is mentioned that the plan must be reviewed, evaluated and updated, after any event that triggers the activation of the Response Plan a Emergencies or relevant observations identified in the Drills scheduled by the carrier.

Within the carrier's Emergency Preparedness and Response plan QHSE-DCR-MATPELpe001.16 Revision 15, includes point 10.1 review of the emergency plan, where it includes Once a year the plan must be reviewed and if necessary update the plan (s) section(s) that are considered necessary, for which the following considerations will be taken into account: Alteration or modification of operations, Modification of the guidelines for the preparation of the emergency and mitigation preparation and response plan, Changes in the organization of the emergency team, Results of Drills, Emergency Evaluations, New applicable legislation, Evaluation of a new route, Update of emergency numbers (medical care centers, Fire Companies, Municipalities, Police Stations).

In the Emergency Plan for Sodium Cyanide Transportation, SPC-PLE-001, includes within point 6.3.2.12 indicates that in the event of a significant event with cyanide, communicate within 24 hours of its occurrence to the representative of the ICMI code, information will be provided on the root canal, environmental impacts, health and safety. The remediation must be carried out within 7 days of the incident occurring. email: info@cyanidecode.org

Colombia Supply Chain

The Contingency Plan of Logicaribe considers in article 7, the emergency contacts, the Plan has the contacts of Logicaribe, Orica, and the national support entities: firefighters, civil defense, GAULA, national police, highway police, national army, emergency hotline and AMBIPAR.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Each driver has an emergency route sheet, which contains the flow of communications in case of emergency, external organizations are considered.

The Cyanide Transportation Emergency Plan of Orica considers in the article 6.3, the external entities that have specific roles in responding to emergency situations, such as first responders, emergency medical services and local communities. The functions assigned to these entities include the provision of medical care, first aid, safe evacuation of affected areas, risk mitigation and communication with the relevant authorities. These external entities have been notified by letter of the transported product, so that in case of an eventuality they proceed to provide care based on the safety data sheet of the product, and thus its functions and responsibilities are immersed within the emergency plan, thus ensuring that, in the event of an emergency, they are fully aware of their roles and can act in an effective and coordinated manner to protect the life and safety of all persons involved.

The Orica plan has as an annex with the emergency information booklet for the transport of sodium cyanide, and includes the telephone numbers of the police, civil defense, and firefighters.

In the WhatsApp group and in the Route Map, which the driver and the members of the escort have, there is the list of contacts and their telephone numbers: police, red cross, firefighters, civil defense and hospital, of the different municipalities by those that the convoy transits.

There are the letters with external entities.

Logicaribe has a contract with Ambipar for Emergency Response: Contract for the provision of stand-by emergency services. The scope of the service is based on the availability of a network of emergency care points, emergency care in the event of a sodium cyanide spill.

The Contingency Plan of Logicaribe indicates in article 11, related to the Evaluation and effectiveness of the plan: The evaluation of the performance of the Contingency Plan will be carried out periodically, with a minimum frequency of once a year or after each relevant incident or emergency drill.

The Cyanide Emergency Response Plan of Orica indicates that the Plan will be evaluated periodically in accordance with the provisions of PRSHE-023 Procedure for the Performance Evaluation of the Sodium Cyanide Transportation Emergency Plan. This evaluation will be conducted to ensure the continued effectiveness of the plan and to identify areas for improvement. During the evaluation, all aspects of the plan will be reviewed, including

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

emergency response procedures, staff training, availability of safety equipment, and any changes to regulations or the operating environment that may affect emergency management. The assessment findings will be documented and used to update and improve the plan, thus ensuring an effective response in the event of an emergency situation.

Orica has the Sodium Cyanide Transportation Emergency Plan Performance Evaluation Procedure (PR-SHE-22 version 1 of 10.12.2023), it will be carried out periodically, with a minimum frequency of once a year or after each incident or relevant emergency drill.

Orica has the Notification Procedure to ICMI (PR-SHE-023 version 1 of 12/18/2023), which indicates the objective, responsibilities and the detailed procedure to notify ICMI of any significant cyanide incident.

In addition, the emergency plan for cyanide transportation of Orica, in the chapter 6.3 indicates that level 2 and level 3 incidents will be reported to ICMI by email to info@cyanidecode.org

Argentina Supply Chain

Yes, ORICA has included within the emergency response plan - Transportation of sodium cyanide to Veladero mine in point 3.2 the notification levels in ORICA in the event of an emergency, and the duty to notify line management and other interested parties before a security event following the guidelines of the global corporate document Group Procedure SHE-LTM-SMS-PRO-001 "SHES Event Management".

In the ORICA document, Emergency response plan – transportation of sodium cyanide to Veladero mine rev06, point 3.2 includes external communication. It also considers a first response including the convoy leader driver and emergency coordinator of the carrier. If necessary, depending on the magnitude of the emergency, the carrier must establish contact with special support teams, including firefighters, police, hospitals, Civil Defense, Ministry of Environment and Sustainable Development, among others. All types of actions will be communicated and coordinated between the carrier, ORICA Argentina and the emergency response team.

In addition, there is a Contingency Plan for the road transportation of sodium cyanide prepared by HAZMAT ARGENTINA S.A. From January 2019, which includes in Appendix I, types of accidents and actions that must be carried out, notification to the authorities about the contamination and alerts to the communities. Likewise, in 6.3 general measures in case

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

of spills, notification to the police and the parent traffic authority has been included for support during the emergency.

ORICA has included in the emergency response plan - Transportation of sodium cyanide to Veladero mine in point 5, that this Emergency Response Plan must be reviewed and updated: every 2 years, sooner if changes have arisen, when changes are identified in the Orica Global reference document: "Emergency Response Guide Sodium Cyanide", latest current version published on www.theglobe (internal web portal for documents from ORICA), when the Plan is activated due to an emergency materializing. It also indicates in point 3.2 the notification levels in ORICA in the event of an emergency, and the duty to notify the line of management and other interested parties in the event of a security event following the guidelines of the global corporate document Group Procedure SHE-LTM-SMS-PRO-001 "SHES Event Management". There are guidelines indicated in the corporate document "Latam Event Notification Matrix", latest current version published on www.theglobe.

ORICA, has included within the Emergency Response Plan - Transportation of sodium cyanide to Veladero mine revision 7, in the ORICA Argentina responsibilities section, that in the event of a significant event with cyanide, communicate within 24 hours of its occurrence to the representative of the ICMI code, information on the root cause, environmental impacts, health and safety will be provided.

CDS has included within the emergency response plan for the Q66 cyanide convoy, the communications annex, including communication to ICMI within 24 hours of the event.

Transport Practice 3.4

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

Peru Supply Chain

Orica has the Sodium Cyanide Transport Emergency Plan SPC-PLE-001 ed03, valid from 04/24/20224 and next review 04/24/2026. In point 8.4 procedure for neutralization of solutions or solids of spilled product, 8.5 procedure for decontamination of spill areas and 8.6. Disposal and final disposal plan

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

In the case of MAERSK, it is included in the hazardous materials contingency plan. In the case of Antamina, it includes cases of collision or rollover without spill, spill of flammable material, spill of hazardous material.

Orica has the Sodium Cyanide Transport Emergency Plan SPC-PL-001. In point 7.3.1 Spill on dry land, the use of chemical substances is prohibited, such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide near surface water courses.

In the case of MAERSK, it is included in the hazardous materials contingency plan in the case of Antamina LHS-01 of 01/05/2024 rev06, within the point Information provided by third parties in notes it is included that for emergency control related to spill of cyanide, the use of chemical substances in water sources such as: sodium hypochlorite, ferrous sulfate and hydrogen peroxide is prohibited. This prohibition also applies to IFSEC (in charge of the 2nd response) and ECOMARINE responsible for environmental remediation.

In the case of DCR, within the emergency preparedness and response plan for the transportation of sodium cyanide document DCR-ORI-MATPEL.pe002.01 rev01, within point 8.2.13 spill on dry land, the use of substances is prohibited chemicals such as sodium hypochlorite ferrous sulfate and hydrogen peroxide near surface water courses.

Colombia Supply Chain

Logicaribe has a contract with Ambipar for Emergency Response: Contract for the provision of stand-by emergency services. The scope of the service is based on the availability of a network of emergency care points, emergency care in the event of a sodium cyanide spill. Contract signing date: 03/14/2022.

Ambipar is the company that performs remediation and emergency response in the event of a sodium cyanide spill.

The Logicaribe Contingency Plan identifies Ambipar and its contact number.

Orica in its Emergency and communication Instructions in chapter 3c indicates: The Logicaribe SAS company must notify AMBIPAR EMERGENCIA RESPONSET, the entity in charge of collecting the product, to coordinate an adequate and timely response.

Ambipar has the following procedures:

Standard Operating Procedure – Road Spill (GAE-PRC-09 version 3 of 10/19/2021)

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Standard Operating Procedure – Spill in Water Bodies (GAE-PRC-11 version 3 of 10/19/2021)

Standard Operating Procedure – Spill on Ground (GAE-PRC-13 version 3 of 10/19/2021)

The Contingency Plan of Logocaribe indicates in chapter 9.3 that the use of chemical substances, such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide, is prohibited near surface water courses.

In addition, the emergency plan for cyanide transportation of Orica, in the chapter 7.4 says: The use of chemical substances, such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide, is prohibited near surface water courses.

Argentina Supply Chain

ORICA, has included within the Emergency Response Plan - Transportation of sodium cyanide to Veladero mine revision 7, in section 3.4 the note on applying the appropriate treatment of residual cyanide in the remediation step and the risk of sodium chloride gas, highly toxic cyanogen after treatment with sodium hypochlorite if insufficient alkalinity is maintained. Within the responsibilities of the emergency response service, the responsibilities of the second response company for the remediation and cleaning of the affected area are detailed. Likewise, there is an evaluation of the impact on public health and the environment in point 4.3, to move on to 4.4 mitigation activities and 4.5 final disposal and elimination of waste.

ORICA, within the document Emergency Response Plan - Transportation of sodium cyanide to Veladero mine, rev07 includes the center of mitigation activities the prohibition of the use of chemical substances, such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide near courses surface water.

Transport Practice 3.5

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

Peru Supply Chain

Orica has the Sodium Cyanide Transport Emergency Plan SPC-PL-001 ed03, valid from 04/24/20224 and next review 04/24/2026. Point 7.12 includes that the Carrier must annually review its Emergency Response Plan, the remediation company's plan and must

Orica Latin America Supply
Chain.

Name of Facility


Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

also implement a drill, according to its safety plan. Submitting a report on this to Orica. In the drills scheduled for both Orica and the contracted transportation companies, the adequacy of the plan is periodically reviewed and evaluated, including the recommendations at the end of the field exercises through the conclusions and recommendations in each report.

Orica has the Sodium Cyanide Transport Emergency Plan SPC-PLE-001. Point 7.12 includes that the Carrier must annually review its Emergency Response Plan, the remediation company's plan and must also implement a drill, according to its safety plan. Submitting a report on this to Orica.

Orica has the Sodium Cyanide Transport Emergency Plan SPC-PLE-001 ed03, In point 2. Scope, the note to Review, evaluate and update this plan is included, after any event that triggers the activation of the Emergency Response Plan or relevant observations identified in the Drills scheduled by the carrier.

There is an internal policy of annual document review. In addition, there is an Emergency Plan in case of exposure to sodium cyanide during transportation SPC-PLE-002 ed01, valid from 03/18/2024 and next edition 03/18/2027.

Colombia Supply Chain


in the chapter 7 related to the Review of the Route Map says: This procedure must be reviewed at least every year and/or according to conditions and changes on the road.

Logicaribe in its Contingency Plan in the chapter 11 related to the Evaluation and effectiveness of the plan: The evaluation of the performance of the Contingency Plan will be carried out periodically, with a minimum frequency of once a year or after each relevant incident or emergency drill.

Orica in its emergency plan for cyanide transportation: This Emergency Plan will be evaluated periodically in accordance with the provisions of PRSHE-023 Procedure for the Performance Evaluation of the Sodium Cyanide Transportation Emergency Plan. This evaluation will be conducted to ensure the continued effectiveness of the plan and to identify areas for improvement. During the evaluation, all aspects of the plan will be reviewed, including emergency response procedures, staff training, availability of safety equipment, and any changes to regulations or the operating environment that may affect emergency management. The assessment findings will be documented and used to update and improve the plan, thus ensuring an effective response in the event of an emergency.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

Orica has the Sodium Cyanide Transportation Emergency Plan Performance Evaluation Procedure (PR-SHE-22 version 1 of 10.12.2023), it will be carried out periodically, with a minimum frequency of once a year or after each incident or relevant emergency drill.

Logicaribe in its Contingency Plan in the chapter 10 related to Training and drills: In compliance with our occupational health and safety obligations and preparation for any emergency, an emergency drill will be carried out every year with the objective of preparing for any occurrence so that people responsible people know and better understand their functions, to detect deficiencies and propose corrective measures to keep the plan updated.

The drill is required by Colombian regulations: Resolution 0312 of 2019

Logicaribe in its Procedure for preparing Route Maps (PSSTA-013 version 1 of 11/28/2023), in the chapter 7 related to the Review of the Route Map says: This procedure must be reviewed at least every year and/or according to conditions and changes on the road.

Logicaribe in its Contingency Plan in the chapter 11 related to the Evaluation and effectiveness of the plan: The evaluation of the performance of the Contingency Plan will be carried out periodically, with a minimum frequency of once a year or after each relevant incident or emergency drill.

Orica in its emergency plan for cyanide transportation: This Emergency Plan will be evaluated periodically in accordance with the provisions of PRSHE-023 Procedure for the Performance Evaluation of the Sodium Cyanide Transportation Emergency Plan. This evaluation will be conducted to ensure the continued effectiveness of the plan and to identify areas for improvement. During the evaluation, all aspects of the plan will be reviewed, including emergency response procedures, staff training, availability of safety equipment, and any changes to regulations or the operating environment that may affect emergency management. The assessment findings will be documented and used to update and improve the plan, thus ensuring an effective response in the event of an emergency.

Orica has the Sodium Cyanide Transportation Emergency Plan Performance Evaluation Procedure (PR-SHE-22 version 1 of 10.12.2023), it will be carried out periodically, with a minimum frequency of once a year or after each incident or relevant emergency drill.

Argentina Supply Chain

ORICA, within the document Emergency Response Plan - Transportation of sodium cyanide to Veladero mine, rev07 includes within point 5. Review of the plan, which must review and

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal

INTERNATIONAL CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

update the emergency response plan every 2 years, sooner if changes have occurred, when changes are identified in the Orica Global reference document, “emergency response Guide sodium cyanide”, latest current version published on www.theglobe; and when the plan is activated due to an emergency materializing.

ORICA has a program of communications and field drills annually and with the participation and communication of the different actors. The emergency response plan - transportation of sodium cyanide to Veladero mine rev07 Includes 3 emergency levels, alert level 1, alert level two and alert level 3 when significant negative environmental impact involved damage to people, property of third parties, generating significant interest from the media, authorities and communities. Drills developed by the transport company CDS (07/27/2022), communications drill (09/14/2022), the second response team HAZMAT Argentina S.A. are evident (07.10.2019) / (05/20/2022).

ORICA has an emergency response plan for the transportation of sodium cyanide to the Veladero rev07 mine, which includes in point 5 that it must review and update the emergency response plan every 2 years, sooner if changes have occurred, when changes are identified in the Orica Global reference document: “Emergency Response Guide Sodium Cyanide”, latest current version published on www.theglobe and when the Plan is activated due to an emergency materializing.

Orica Latin America Supply
Chain.

Name of Facility



Signature of Lead Auditor

26th April, 2024

Date of submittal