INTERNATIONAL CYANIDE TRANSPORTATION VERIFICATION PROTOCOL SUMMARY AUDIT REPORT

RANSA COMERCIAL S.A.C.

Transport Operation

June 2025

PRE-OPERATIONAL AUDIT

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

Collaborated with
MINGROUP INVESTMENTS S.A.C.

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Ransa Comercial S.A.C.		June 6, 2025
Name of Facility	Signature of Lead Auditor	Date of submittal

MINGROUP INVESTMENTS S.A.C.
-e quelle Consultoría en Sistemas de Gestión

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1. Operation General Information

Name of Facility:	RANSA COMERCIAL S.A.C.
Name of Facility Owner:	RANSA COMERCIAL S.A.C.
Name of Facility Operator:	RANSA COMERCIAL S.A.C.
Dates of the audit:	19TH , 20th May, 2025
Name of Responsible Manager:	Roxana Matos Apolin
Address:	Av. Néstor Gambetta 3235 - Callao ,
State / Province:	Callao
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2. Operation Location Detail and Description:

Since 1939, RANSA COMERCIAL, S.A.C. (hereinafter RANSA) is the leading logistics operator in Peru with more than 7,000 highly trained and specialized collaborators to meet the specific requirements of their clients in each economic sector, becoming strategic partners in the logistics of their clients. RANSA identifies the total costs of logistics activity, simplifies operations, and optimizes resources, improving the efficiency of the supply chain, allowing them to focus on the core of the business.

RANSA began operations in Peru in 1939 under the name Reprensa Algodonera y Almacén Nacional S.A., a company dedicated to the storage and re-pressing of cotton bales for export, with facilities established in the ports of Callao, Cerro Azul, Pisco, Paita, and Huacho. In 1950, the company built its first warehouse in Callao, expanding its operations to provide national and international cargo handling services. It also entered the shipping, storage terminal, and transportation business, leading to the creation of Transportes RANSA S.A.

In 1974, the company changed its name to RANSA Comercial S.A. and expanded its portfolio of services to include basic warehousing, customs bonded warehousing, and cold storage facilities, becoming a pioneer in Peru in this field.

In 2013, RANSA further consolidated its leadership in the logistics sector in Peru by acquiring Depósitos S.A. (Depsa). In 2021, H.I.G. Capital, a leading global private equity and investment firm, became the majority shareholder of Grupo RANSA.

RANSA has the capacity to handle hazardous materials of all classes, except for Class 1 (explosives) and Class 7 (radioactive materials).

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Currently, RANSA transports various hazardous materials from the port of Callao to its warehouses, and from these warehouses to clients throughout Peru. Among the hazardous chemicals transported is sodium hydrosulfide (NaHS). However, RANSA is not currently transporting sodium cyanide. For this reason, the present audit corresponds to a pre-operational evaluation.

The Cyanide Code allows for pre-operational certification of transporters that are not yet handling cyanide. A transportation operation seeking pre-operational certification may not yet be transporting cyanide but may have established and implemented inspection, maintenance, and training procedures applicable to the transport of other hazardous materials.

A pre-operational transporter or supply chain found in full compliance is conditionally certified, subject to an on-site audit to verify that the operation is being operated in compliance with the Code. This on-site confirmatory audit must be conducted within six months of the date on which the transporter first handles cyanide.

For this audit of RANSA, the company's current procedures and processes for the transport of hazardous materials have been considered, with particular emphasis on the handling and transportation of sodium hydrosulfide.

3. Auditor´s Finding

This operation is

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

4. 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 Escala

Dates of Audit: 19th, 20th May 2025.

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5. 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.

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Cyanide Transportation Verification Protocol

6. Principles and Standards of Practice

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.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 1.1
- ☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

There is a department of drivers and route supervisors who conduct route studies using the ESTRANS-003 procedure, "Guidelines for the Preparation of Extractive Transport Route Studies." The "Route Analysis" report includes an introduction to the scope, objectives, regulations, and preliminary information parameters, such as the location and layout of critical sectors, as well as conclusions and recommendations. A general map of the route, approved by the client, is included. The location and description of critical sectors includes reference kilometer sector, maximum permitted speed, maximum recommended speed, road characteristics, associated hazards, associated risks, and photographs of the area.

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Additionally, there is a FTrans0011 Route Plan format. The travel itinerary is included, as well as the PLTRANS-0019 Route Study Report, to standardize route studies and apply a single format.

A sample was taken from the Callao to Antamina (Yanacancha) Camp Route Study Case Report, , which shows Population Density: including pedestrian crossings on the road/crosswalks and curve areas; Infrastructure such as slopes, geological faults; road condition (asphalt, two-way, with a carriageway, asphalt, or not); Pitch and Grade considers different aspects such as road inclination, reverse banking, gradient; bodies of water and fog, including the presence of fog in winter areas in one or more sections of the route, presence of bridges, and bridge condition.

Hazards and associated risks are included within the Hazard Identification, Risk Assessment, and Control Measures route, which includes hazards such as: winding curve, speed bump, railway track, crossing of transit routes for units, informal bus stop, exit of heavy vehicles, slope, ascending slope, descending slope, bridge, tunnel, falling rocks, fog zone, tractor crossing, presence of bodies of water and fog, low electric cables after crossing the track, presence after ports, crossing animals and schools, among others.

Risk is measured against probability (exposed individuals, existing procedures, training, or risk exposure), with severity: injury with no disabling effect, discomfort, temporary disabling injury, reversible health damage, injury with permanent disability, or irreversible health damage. Risk ratings can range from trivial, tolerant, moderate, significant, or intolerable.

The matrix includes an observation space where controls are included, as well as the conclusions and recommendations included in the ESTRANS-003 "Guidelines for the Preparation of Extractive Transport Route Studies". Recommended speeds for each section are also included.

There is also the FTRANS-0011 Route Plan, which includes sections, times, distances, and speeds. Reasons for stops are included, such as active breaks, meals, checkpoints, and overnight stays.

Within the document "Guidelines for the Preparation of Extractive Transport Route Studies" ESTRANS-003, it is included in point 5.5. The route study report will be updated annually or whenever the route supervisor and/or drivers identify new hazards on the route.

Within the Hazard Identification, Risk Assessment, and Control Measures dated 21-Jul-.2024, it includes control measures. In addition, the "Guidelines for the Preparation of Extractive Transport Route Studies" ESTRANS-003 includes controls as well as recommendations to be considered for the identified risks.

The route selection process is based on the client's request, which defines the route. The Mining Unit has requested consultations with authorities, communities, and stakeholders to define the route. The Ministry of Transportation provides feedback to the company when evaluating its contingency plan for the route. The contingency plan includes route sheets. This is a necessary document for transportation.

Case: Contingency plan for the Antamina mine submitted to the Ministry of Transportation.

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Depending on the client's standards or convoy requirements, if an escort pickup truck is required, the requirement is met. Internally, 1 escort for every 3 units has been recommended; however, RANSA applies the recommendations requested by the client. The emergency response kit is carried inside the pickup truck with the route supervisor.

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.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 1.2
- ☐ not in compliance with *Summarize the basis for this*

Job description (RANSA) for a route driver includes responsibilities, skills, training, first aid knowledge, fire extinguisher handling, cargo handling and safety. Qualification requirements include an AIIIB or AIIIC driver's license. Passenger transportation course, defensive driving course, and hazardous materials course. 2-3 years of experience. Special driver's license for Hazmat transport (AIII license). Client requirements for special driver conditions are also considered. Evidence of competencies is included in the RANSA Hubsmart database.

Antamina Case: Driver Profile, in addition to the basic requirements, requires specific training. New driver induction courses, defensive driving, fatigue and drowsiness, and cargo securing. First aid courses, HAZMAT I, II, and III for supervisors.

For Antamina, route supervisor, responsibilities and training are included: AIIIB driver's license, knowledge of mining routes nationwide, and knowledge of hazardous materials. 3 years of experience.

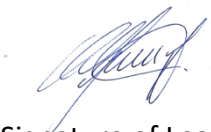
It is taken in the license and special license for HAZMAT, Defensive driving (internal training), HAZMAT III, first aid dictated by RANSA.

They do not yet transport sodium cyanide, but they do transport sodium hydrosulfide. Specific training is provided to internal staff and records are maintained through attendance lists. Records are stored on their RANSA Hubsmart platform.

Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 1.3
- ☐ not in compliance with *Summarize the basis for this*



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The specifications for the truck and trailer units are determined by the client based on the characteristics of the route and road, in conjunction with the transport company (RANSA), which provides the technical specifications for the units. Within the Hudbay transport operation, NaHS transport is considered, which includes pickup trucks with a minimum age of four years, and for HAZMAT transport vehicles, eight years, starting January 1st of the year following their manufacture.

In the case of Antamina, according to the Goods Transport Guide GSSL-SVI-G001 v07, trailers do not have an established age limit. They only require that they be in excellent operating condition and that they be registered and maintained for one year. For trailers over 20 years old, they must have an annual non-destructive testing certificate until February 2026. Starting in March 2026, these trailers will no longer be allowed to circulate on the route to Antamina.

At the loading point, the PTRANS-002 Transportation Procedure, including ITRANS-0026 "Transportation of Hazardous Materials - CHEMICAL PRECURSORS AND MONITORED GOODS." It includes the minimum requirements of inspections done by supervisors and drivers: cargo verification, labeling, contingency plan, and escorts. Verification of transport and/or escort units. Includes a truck and trailer checklist and pre-use of escort trucks.

The procedure ITRANS-0031 "Cargo Securing" which includes form FTRANS-0077 "Cargo Securing Supervision"), has been implemented. This procedure verifies weight, loading devices, and cargo securing across 19 inspection points. Photos of the units are included as supporting evidence.

An internal weigh scale at the facility issues a measurement ticket upon entry. Upon exit, a certificate of weight and measurement is issued. If the vehicle's load exceeds its authorized capacity, the certificate is not issued.

During transport, the tax authority monitors the vehicle's weight, the delivery note, the carrier’s note, and the certificate of weight and measurement.

Transport Practice 1.4

Develop and implement a safety program for transport of cyanide.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 1.4
- ☐ not in compliance with *Summarize the basis for this*

The procedure ITRANS-0031 "Cargo Securing" is in place. Cargo securing inspections are carried out by the designated inspector using the "Cargo Securing Checklist."

The procedure provides detailed guidance on rigging and securing devices, covering all types of cargo and transport units.

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As part of the process, the cargo securing inspector completes form FTRANS-0077, documenting key information such as the type of cargo, HAZMAT classification, availability of the Emergency Response Kit, and the applicable contingency plan. The form also includes the loading point, number of securers, and observations related to stowage and/or securing.

The procedure ITRANS-0026, "Transportation of Hazardous Materials – Chemical Precursors and Monitored Goods," includes the identification number for hazardous materials. Following the classification of hazardous materials, coordination is carried out between the Head of Safety Management and Ransa personnel to ensure proper identification on the transport vehicles.

Relevant standards and regulatory references are considered, including DOT, UN, NFPA, MSDS, and applicable hazardous materials regulations. A safety and vehicle materials checklist is maintained as part of the control process.

The "track and tank inspection checklist" FTRANS-0090 is available. It includes inspection of signage, equipment, toolbox, unit documents, HAZMAT certificate for the Tank Truck Inspection and documentation, and BASC inspection.

A maintenance and registration program are in place for the truck and trailers and pickup trucks.

The procedure PTRANS-002, "Transportation Procedure," includes Section 5.2, Driver Assignment, which sets limits on driver working hours. It refers to procedure ITRANS-0026, "Transportation of Hazardous Materials – Chemical Precursors and Monitored Goods," which establishes that transportation is restricted to daylight hours, specifically between 6:00 a.m. and 6:00 p.m. Additionally, drivers are not permitted to operate vehicles for more than 12 hours within any 24-hour period..

The procedure ITRANS-0031, "Cargo Securing", is in place, along with form FTRANS-0076, "Inspection of Cargo Vehicles." The Cargo Securing Inspector conducts inspections using the Cargo Securing Checklist implemented through Power Apps. All inspections are carried out by the designated Cargo Securing Inspector, following the established procedure.

The PTRANS-002 Transportation Procedure specifies that, in the event of an emergency, the front escort is responsible for coordinating with the route supervisor, who will activate the HAZMAT Transportation Emergency Plan. The rear escort is tasked with blocking traffic and providing appropriate warning signals to ensure safety. The Emergency Response Plan (Antamina case) outlines specific scenarios in Section 4, including:

- Road stoppages or lane blockages due to disturbances.
- Thunderstorms.
- Heavy rain and snow.
- Floods.
- Landslides and mudslides.

These provisions ensure preparedness for a wide range of potential environmental and operational hazards along the transport route.

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The company has implemented an internal No-Alcohol and No-Drug Policy (PTRASNS-0014), which is available through the SMAD (Mechanized Document Management System) and communicated during staff induction upon joining the organization.

Random breathalyzer tests are carried out by the Route Supervisor. In addition, medical examinations include drug screening for personnel.

A medical examination profile was provided. For the Antamina project, the annual occupational medical examination includes toxicological testing for cocaine, cannabinoids, MDMA (ecstasy), amphetamines, opiates, and benzodiazepines. In the case of HUDBAY, the toxicology panel includes ten substances, in addition to the above mentioned includes substances such as morphine, barbiturates, antidepressants, and methadone.

The company utilizes the RANSA Hubsmart system, which maintains documentation for all vehicles and drivers, including licenses, permits, insurance policies, and personnel training records.

Additionally, the SMAD (Mechanized Document Management System) includes a GIS-based document repository for managing and accessing documentation related to transportation and safety.

The Maintenance Department retains physical and/or digital maintenance records, organized in individual folders for each vehicle unit.

Transport Practice 1.5

Follow international standards for transportation of cyanide by sea.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 1.5
- ☐ not in compliance with *Summarize the basis for this*

This Transport Practice does not apply to this transport operation. Transportation is by land on trucks.

Transport Practice 1.6

Track cyanide shipments to prevent losses during transport.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 1.6
- ☐ not in compliance with *Summarize the basis for this*

Communication systems are in place to ensure constant contact during the transport of sodium cyanide. Each convoy driver has a cell phone provided by Ransa, and all transport units are equipped

with VHF radios to maintain communication with the escort supervisor. The escort supervisor, who travels in a lead pickup truck, carries a satellite phone for remote communication.

Internal WhatsApp groups are managed by the supervisor and created for each client-specific convoy. These groups are used to communicate key operational updates, including departure and arrival times, breathalyzer test records, incidents, and scheduled rest breaks.

Communication with the client is maintained through the client checkpoints, email correspondence, and cell phones.

GPS tracking is provided through COMSATEL and NAVISAF systems, and all operations are monitored in real time by the company's control tower department. Tracking reports, based on data provided by the escort supervisor, are shared with clients by control tower, and include details such as driver names, vehicle license plates, and the convoy status (e.g., departure, in transit, loading).

In the event of an incident, the escort supervisor notifies the control tower, which then escalates the report to the appropriate department based on the nature of the incident.

Procedure ITRANS-0004, Transport Tracking and Control, is in place and covers GPS installation, geofencing, unit tracking, and safety/environmental monitoring.

FTRANS-0071 – Safety Materials and Equipment Inspection Checklist, which includes confirmation of the presence of a satellite phone, VHF radio, handheld (handy) portable radio, and a hands-free speaker system.

Prior to dispatch, the Control Tower verifies the operability of key communication and monitoring equipment. This includes confirmation of the assigned unit's license plate, driver, GPS functionality, DMS (Driver Monitoring System) camera, ADAS (Advanced Driver Assistance Systems) camera, and the vibrating motor/seat alarm. The results of these checks are reported to the Operations and Safety departments.

Communication equipment, including cell phones and radios, is inspected according to the following procedures:

FTRANS-0071 – Materials and Safety Equipment Inspection Checklist

FTRANS-0085 – Escort Pickup Truck Inspection Checklist

Cell phones are tested during regular daily use, while VHF radios are tested prior to the start of each convoy.

Inspection checklist for escort pickup truck FTRANS-0085 , verifying the presence of a VHF radio.

Inspection checklist and inventory of safety equipment materials FTRANS-0071, verifying the presence of a VHF radio and satellite phone at the communications equipment point.

The blackout areas are referenced on the GPS.
The control tower has identified the blackout zones. An alert is generated in the blackout geofence. They know how long time the unit will take in that section; if the unit takes longer, they request support from nearby units.

Depending on the type of dangerous goods and customer requirements, a satellite phone is included in the convoy for communication in blackout zones.

Internal WhatsApp groups are managed by the supervisor and created for each client-specific convoy. These groups are used to communicate key operational updates, including departure and arrival times, breathalyzer test records, incidents, and scheduled rest breaks.

Communication with the client is maintained through the client checkpoints, email correspondence, and cell phones.

GPS tracking is provided through COMSATEL and NAVISAF systems, and all operations are monitored in real time by the company's control tower department. Tracking reports, based on data provided by the escort supervisor, are shared with clients by control tower, and include details such as driver names, vehicle license plates, and the convoy status (e.g., departure, in transit, loading).

In the event of an incident, the escort supervisor notifies the control tower, which then escalates the report to the appropriate department based on the nature of the incident.

Loading and unloading points are georeferenced. Speed controls are in place, and the monitoring area also has statistical data for speeding by driver. The information is sent to the safety and operations departments, who evaluate the cases and determine whether the drivers require reinforced controls or sanctions from their respective departments. There is a panic button in case of emergencies that appears on the GPS. The control tower has a supervisor and three monitors working three shifts 24/7.

The audit is pre-operational; no sodium cyanide is being transported. For the hazardous materials being handled, there are shipper's delivery notes, carrier's guide, security seals, and a seal checklist.

Delivery notes mention the seal identification number corresponding to the cargo. The auditors reviewed the case of the delivery note of transport of NaHS for Sociedad Minera Cerro Verde.

The audit is pre-operational; sodium cyanide is not being transported. For the transportation of hazardous materials, shipper's delivery guide, carrier's guide, security seals, and a seal checklist are available. The documents provided to the client include a unit documentation folder that includes the emergency plan and product safety data sheets.

A truck checklist is provided. Cargo vehicle inspection for the client Antamina GSSL-SVI-FR01 is completed by the pre-start driver and is included among the vehicle documents, which include the Chemical Precursors and Monitored Goods permit, MSDS, and safety data summary sheet.

The shipper's delivery guide and the carrier's transport guide specify the quantity of sodium cyanide being transported. Upon receipt at the mine site, the client provides formal acknowledgment by

placing a seal on the shipper's delivery guide, confirming that the sodium cyanide has been received in accordance with the documentation.

Principle 2 | INTERIM STORAGE

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

Transport Practice 2.1

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

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 2.1
- ☐ not in compliance with *Summarize the basis for this*

Not applicable. RANSA does not have interim storage.

Principle 3 | EMERGENCY RESPONSE

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

Transport Practice 3.1

Prepare detailed emergency response plans for potential cyanide releases.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 3.1
- ☐ not in compliance with *Summarize the basis for this*

There is a General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet includes an emergency response protocol flowchart for cyanide spills.

The audit is pre-operational; sodium cyanide is not being transported, so the route is not yet available. The contingency plan submitted to the Ministry of Transport must include a route map and a hazard and risk assessment for the route to be approved. A sodium hydrosulfide (NaHS) contingency plan is in place for the route for the client Hudbay, which includes the route assessment. The NaHS transportation contingency plan for the Constancia Mining unit includes the different routes, driver lists, and license plates.

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There is a General Transportation Contingency Plan RANSA PLTRANS-0016 , which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet includes chemical information, and that it is solid sodium cyanide. Class number UN 1689, Guide number 157, packing group 1.

There is a General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet mentions land transport operations with own fleet.

The audit is pre-operational; sodium cyanide is not being transported, so the route is not yet available. The contingency plan to be submitted to the Ministry of Transport for approval must include a route map and a hazard and risk assessment for the route to be approved, this document includes the condition of the road.

There is a General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. This Contingency Plan includes a list of the transport vehicles that the Ministry of Transport has approved through the directorial resolution for transport of hazardous materials.

There is a General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet, which includes the following emergency situations: in the event of a cyanide spill, it considers first aid for inhalation, skin contact, and ingestion.

In addition, for spills, it considers physical collection, chemical stabilization, chemical neutralization, and others.

Spills consider various scenarios such as: dry terrain, asphalt, and arid land; spills in wet terrain, farmland, acidic land, snow; spills occurring during rain; spills from stagnant or pooled water, springs, and wet land. Spills into waterways, operating irrigation canals, lakes and lagoons, confluent streams, streams, and rivers with a current and the sea. It also includes emergency situations such as fire. In all cases, it includes actions that must be taken before, during, and after the emergency.

This audit is pre-operational; sodium cyanide transport has not yet commenced, and the transport route is therefore not yet active. However, the existing Contingency Plan for the Transport of Sodium Hydrosulfide (NaHS) identifies external entities, including hospital centers, for emergency response.

The list of emergency contacts includes the Route Care Hospital Centers, the Peruvian National Police, and the Peruvian Volunteer Fire Department. Additionally, RANSA has engaged in coordination with external stakeholders through programs such as RANSA País Seguro (Safe Country), which involve emergency preparedness activities.

In a documented NaHS emergency case, both internal response personnel and external responders (police and firefighters) participated, demonstrating that RANSA has experience in coordinating with external emergency services. Furthermore, RANSA maintains its own secondary response unit to support emergency situations when required.

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In the case of sodium cyanide transportation, RANSA will work with its own units, and RANSA would provide the secondary emergency response in the event of an emergency, as it has qualified personnel and units equipped with the necessary equipment to respond to a potential accident.

Transport Practice 3.2

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

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 3.2
- ☐ not in compliance with *Summarize the basis for this*

Initial training for drivers includes Hazmat level I and Hazmat level II courses. For supervisors, initial training includes Hazmat level I, Hazmat level II, and Hazmat level III courses.

The company has an annual training program for 2025, which outlines the topics, responsible, departments, scheduled months, target audience (drivers and supervisors), status (Scheduled/Completed), and a monthly training plan. Some of the scheduled training topics include:

- Fatigue and drowsiness
- First aid
- Reporting, investigation, and documentation of hazardous incidents and occupational accidents
- Contingency planning and emergency response
- Defensive driving
- Use of fire extinguishers
- Use of PPE.
- Route study dissemination
- Cargo securing
- Hazardous materials handling
- Dissemination of transport IPERC (Hazard Identification, Risk Assessment, and Control Measures)

|The following training sessions have been verified:

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- Hazardous Materials – NaHS Transport, conducted by Ransa.

- Plugging kit training (control of tanker truck spills),Hazardous Materials, Hazardous Materials Storage – Operations Level, conducted by (Ransa)

Additionally, it was verified that when initiating the transport of a new product, specific training is provided to all involved personnel. One example is the fuel control operation for Petrotal, where the following initial training sessions were delivered to drivers, supervisors, and all operational staff:

- Fundamentals of Hazardous Materials,
- Emergency Response,

Furthermore, Ransa has developed a training and education program specific to cyanide transport, which will be implemented once operations involving cyanide begin. Some of the planned training topics include:

- Cyanide MSDS
- Route study and IPERC (Hazard Identification, Risk Assessment, and Control Measures) dissemination
- Cyanide transport contingency plan
- Use of antidote kit
- Emergency response procedures
- Cyanide spill emergency response drill

The carrier conducts periodic scheduling with its staff to communicate its emergency response plan. Additionally, the emergency response plan is included in the initial topics to be taught by the operator and staff within the transportation department during the induction of new staff.

There is a record of attendance at the hazardous materials emergency response training, as part of the training for its own personnel and stakeholders, such as the National Police and the route concessionaire, delivered by the occupational health and safety supervisor.

Case: There is a record of the current hazardous materials emergency training, , aimed at municipalities such as the Isla Municipality, where there is a team of safetyy guards and the safety chief, delivered by the safety supervisor.

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Within the General Contingency Plan for the Land Transport of Material, section 2.3 includes the organization of response activities, including staff responsibilities, organizational chart by levels, crisis committee, including objectives, functions, contact information and responsibilities in the face of possible different emergencies.

In the General Contingency Plan for the Land Transport of Materials, section 2.3.1 outlines the responsibilities of the following roles:

- Driver
- Route Supervisor
- Operations Supervisor (Incident Commander – Level I)
- Operations Manager (Incident Commander – Level II)
- General Operations Manager (Incident Commander – Level III)
- Safety Coordinator
- Operations Coordinator
- Planning Coordinator.

The General Contingency Plan for the Land Transport of Materials includes a detailed list of emergency response equipment in Section 6.3. This equipment includes fire extinguishers in transport trucks, first aid kit contents for both trucks and cargo vehicles, and general spill kits.

Additionally, specialized spill response equipment for cyanide is described. This includes a dedicated cyanide spill kit, self-contained breathing apparatus (SCBA), gas filters, and hydrogen cyanide (HCN) gas detectors. The plan also identifies the availability of a Cyanide Antidote Kit (Cyanokit), which is to be administered only by qualified medical personnel.

The Inspection of Units, Safety Equipment, and Cargo Securing Materials – FTRANS-0078.

This checklist verifies the availability of the following items:

- Vehicle safety equipment
- Fire extinguisher
- Spill response kit
- Cargo securing materials
- Personal protective equipment (PPE)
- First aid kit

The Inspection Procedure for Transport Operations (PTRANS-0061) includes the following sections:

5.1.2 – Inspection of Escort Vehicle Equipment:

Route supervisors must carry out inspections of emergency equipment contained in the vehicles designated for transport. These inspections must be recorded using form FTRANS-0085: Escort Vehicle Inspection Checklist.

5.2.3 – Inspection of Load Securing Elements:

This inspection must be performed monthly by the Load Securing Supervisor, HSE Supervisor, or Route Supervisor. Critical components of the securing equipment must be inspected and documented using form FTRANS-0078: Load Securing Elements Inspection Form, which includes a review of the spill response kit.

3.10 – Load Securing Inspector 1 (Form Reviewer / FTRANS-0078):

- Conduct equipment checklist inspections during unit shift changes.
- Inspect first aid kits, fire extinguishers, and spill response kits during shift changes of owned units.
- Conduct random inspections during the month.

Transport Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 3.3
- ☐ not in compliance with *Summarize the basis for this*

The General Transportation Contingency Plan RANSA PLTRANS-0016 in section 4.2, outlines the Communications Flow.

Communication begins with the activation of the GPS emergency button and the report made by the driver or route supervisor to the Fleet Control Center.

Depending on the severity of the incident, the Crisis Committee will be activated based on the information received via a direct open communication line with the Route Supervisor.

A contact list of all individuals involved in the communications flow, including their phone numbers, is available.

The General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide., includes a flow of internal and external communications.

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The review is conducted annually and is recorded in the change log located at the beginning of the Contingency Plan for the Land Transport of Materials.

The General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet, indicates that an incident must be notified to the ICMI within 24 hours of the significant incident occurring in the communication channels by telephone (+ 1.202.495.4020) or e-mail (info@cyanidecode.org)

Transport Practice 3.4

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

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 3.4
- ☐ not in compliance with *Summarize the basis for this*

The General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet includes steps for cyanide spills such as physical collection, chemical stabilization, chemical neutralization, and others such as drainage of contaminated water and soil removal. Chemical stabilization consists of raising the pH above 10 with calcium oxide or calcium hydroxide (quicklime or slaked lime). Targeted neutralization with a 10% and 12% calcium hypochlorite or sodium hypochlorite solution.

The General Transportation Contingency Plan RANSA PLTRANS-0016, which leads to the document updated to March 13, 2025, which includes an annex 6.13 specific to cyanide. The Cyanide Emergency Response Booklet mention within the procedure for the spill in waterways the prohibition of using sodium hypochlorite, ferrous sulfate and hydrogen peroxide for the treatment of cyanide spilled in surface waters.

Transport Practice 3.5

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

The operation is
- ✓ in full compliance with
- ☐ in substantial compliance with Standard of Practice 3.5

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☐ not in compliance with *Summarize the basis for this*

Safety plans are evaluated through an annual drill program. These are implemented through drill reports.

The plan is updated annually, and changes are tracked through the change control table. Previous editions exist, for example, the 2025 General Contingency Plan for Land Transportation was updated on May 15, 2023, April 25, 2024, and March 13, 2025.

There is a 2025 emergency response drill program, which includes all operations. An internal drill program is in place, and drills are conducted based on the different emergency levels.

The drill report from February 22, 2025, for Extractive and Transportation operations, is a case in point: a collision between a semi-trailer and an escort pickup truck (first aid), at the Ransa Evitamiento base.

Ditching with hazardous materials spills, with the contractor Grupo Zedesa Servicios y Transportes S.R.L. Grupo Zedesa Servicios y Transportes S.R.L. is a RANSA contractor, providing transportation services for various hazardous materials to Ransa's various mining clients. However, for the transportation of sodium cyanide, RANSA will work with its own vehicles, and RANSA would provide the secondary emergency response, as it has qualified personnel and vehicles equipped with the necessary equipment to respond to a potential accident.

Drill report from August 30, 2024, lime spill drill report, in Patahuasi via Arequipa Imata. Communications were good, and the team had materials such as blankets to cover the spill.

The document PCORP-0175: Incident and Accident Investigation Procedure, in section 5.6 – Determination of Corrective and Preventive Actions, states the following:

- To eliminate the identified root cause, the Investigation Team must establish corrective and/or preventive actions to prevent the occurrence and/or recurrence of accidents/incidents, defining deadlines and responsible parties for implementation.
- The Area Supervisor/Manager/Head must record the proposed corrective and/or preventive actions in the "FCORP-0434: Occupational Accident Record" or the "FCORP-0433: Hazardous Incident or Incident Record," both available on the Safety Portal.
- The Industrial Safety Representative must request the hazard identification and risk assessment of the corrective/preventive action measures from the area responsible for their implementation, in cases where new or modified hazards or controls may be introduced.

The Area Supervisor/Manager must review and update the IPERC Hazard Identification, Risk Assessment, and Control Measures) if necessary, identifying hazards and reassessing the risks associated with the activities involved in the accident/incident. This update must be reviewed by the Investigation Team prior to its implementation.