

INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE**Transportation Summary
Pre-Operational Certification Audit Report****SAS Logistics Ltd
Dar-Es-Salaam
Tanzania****11 to 13 May 2026****For the
International Cyanide Management Code****TRANSPORTATION SUMMARY AUDIT REPORT****Operation General Information**

Name of Transport Operation: SAS Logistics Ltd

Name of Facility Owner: SAS Logistics Ltd

Name of Facility Operator: SAS Logistics Ltd

Name of Responsible Manager: Mr Christopher Mosore

Address: Plot 126, Tabata – Mabibo, Dar-Es-Salaam / P.O.Box 31531, Dar-es-Salaam
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Country: Tanzania

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Operation Location Detail and Description

The scope of this ICMI transportation pre-operational compliance audit covered the preparations for cyanide transport operations by SAS Logistics Ltd.

SAS Logistics Ltd is a privately owned and operated Tanzanian company headquartered in Dar-Es-Salaam, Tanzania. SAS Logistics currently transports explosives, ammonium nitrate (AN), and various other chemicals. These chemicals are transported in liquid, powder, or solid form, and the company plans to start transporting cyanide from the Ports of Dar-Es-Salaam and Tanga to gold mines in Tanzania and the broader East, Central, and Southern African.

The company has workshops at the headquarters in Dar-Es-Salaam, where it conducts all its own vehicle and tyre maintenance.

SAS Logistics Ltd
Name of Operation.

Richard Durrant
Signature of Lead Auditor

22 June 2026
Date

Auditor's Finding

This operation is in

X full compliance, pre-operationally

☐ in substantial compliance *(see below)

☐ not in compliance

with the International Cyanide Management Code.

* For cyanide transportation operations seeking Code certification, the Corrective Action Plan to bring an operation in substantial compliance into full compliance must be enclosed with this Summary Audit Report. The plan must be fully implemented within one year of the date of this audit.

Compliance Statement

This operation has been found to be in full compliance, pre-operationally, and this Pre-Operational Transportation Audit Report will be confirmed through a Completion Report following a verification audit after, and within 6 months of, the first shipment of cyanide by the Transporter.

Auditor Information

Audit Company: Transheq Consulting and Auditing (Pty) Ltd

Lead Auditor: Richard Durrant

Lead Auditor Email: richard@transheq.co.za

Names of Other Auditors: Richard Durrant – Transport Technical Auditor

Dates of Audit: 11, 12 and 13 May 2026

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.

SAS Logistics Ltd
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Principles and Standards of Practice

Principle 1 | TRANSPORT

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

Standard of Practice 1.1

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

X in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 1.1

☐ not in compliance with

The basis for this Finding/Deficiencies Identified:

Route Risk Assessments (RRA's) are currently in place for various routes travelled to chemical and other offloading sites from the ports of Dar-Es-Salaam and Tanga (Ports). The distance, travel time and road conditions are recorded on each RRA. The Tanzanian Government Chemist Laboratory Authority (GCLA) requires the routes to be travelled with chemicals to be specified on the permit application for each convoy of chemicals transported. Population density is addressed in the RRA's. RRAs will be updated to account for population densities associated with cyanide shipments and specific cyanide transport routes. Road conditions are currently described in detail in the RRA's and will be updated to consider road conditions relating to cyanide shipments and specific transport routes. Pitch and grade are included in RRAs and will be more detailed regarding cyanide shipments and specific transport routes. Water bodies are specifically identified in RRA's. Fog is seldom experienced in the region. A procedure is in place that describes when and how RRAs will be conducted, and how RRAs will be updated based on information from drivers and/or Convoy Leaders. RRAs are in place and will be modified to incorporate the requirements for transporting cyanide. This will be in place before the first cyanide transport takes place. The GCLA must be advised of all consignments of chemicals to be transported and will issue a permit for each consignment accordingly. A Permit to Transport Chemicals is then issued by the authority which describes the route to be followed with input given by the transport operator. The permit contains the name and quantity of the chemical to be transported as well as the validity. Validity is one month in all instances and only one consignment may be conducted under each permit. A GCLA representative (Chemist) will accompany the vehicle convoy from the loading point at the Ports to the offloading point. Convoys are used in all instances when transporting chemicals of any United Nations Dangerous Goods Class. An escort vehicle (car or van) accompanies each convoy for the full duration of each loaded trip, irrespective of the chemical transported. No transport sub-contracting is undertaken for the transport of any chemicals.

Standard of Practice 1.2

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

X in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 1.2

☐ not in compliance with

The basis for this Finding/Deficiencies Identified:

Truck drivers in Tanzania are licensed in accordance with the driver's licence requirements for operating heavy vehicles. The validity of driver's licences is controlled. Driver's licences are valid for five years. Annual medical examinations are conducted on all employees by the Occupational Safety and Health Authority of Tanzania. Drivers also attend a Defensive Driving Course presented by the National

Institute of Transport and GCLA training for the transport of chemicals. Both course certificates are valid for five years. No personnel operating transport equipment have been trained on cyanide to date and the company commits to providing training prior to the first shipment being loaded and transported. No handling equipment operated by SAS Logistics will be utilised for the handling of cyanide. Training records are in place for other chemicals that are currently transported. The company's Head of Safety has extensive knowledge and experience with cyanide, cyanide handling, and cyanide training, having previously worked in Process Safety at a large gold mine. No transport sub-contracting is undertaken for the transport of any chemicals. No sub-contracting is envisaged,

Standard of Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

X in full compliance with

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

The basis for this Finding/Deficiencies Identified:

Truck tractors towing three-axle flat-deck trailers with container twist locks are used to transport chemicals. These same vehicles would be used to transport solid cyanide boxes packed in 6-metre ISO sea containers. One 6-metre container with a mass of approximately 23 tons would be loaded onto each vehicle combination. Under the Tanzania Road Traffic Act, a load mass of 30 tons can be carried on such a vehicle combination. No forklifts or cranes operated by the truck operator will be used for the loading or offloading of cyanide. All loading and offloading equipment for handling cyanide will be supplied by the Ports for loading and by the various mines for offloading. One 6 metre ISO sea container with a mass of approximately 23 tons would be loaded onto each vehicle combination. Under Tanzanian Road Traffic legislation, a load mass of 30 tons can be carried by such a vehicle combination. Vehicle capacity is well within the planned load imposed. The inspection of a trailer's chassis framework is part of the pre-trip Chassis Condition checklist, which checks for cracks in the structure. Crack and deformity inspections are also conducted during routine maintenance inspections and services. No sub-contracting of Cyanide transport is envisaged,

Standard of Practice 1.4

Develop and implement a safety program for transport of cyanide.

X in full compliance with

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

The basis for this Finding/Deficiencies Identified:

The packaging for the imported cyanide will comply with the International Maritime Dangerous Goods Code (IMDG) and will be packed and labelled at the source by the producer. The sea container(s) will remain sealed for the duration of the delivery journey to the mine. The Convoy Leader will ensure that the split placarding on the shipping containers is visible on four sides of each container on collection at the Ports. Placarding/markings of vehicles carrying chemicals is a legal requirement in Tanzania. For the transport of solid cyanide imported in sea containers, the IMDG-required Dangerous Goods Placarding applied to the container by the producer for sea shipment will remain in place for the land transport. The Convoy Leader will ensure that the split placarding on the shipping containers is visible on four sides on collection of the containers at the Ports. Marking of the vehicle will be in accordance with local legal requirements, which include danger banners on the front and rear of the vehicle combination in English and Swahili. Detailed pre-numbered Haulage Truck Checklists are in use and are completed prior to each vehicle departure/loading. Preventive maintenance controls and records

SAS Logistics Ltd
Name of Operation.

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22 June 2026
Date

are in place for all truck tractors and trailers, including the vehicle tyres. Records reviewed during the pre-operation audit extend back for the operational life of existing and disposed-of vehicles while under the ownership of SAS Logistics. Night driving is not permitted under the GCLA. No movement of heavy vehicles is permitted between the hours of 18:00 and 06:00, or between sunset and sunrise, depending on the season. The vehicle tracking system is set to report any after-hours driving or movement. When vehicle convoys are in progress, regular stops are made to allow vehicle safety checks and driver rest. Artificial Intelligence In-Vehicle Monitoring Systems (AI IVMS) use in-cab cameras to monitor signs of driver fatigue, such as yawning, blinking, and restlessness. For current loads, procedures are in place for loading and securing loads. This procedure has been translated into the local indigenous language. The packaging for the solid cyanide being imported will conform to the IMDG Code and is packed at source by the producer/consignor. Twenty boxes containing solid cyanide will be loaded into each 6-metre shipping container. The shipping container will remain sealed throughout the delivery journey to the mine. All vehicles are tracked in real time by the Operations Manager and Operations Team, and any need to reroute vehicles due to severe weather, road damage, or civil unrest is addressed accordingly. The Convoy Leader is also responsible for reporting any abnormal circumstances to the Operations Manager. An alcohol testing programme is in place, and testing is conducted randomly. A Substance Abuse Policy covering alcohol and drugs, including provisions for random testing for both drugs and alcohol, is still to be developed. Records retention procedures and controls are in place, as applicable, and will include retaining records for all activities as required by ICMI. No sub-contracting of cyanide transport is envisaged.

Standard of Practice 1.5

Follow international standards for the transportation of cyanide by sea.

Not applicable. The transporter will only transport solid cyanide by road and is not involved in cyanide transport by sea

Standard of Practice 1.6

Track cyanide shipments to prevent losses during transport.

X in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 1.6

☐ not in compliance with

The basis for this Finding/Deficiencies Identified:

On route, communication is conducted using mobile phones. Each vehicle driver must have an operational mobile phone when departing on a trip or convoy. This is checked by the Vehicle Tracking team. Drivers are responsible for ensuring sufficient airtime is available. Random communication checks are conducted prior to vehicle departures. Vehicles carrying chemicals travel in convoy, and should one mobile phone fail, there is backup from other drivers in the convoy and from the convoy leader. Drivers are also required to report in a dedicated Operations/Drivers WhatsApp Group when departing, arriving, or when any issues arise on route. No substantial blackout areas have been experienced on any of the current routes travelled. Any communication blackout areas will be included in the RRA's before any shipments of cyanide take place. Vehicle tracking systems can monitor vehicle locations at all times. Fleet Tracking is monitored by the Operations Office and the Operations Manager, and can also be monitored on various mobile phones. Alerts for location, speed violations, off-route, and night movement are currently in use and acted upon as required. Currently, each consignment, whether a pallet or a bulk bag of chemicals, is weighed individually when loaded. Two employees and two independent parties observe and verify the process. Calibrated weighing equipment is used at the transit chemical warehouse. At the offloading point, the load is weighed again. Locks or seals on sea containers are also checked when sea containers are utilised. Cyanide will be delivered directly from the Port to the mines and not via the company's transit chemical warehouse. Shipping records indicating the amount of cyanide in transit, along with Safety Data Sheets, will be available during transport. A summarised SDS - Company-produced laminated "Chemcard" in the indigenous Swahili language is issued to each driver with every shipment of chemicals, which will include cyanide when shipped. This

SAS Logistics Ltd
Name of Operation.

Richard Durrant
Signature of Lead Auditor

22 June 2026
Date

is a legal requirement for all transported chemicals and is verified by the GCLA for each consignment and each vehicle in a chemical transport convoy. No sub-contracting of cyanide is envisaged

Principle 2 | INTERIM STORAGE

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

No interim storage of cyanide will be carried out. Shipments of cyanide will depart directly from the ports to the mines, with a possible overnight layover, as night driving is not permitted.

Principle 3 | EMERGENCY RESPONSE

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

Standard of Practice 3.1

Prepare detailed emergency response plans for potential cyanide releases.

X in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 3.1

☐ not in compliance with

The basis for this Finding/Deficiencies Identified:

Emergency Response Plans are in place and will be reviewed in the context of the cyanide route risk assessments and any appropriate changes before cyanide is transported. Only solid cyanide is currently being considered for road transport. Truck tractors towing three-axle flat-deck trailers with container twist locks are used to transport chemicals in sea containers. These same vehicles would be used to transport solid cyanide boxes packed in 6-metre ISO sea containers. The Emergency Response Plan will be reviewed in light of the new cyanide route risk assessments and any changes made, as appropriate, before cyanide transport takes place, to determine the roles of outside responders, medical services and communities in emergency response procedures

Standard of Practice 3.2

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

X in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 3.2

☐ not in compliance with

The basis for this Finding/Deficiencies Identified:

Cyanide-specific emergency response training will be conducted for all relevant staff prior to any cyanide transport. The specific emergency response duties and responsibilities of personnel are set out in the Emergency Response Procedure, which will be updated in relation to possible cyanide emergencies. This will be done prior to any cyanide transport taking place. Basic emergency response equipment is currently in place. This will be revised, as appropriate for cyanide, before any cyanide transport occurs, including the provision of appropriate Personal Protective Equipment (PPE) and the required emergency response equipment. No sub-contracting of emergency response activities is envisaged, but SAS Logistics are aware that their process for ensuring any sub-contractors are aware of Code requirements will be complete before any cyanide transport takes place.

Standard of Practice 3.3*Develop procedures for internal and external emergency notification and reporting.***X in full compliance with**The operation is ☐ in substantial compliance with Standard of Practice 3.3☐ not in compliance with*The basis for this Finding/Deficiencies Identified:*

The reporting requirements will be included in the Emergency Response Plan and will be reviewed and revised in line with the plan, including any cyanide-related modifications. The Emergency Response Plan is updated whenever a change occurs, or at least annually. A procedure will be developed to address the requirement to notify ICMI of any significant incident that may occur. This procedure will be in place before any cyanide transport takes place.

Standard of Practice 3.4*Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.***X in full compliance with**The operation is ☐ in substantial compliance with Standard of Practice 3.4☐ not in compliance with*The basis for this Finding/Deficiencies Identified:*

Remediation will be carried out by SAS Logistics, with assistance from the GCLA. Inputs and assistance will also be sought from the various gold mines. These arrangements will be finalised before any cyanide transport occurs. The prohibition on the use of specific chemicals to treat cyanide will be included in the Emergency Response Plan and communicated to all parties before cyanide transport commences

Standard of Practice 3.5*Periodically evaluate response procedures and capabilities and revise them as needed.***X in full compliance with**The operation is ☐ in substantial compliance with Standard of Practice 3.5☐ not in compliance with*The basis for this Finding/Deficiencies Identified:*

The Emergency Response Plan is reviewed at least annually. The cyanide components will be included before any cyanide transport commences. Depot site fire evacuation drills have been conducted in the past. No cyanide drills have yet been conducted. Once the Emergency Response Plan for cyanide has been updated, drills will be planned and conducted. The Emergency Response Plan for cyanide has yet to be implemented. It is therefore premature to evaluate the Plan's performance in simulated or actual cyanide contexts.

End of Report

SAS Logistics Ltd
Name of Operation.*Richard Durrant*
Signature of Lead Auditor22 June 2026
Date