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Submitted to: International Cyanide Management Institute

International Cyanide Management Code Summary Report

Phu Bia Mining Logistics Recertification Audit Summary Audit Report

wsp

September 2026

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International Cyanide Management Code Summary Report
Phu Bia Mining Logistics Recertification Audit Summary Audit Report

Submitted to: International Cyanide Management Institute

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

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1 Introduction

1.1 Operation general information

Name of transport operation:	Phu Bia Mining Logistics
Name of facility owner:	PanAust
Name of facility operator:	Phu Bia Mining Ltd (PBM)
Name of responsible manager:	Somchai Kuexaileng, Logistics Manager, Phu Bia Mining (Laos)
Address:	Capital Tower, 23 Singha Road
State/province:	Vientiane
Country:	Laos Peoples Democratic Republic
Telephone:	+856 (0) 21 268 000
Fax:	N/A
Email:	Somchai.kuexaileng@pbm.panaust.com

1.2 Operation location detail and description

1.2.1 Phu Bia Mining Ltd

Phu Bia Mining (PBM) Limited operates the Ban Houayxai mining operation in the Laos Peoples Democratic Republic (Laos). Cyanide is transported to the operation from the Port of Da Nang in Vietnam via road transporters with a handover between carriers occurring at the Ban Thouay Transit Facility located east of Vientiane.

1.2.2 Phu Bia Mining Logistics

Road transport within Laos is undertaken by Phu Bia Mining Logistics (PBM Logistics) a subsidiary company of Phu Bia Mining Limited. PBM Logistics manages the Company's employee transport, concentrate haulage and in-bound freight and consumables activities in Laos, Vietnam and Thailand.

A strategically located logistics centre is located at Ban Thouay, east of Vientiane. The logistics centre facilitates the transfer of goods between contractor-operated trucks and company-operated trucks. The logistics centre also houses the maintenance and mechanic workshop. Trucks park at Ban Thouay overnight while en route to Ban Houayxai mine site. There is an administration office, control room and medical centre.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

1.2.3 CEA Projects Logistics (Vietnam)

CEA Projects Logistics (CEA) are based in Vietnam and maintain an inhouse fleet of prime movers and trailers. CEA provide road transportation under PBM systems and escort to the Vietnam-Laos border and to the Ban Thouay Transit Facility where the containers are transferred on to PBM fleet for onward transport to the mine.

As mentioned in Section 1.2.2, CEA containers are transferred directly onto PBM Logistics trucks at Ban Thouay Transit Facility. There is a total of 40 trucks available in the fleet of which six are selected per convoy. A 45t reach stacker transfers one container onto the truck at a time.

The containers are secured as they await transfer in a roped off area with sodium cyanide placards. The area is also under CCTV. The facility is fully fenced with a guard placed at the entrance managed by a PBM security supervisor.

1.2.4 Transit Storage

Within the scope of this audit there are no interim storage facilities within the road transport component of the supply chain. PBM Logistics trucks do stop at Ban Thouay overnight while en route to site, which is considered in-transit storage.

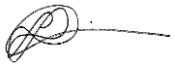
1.3 Auditor's finding

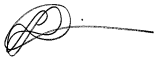
	☒ **in full compliance with**	
PBM Logistics is:	□ in substantial compliance with	The International Cyanide Management Code
	□ not in compliance with	

1.4 Compliance statement

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

1.5 Auditor information

Audit company:	WSP Australia Pty Limited	
	Name (Print/Type)	**Signature**
Lead auditor:	Felicity Richards	
Lead auditor email:	Felicity.richards@wsp.com	

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

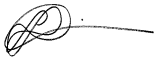
Names and signatures of other auditors:	Name (Print/Type)	Signature
Auditor 1:	Edward Clerk	

Date of audit:	14-17 March 2026.

1.6 Auditor attestation

The ICMC Certification Audit fieldwork was conducted over period 14-17 March 2026.

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.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

2 Principles and Standards of Practice

2.1 Principle 1: Transport

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

2.1.1 Standard of Practice 1.1

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

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 1.1 requiring cyanide transport routes to be selected to minimise the potential for accidents and releases.

PBM Logistics

PBM logistics has developed and implemented a process for the selection of transport routes.

PBM has undertaken a physical assessment of the road transport route from Da Nang Port to Lao Bao border in Vietnam and then through to the mine at Ban Houayxai (BHX). Within Vietnam the roads that DG cargo can be transported on are directed and specified by the Government.

The Laos cyanide haulage route starts from the Lao Bao Border gate, with the exchange of cyanide containers from CEA trucks onto PBM trucks occurring at the Ban Thouay Transit Facility.

On the Laos-side route, there are 11 mandatory rest stop points between the Lao Bao (Dansavan) Border gate and BHX mine site. The total distance for the cyanide haulage route in Laos is approximately 830 km. The route is also the most direct, and only viable route from the Vietnam-Laos border to BHX.

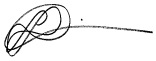
PBM personnel drive the transport route prior to each shipment making an assessment of current road hazards and controls for upcoming shipment.

The assessment is documented in PBM Cyanide Route Assessment document that is reviewed and approved by Logistics Manager.

PBM Logistics implements a procedure to evaluate the risks of selected cyanide transport routes and takes the measures necessary to manage these risks.

A route review, from the port to the mine site was undertaken and document including assessment of risks along the route. Road conditions, steep inclines/declines and other road users are the highest identified risks along the route and PBM have implemented convoy controls and escorts to manage the shipments.

PBM personnel drive the route prior to each convoy as part of normal operations and recommendations are then made as to route changes, additional safety controls or security considerations where necessary.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

PBM escort subcontractor CEA Logistics from the port to the Ban Thouay Transit Facility where the cyanide is transfer to PBM logistics vehicles for transport within Laos to the mine.

PBM Logistics implements a procedure to re-evaluate the risks of selected cyanide transport routes and takes the measures necessary to manage these risks.

A convoy report is provided to the logistics manager at the end of each shipment which includes details on the route condition, border controls and performance of the drivers.

PBM Logistics does document the measure taken to address risks identified with the selected transport route. These are documented in the PBM Cyanide Haulage Route Risk Assessment and PBM Radioactive Materials Escort Procedure.

PBM Logistics through consultation with Government agencies and the approvals process does seek input for the selection of routes. The road available to be used for cyanide transport are directed by the governments and are the main arterial transport routes. The Ministry of Public Works and Transport (MPWT) dangerous goods movement permits specify approved routes, truck/trailer registrations and convoy size. The Government of Laos (GoL) joint committee records provide evidence of monitoring the container transfer under Import Licences.

Direct consultation with communities is not undertaken.

PBM Logistics uses convoys and escorts to address safety concerns during transport. Escort vehicles lead and follow the convoy vehicles providing updates to the drives on road hazards and other road users. Separate instructions are provided in the Radioactive Materials Procedure for convoy truck drivers when approaching pedestrians, school children and for descending steep declines.

The drivers check in with the escort periodically during the convoy and there are designated rest locations along the route.

PBM logistics does subcontract the transport of cyanide to CEA for the Vietnam portion of the transport route. CEA are responsible for providing vehicles and drivers and operate under the direction of PBM Logistics escort personnel for the transport.

PBM Logistics completed a due diligence assessment of the transport company as part of the selection process that included relevant elements of Code compliance (drivers, equipment maintenance, training) and has implemented quarterly performance reviews as detail in the subcontractor agreement.

Interviews with PBM Logistics and CEA personnel confirmed that applicable Code requirements had been communicated.

CEA

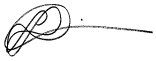
CEA moves cyanide from the Port of Da Nang to the Ban Thouay Transit Facility under escort and direction of PBM Logistics using the route selected by PBM Logistics. CEA drivers and personnel do provide feedback to PBM Logistics on hazards or route condition changes encounters along the route.

CEA support PBM Logistics engagement with government authorities in Vietnam.

CEA follow the convoy procedures and protocols implemented by PBM for their component of the transport route.

2.1.2 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.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 1.2 requiring personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.

PBM Logistics

PBM Logistics has a process in place for the use of trained, qualified and licensed operators in operating transport vehicles during the transportation of its cyanide.

Cyanide is transported by PBM Logistics Personnel and CEA Logistics personnel, and all transport drivers undertake the same training. PBM have a dedicated Training Coordinator that undertakes training and structured assessment of drivers including practical assessment.

Training covers the following aspects:

— Fatigue Management

— Pre-start Checks

— Basic brake system

— Risk Reduction Driving

— Coupling and uncoupling

— Driver Assessment (Competency Assessment)

— Firefighting

— Dangerous Goods

— Sodium Cyanide Awareness.

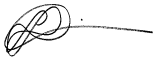
Personnel operating cyanide handling and transport equipment have been trained to perform their jobs in a manner that minimises the potential for cyanide releases and exposures.

Interviews and review of training records confirmed that transport personnel involved in the transport of cyanide have completed the designated training and were aware of the controls for transporting cyanide. Drivers completed the AGR online training in Lao language. While the training is designed and delivered online by AGR, the former supplier to PBM of sodium cyanide to PBM, there is nothing AGR-specific in the training.

PBM Logistics does subcontract the transport of cyanide to CEA for the Vietnam portion of the transport route. CEA are responsible for providing vehicles and drivers and operate under the direction of PBM Logistics escort personnel for the transport.

CEA personnel complete the same training as PBM logistics personnel for consistency. PBM Logistics maintain a training matrix that details the training status of both PBM Logistics and CEA personnel.

CEA

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

CEA driver personnel complete the same training and assessment as PBM Logistics drivers for the transport of cyanide. Interviews and review of training records confirmed that transport personnel involved in the transport of cyanide have completed the designated training and were aware of the controls for transporting cyanide.

2.1.3 Standard of Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 1.3 requiring that transport equipment is suitable for the cyanide shipment.

PBM Logistics

PBM Logistics uses equipment designed and maintained to operate within the loads it will be handling when transporting cyanide. PBM has inhouse maintenance capabilities to completed prime movers and trailers maintenance to manufacturer's specifications.

PBM Logistics has a fleet of Scania Prime Movers that are used for transport including cyanide. This fleet has been purchased specifically for the specifications required to transport cyanide cargo. PBM also take into consideration the needs of the specific route, the horsepower needed for the terrain, the condition and age of the truck and type of registration.

The configuration for transport in the convoy is a single container per truck and trailer combination which prevents overloading. The reach stacker is rated to lift the weight of the fully loaded container. No other equipment is used to handle equipment within the supply chain (i.e. no ferries or trains).

A fully equipped and staffed 4 bay mechanical workshop is located at PBMs Ban Thouay depot where PBM equipment is maintained. Maintenance is planned and tracked through a SAP maintenance system with a tiered maintenance program based on distance travels or time elapsed.

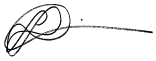
A review of maintenance records and site inspection confirmed that equipment is maintained in line with manufacturers specifications.

PBM Logistics has implemented procedures to verify the adequacy of equipment. The procedure requires pre-departure checks to be completed at the start of each shift by a driver trained in the procedure.

The Escort Leader coordinates the pre-departure checks to verify that the trucks transporting the consignment are roadworthy and loaded in accordance with procedures. Each truck carries a single cyanide shipping container which is well within the capabilities of the equipment.

PBM Logistics only uses equipment designed and maintained to operate within the loads it will be handling. A review of equipment specification sheets confirmed the equipment is capable of carrying the load of cyanide and there are loading procedures in place and pre-start checks that prevent overloading. PBM Logistics has established a preventative maintenance system for its fleet and records are retained.

PBM Logistics undertakes checks on subcontractor vehicles to confirm maintenance activities have been undertaken in accordance with the agreement.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

CEA

CEA use third party maintenance providers for their prime movers or trailers. A review of maintenance records and site inspection confirmed that equipment is maintained in line with manufacturers specifications.

CEA follow PBM Logistics loading protocols.

CEA Logistics follow PBM Logistics maintenance protocols using third party providers. Evidence of equipment maintenance is periodically provided to PBM Logistics as part of the performance review process.

2.1.4 Standard of Practice 1.4

Develop and implement a safety program for transport of cyanide.

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 1.4 requiring the operation develop and implement a safety programme for transport of cyanide.

PBM Logistics

PBM Logistics has procedures in place so that cyanide is transported in a manner that maintains the integrity of the producer's packaging. PBM purchases cyanide from ICMC certified production facilities with the packaging and labelling requirements required by the political jurisdictions through which the load will pass completed by the manufacturer.

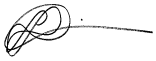
PBM Logistics transport solid sodium cyanide within shipping containers and at no time during transport are the containers opened. Shipment controls include the inspection of the physical condition of containers at the time of loading at the Port and the check of seals on the container doors. The containers and seals are also checked during transfer onto PBM Logistics trucks at the Ban Thouay Transit Facility. The unique container seals are recorded on shipping documentation and periodically checked along the transport route.

Placards or other signage are used to identify the shipment as cyanide. Placards are placed on the front and rear of the trucks and are present on the containers. PBM Logistics requires that placards showing the SODIUM CYANIDE SOLID UN 1689 TOXIC label at the front and the HAZARD pictogram at the back and sides of the containers. The containers also show the Marine Pollutant marker upon arrival at the port.

PBM Logistics requires vehicles to be inspected with the *Pre-departure Checklist*. It is the responsibility of the Escort Leader to ensure that the trucks transporting the consignment have had the *Pre-departure Checklist* completed and are roadworthy before departing on the convoy.

Preventative maintenance programs have been established for cyanide transport and handling equipment based on manufacture recommendations. Preventative Maintenance is scheduled and tracked through a CAMMS maintenance software platform.

Each cyanide shipment is undertaken in a convoy which controls driving hours and fatigue. Designated rest stops are planned in the route every 1 -2 hours depending on the section of the route. A maximum 12.5 hour working day with a minimum 10 hour break between shifts.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

In addition the designated rest stops controlled by the escort leader, PBM vehicles have been fitted with the CAT Driver Fatigue Monitoring System which provides real time monitoring and intervention. Cameras are installed throughout each truck's cab to monitor the driver's eye movements to assessment distraction or fatigue. System responses include seat shaking and an alert is sent to the control room.

The control room operators track vehicles in real time using a satellite vehicle monitoring system.

Solid sodium cyanide is transported in shipping containers that are secured to the trailers using twist locks which prevent loads from shifting. Additional secondary locks on twist locks have been installed to prevent the twist locks turning. The twist locks are checked prior to departure and again at the rest stops along the route.

PBM Logistics has established procedures for the modification or suspension of transport should conditions require it. The transport route is drive in the days before each shipment to minimise this risk and primary and alternative route has been evaluated. Deviation from the standard route needs approval of the PBM Logistics Manager or nominated delegate.

The convoy controls include pre-start alcohol and drug testing at the port for CEA drivers.

Records were available and reviewed for these activities. Interviews confirmed processes have been established and implemented.

CEA

CEA follow PBM Logistics transport protocols. CEA operate vehicles within the convoy under PBM Logistics direction. CEA have established a preventative maintenance program and its implementation verified by PBM Logistics personnel through quarterly performance meetings.

2.1.5 Standard of Practice 1.5

Follow international standards for transportation of cyanide by sea.

	□ in full compliance with	
The operation is	□ in substantial compliance with	Standard of Practice 1.5
	□ not in compliance with	

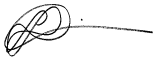
Transport Practice 1.5 requiring the operation follow international standards for transportation of cyanide by sea and air is NOT APPLICABLE to PBM Logistics.

PBM Logistics does not and does not intend to transport consignments of cyanide by sea or air within the scope of this audit.

2.1.6 Standard of Practice 1.6

Track cyanide shipments to prevent losses during transport.

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

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

PBM Logistics is in FULL COMPLIANCE with Transport Practice 1.6 requiring the operation track cyanide shipments to prevent losses during

PBM Logistics

PBM Logistics have means to communicate with the head office, the mining operation, the cyanide producer and emergency responders. The escort leader is responsible for communications from the convoy to head office and for the notification of an emergency.

Two-way radios are available in each vehicle of the convoy and there is mobile phone coverage along the route. A police escort joins the convoy for the Laos portion of the route.

Communication equipment is periodically tested to ensure it functions properly. GPS tracking and convoy is continuously monitored by the control room operators at the Ban Thouay depot.

Radio checks are completed at the commencement of a convoy and check-ins completed along the route. Spare radios are carried should there be a fault along the route. Communication blackout areas have been considered in the route assessment process. PBM Logistics have implemented convoy process which addresses potential communication issues along the route.

PBM Logistics have two primary methods for tracking progress of cyanide shipments. Transport vehicles are fitted with GPS tracking which is continuously monitored at the control centre and the escort leader checks in at designated rest stops along the route.

PBM Logistics does implement inventory controls and/or chain of custody documentation to prevent loss of cyanide during shipment. Containers are inspected when they are picked up at the port and the container number and unique seals are checked and recorded on the shipping documentation.

Containers are seals are periodically checked along the transport route and sealed containers are handed over the mine. At no time during transport are the containers opened.

The escort leader checks and collates shipping records and the GPS system also indicates the amount of cyanide in transit as one container of solid sodium cyanide is transported per truck and trailer combination.

Safety Data Sheets are available in the cabin of each truck and in the escort vehicles.

PBM Logistics does subcontract the transport of cyanide to CEA Logistics, however the communications, convoy tracking and shipping documentation is fully controlled by PBM Logistics personnel.

CEA

CEA drivers report issues or hazards to the escort leader for assessment and escalation if needed. CEA drivers follow PBM protocols for checking communication equipment.

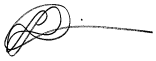
2.2 Principle 2: Interim storage

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

2.2.1 Standard of Practice 2.1

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

☒ in full compliance with

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 2.1 that requires transporters design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent release and exposures.

There are no interim storage facilities within the road transport component of the supply chain. PBM Logistics trucks do stop at Ban Thouay overnight while en route to site, which is considered in-transit storage.

Trucks are parked overnight at the Ban Thouay Logistics Centre. The site is covered by CCTV and security contractors LSS are overseen by the PBM Security Manager. Trucks and vehicles parked overnight are parallel parked behind a secured fence.

Safety signage and warning placards are visible throughout the facility and walkways are clearly marked, stating that cyanide is present and no smoking, open flames or eating and drinking is permitted. All personnel are required to wear PPE including hard hats, safety glasses, high visibility clothes and steel-capped boots.

2.3 Principle 3: Emergency response

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

2.3.1 Standard of Practice 3.1

Prepare detailed emergency response plans for potential cyanide releases.

☒ in full compliance with

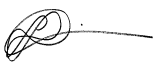
The operation is	□ in substantial compliance with	Standard of Practice 3.1
	□ not in compliance with	

PBM Logistics is in FULL COMPLIANCE with Transport Practice 3.1 requiring the operation prepare detailed Emergency Response Plans for potential cyanide releases.

PBM Logistics has developed an emergency response plan for potential cyanide emergencies.

The emergency response plan outlines:

- Purpose
- Scope
- Objective
- Responsibilities
- Communication
- Incident Evaluation
- Emergency Response Procedure
- Emergency Response Equipment

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

— First Aid

— Post Incident Management

— Environmental Monitoring

The Transport Management Plan also details basic emergency response actions and organisational arrangements and there is a guidance document that provides information in spill response, communication with authorities and controlling the scene of the incident.

The PBM Logistics Emergency Management Plan has been developed with consideration of the type of cyanide and method of transport. The plan is based on the transport of solid sodium cyanide within IBCs within sealed shipping containers using a convoy with one container per truck and trailer unit.

The plan has response actions developed for various scenarios that could occur along the route.

The PBM Logistics Emergency Management Plan does include descriptions of response actions, as appropriate for the anticipated emergency situation.

The emergency plan includes guidance on the following scenarios:

— Clean up of small spills

— Dry spill inside sea container

— Dry spill

— Wet spill

— Cyanide in water or watercourses

— Fire

— High HCN gas alarm

The plan details internal and external responsibilities in the event of an emergency and the communications process for escalating the emergency for additional support.

The plan does recognise the role of external agencies in the response process and the differences between the jurisdictions in which the cyanide is transported. The PBM plan does not designate specific roles to external agencies such as police or fire departments but recognises that these authorities may take broader control of the incident scene. PBM Logistics will work with the relevant agency to manage the situation.

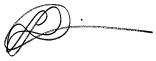
CEA

CEA operates under the PBM Logistics cyanide emergency plan. CEA driver's role in an emergency is to report the incident to the escort leader and follow reasonable directions in accordance with their training.

2.3.2 *Standard of Practice 3.2*

Designate appropriate response personnel and commit necessary resources emergency responses.

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

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

PBM Logistics is in FULL COMPLIANCE with Transport Practice 3.2 requiring they designate appropriate response personnel and commit necessary resources for emergency response.

PBM Logistics does provide emergency response training of personnel to fulfil the duties outlined in the ERP.

Drivers are trained in the response actions to take in the event of an incident and a review of training records for drivers involved in cyanide transport confirmed that training had been provided. A review of training records showed that all drivers had completed the mandatory training. A PBM HSE trainer travels to Ban Thouay and Ban Houayxai mine site from Australia annually to conduct refresher general HSE training.

The Escort Team Leader checks drivers have the required up to date training prior to departure.

The escorts are involved in the mock drill exercises in addition to the cyanide awareness and convoy management training (which includes response to emergencies).

Three separate mock emergency drills related to cyanide transport-related emergencies were conducted. Evaluation reports were reviewed where improvements for training areas were noted and communicated to senior management.

FES team members are available from the Code certified Ban Houayxai mine operated by Phu Bia Mining.

Section 13 of the emergency plan details the emergency response equipment that is taken by the escorts and carried along the transportation route. The equipment includes typical road incident response equipment and specific cyanide response equipment including HCN gas detectors, ferrous sulphate, sodium hypochlorite, chemical suits and full-face respirators with ABEK filters. Whist all convoys will carry the necessary PPE to manage a significant leak. The transport team will only don full protective PPE including self-contained breathing apparatus to preserve life. In all other situations the relevant Emergency Response Team for the Country or PBM FES will be engaged. ICMI will be notified in the first instance for all HCN leaks or discharges.

The list of emergency equipment was reviewed and is appropriate for the activities detailed in the emergency response plan.

PBM Logistics does have the necessary emergency response and health and safety equipment, including personal protective equipment during transport. A review of haulage reports and interviews with escort personnel confirmed that the equipment is transported.

An inspection of the equipment confirmed that the listed equipment is available and in serviceable condition.

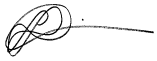
There are procedures to inspect emergency response equipment and assure its availability when required. Checks on emergency equipment are completed as part of the pre-convoy checks and the checks are recorded and retained by the convoy leader.

In the event of a spill on the Vietnam-side of the transport route, Government-appointed companies will conduct the cleanup. These companies are invited to participate in drills.

The contact list of other related contractors including crane operators, dump trucks and excavators is updated as part of the pre-season survey.

PBM Logistics does subcontract the transport of cyanide to CEA Logistics, however CEA Logistic drivers are only responsible for alerting the escort leader of an incident and following reasonable response directions within the training.

CEA Drivers complete the same training as PBM transport driver personnel and a review of training records showed that all drivers had completed the mandatory training.

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

2.3.3 Standard of Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

☒ in full compliance with

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 3.3 requiring that they develop procedures for internal and external emergency notification and reporting.

PBM Logistics does have the current contact information for notifying the shipper, the receiver/consignee, regulatory agencies, outside response providers, medical facilities and potentially affected communities of an emergency.

Section 10 of the emergency plan details the communication process and internal communications are coordinated through the 24/7 loss prevention control centre.

The External Affairs Manager of PanAust Asia or nominated delegate is responsible for communication with external authorities.

Communication to communities is managed by the community relations department in consultation with the Significant Incident Management Team.

Section 14.4 of the emergency plan refers to medivac by air and other stakeholders in the event of a cyanide emergency (refer to Medical Evacuation Procedure). This procedure contains contact details of all hospitals in Lao PDR and international medical facilities (Thailand / Vietnam). The procedure also outlines steps to be followed for aeromedical evacuation in the event of a cyanide emergency.

CEA and PBM have contacted medical facilities in vicinity of route and evidence of consultation in relation to cyanide emergency preparedness has been reviewed.

The plan includes a checklist that includes checking that emergency contact numbers are current and exercises are to be conducted prior to each delivery season.

PBM Logistics does have a procedure for notifying the International Cyanide Management institute (ICMI) of any significant cyanide incidents, as defined in ICMI's Definitions and Acronyms document. PBMs definition of a significant incident is aligned with ICMI requirements and would activate the Significant Incident Management Team (SIMT) and reporting through to the ICMI is part of the external communications process managed by that team.

There have been no significant cyanide incidents within the audit evidence evaluated for this initial certification audit.

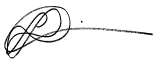
CEA

CEA driver's role in an emergency for communication is to raise the alarm with the escort leader.

2.3.4 Standard of Practice 3.4

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

☒ in full compliance with

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 3.4 requiring that they develop procedures for remediation of releases that recognise the additional hazards of cyanide treatment.

PBM Logistics has developed procedures for remediation, such as recovery or neutralisation of solutions or solids, decontamination of soils or other contaminated media and management and/or disposal of spill clean-up debris.

Section 12.2 of the emergency plan provide details on the recovery of product and packaging for transport to the mine for further management/disposal. The plan allows for excavation of media or neuralisation with ferrous sulphate depending on whether the impacted area can be address adequately without the use of neutralising solutions.

The application of neutralising solutions would be undertaken by PBMs trained FES team in consultation with the Environment and Closure Manager and Regional Emergency Services Superintendent. Transport drivers would not undertake this activity.

150kg of ferrous sulphate and 100kg of sodium carbonate is kept at Ban Thouay Logistics centre as well as at the CEA Yard in Da Nang, Vietnam.

In relation to environmental monitoring a site-specific plan will be developed in consultation with the following personnel:

- General manager
- Process Manager
- Environment and Closure Manager
- Regional Emergency Services Superintendent

The cyanide emergency procedure for sodium cyanide in water or watercourse in the plan specifically prohibits the use of chemicals. It states that use of ferrous sulphate, sodium carbonate and sodium hypochlorite is prohibited if there is a potential to enter any waterway as they are harmful to water life.

CEA personnel would provide logistics support as requested but would not be directly involved in the neutralisation or decontamination activities.

2.3.5 Standard of Practice 3.5

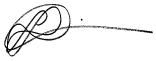
Periodically evaluate response procedures and capabilities and revise them as needed.

☒ in full compliance with

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

PBM Logistics is in FULL COMPLIANCE with Transport Practice 3.5 requiring the operation periodically evaluate response procedures and capabilities and revise them as needed.

PBM Logistics

Phu Bia Mining Logistics		03/09/2026
Name of operation	Signature of lead auditor	Date

There are provisions for periodically reviewing and evaluating the Plan's adequacy, demonstrate its implementation and that debrief reports are communicated to senior management. PBM have completed and documented several emergency drills (practical and desktop) to test elements of their response planning.

In addition to the mock exercises the plan is in the process of being updated to address change in supplier.

The plan includes provisions for practical exercises and reporting exercises to be completed prior to each delivery season. The plan requires that a debrief is conducted with the participants with recommendations for training, procedure or equipment changes documented.

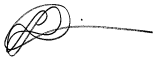
PBM have completed and documented three mock drill scenarios.

Activation of the Cyanide Emergency Response Plan would activate the SIMT and the SIMT procedures require a documented debrief and review of emergency response performance as part of the close out of the incident.

No significant incidents have occurred so the requirement to review the plan has not been triggered. As noted, PBM Logistics have systems in place for periodic review of the plan.

CEA

CEA personnel participate in mock exercises and contribute to the review process through debriefs.

Phu Bia Mining Logistics		03/09/2026
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3 Important Information

QUALIFICATIONS AND ASSUMPTIONS

The services undertaken by WSP in preparing this Report were limited to those specifically detailed in the Report and are subject to the scope set out in the Report or otherwise communicated to Phu Bia Mining.

Except as otherwise stated in the Report and to the extent that statements, facts, conclusion and / or recommendations in the Report (*Conclusions*) are based in whole or in part on information provided by Phu Bia Mining and other parties identified in the report (*Information)*.

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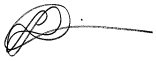
Phu Bia Mining Logistics		03/09/2026
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