Investor Solutions Limited
P.O Box 67562
Nairobi
Kenya

ICMI CERTIFICATION – SUMMARY REPORT

1.0 INTRODUCTION

1.1 Operational information.

Name of Transport facility	:	Konis Logistic Limited
Name of facility owner	:	Konis Logistic Limited
Name of facility operator.	:	Konis Logistics Limited
Name of responsible manager	:	Auguste Tano
Address	:	05 BP 2275 Abidjan 05 Treichville zone portuaire boulevard de Marseille Immeuble Kamel
State / Province	:	Abidjan
Country.	:	Cote d'Ivoire
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1.2 Description of Operation

1.2.1 Company Profile.

Konis Logistic is an Ivorian owned company based in Abidjan, Cote d'Ivoire. Konis Logistic was established in 2013. The company is involved in the transportation of mining chemicals including sodium cyanide and other mining goods. The company owns warehouses in Abidjan to store mining items except cyanide. The company has a fleet of 47 trucks. Most of the trucks are new. Trucks which are less than 5 years are used for the transportation of solid sodium cyanide.
Apart from performing transportation in Cote d'ivoire, the company does transportation of goods to mining companies some West African countries such as Ghana, Burkina Faso, Niger and Mali. The company does deliveries of mining items (except cyanide) to Endeavour Hounde mine, Kama Mine, Iam Gold Essakane mine all in Burkina Faso and Yanfori mine in Mali, Goulamina mine in Mali.
Konis Logistics does cyanide transportation to one mining company which is Endeavour Ity mine.

Konis Logistic has 104 workers (drivers and other staff) out of which 70 are permanent workers and the remaining are temporary staff.

Cyanide Transportation

Konis Logistics is subcontracted by Bollore Cote d'Ivoire (AGL) which has an agreement with Samsung C & T. Since 2018 the transporter has been transporting Samsung C & T sodium cyanide from the port of Abidjan to Endeavour Ity mine.

The cyanide from the supplier (SAMSUNG) is packaged in 1ton PVC bags with a polyethylene lining and encased in plywood boxes (IBC's). Twenty (20) IBCs of sodium cyanide are in each 20ft sea container. The gross weight of the containers and the product combined is approximately 24tons. Containers are sealed with container seals.

Konis Logistic responsibilities commences once the company's vehicles are loaded from the Port of Autonome Abidjan, Cote d'Ivoire. Prior to the arrival of a vessel customs clearing processes commences to ensure that the containers are cleared quickly from the port. Konis Logistic then positions trucks at the quay to load the containers. Trucks then exit the port with the required documentation covering the shipment and start the journey to deliver the cyanide to Endeavour Ity mine.

1.2.2 Audit scope.

The audit covers the transportation of cyanide from the port of Abidjan, Cote d'Ivoire to Endeavour Ity mine. The ICMI protocols were used as guidelines in conducting this certification audit.

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SUMMARY AUDIT REPORT AUDITORS' FINDINGS

Konis Logistic Ltd is:

☒ **in full compliance with**

☐ in substantial compliance with

☐ not in compliance with

THE INTERNATIONAL CYANIDE MANAGEMENT CODE

Audit Company:	Investor Solutions Limited - Kenya
Audit Team Leader:	Kuldip Singh Degon, Lead Auditor
Email:	kuldip@islglobal.net

NAME OF OTHER AUDITORS

Benjamin Amoo Mensah – Technical Auditor: Transportation.

DATES OF AUDIT

The certification audit of the Konis Logistic Limited was conducted 16th to 18th October 2023

I attest that I meet the criteria for knowledge, experience, and conflict of interest for Cyanide Code Verification 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 Verification Auditors.

I attest that this Detailed Audit Report accurately describes the findings of the certification audit. I further attest that the verification 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.

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 **X in full compliance with** Transport Practice 1.1

Summarize the basis for this Finding/Deficiencies Identified:

Konis Logistic has a process of selecting the cyanide transportation route in order to minimize potential accidents and releases. Consideration is given to population density, infrastructure, pitch and grade, environmental condition, water fog and proximity to water bodies. The company has a Transport Management Plan document no. TMP-KOL-PLAN-001 Revision 01 which addresses the above. In selecting the route, the Escort Leader and the escort driver drove on the road to identity risks (hazards) on the road, count the number of bridges, railway crossings , rivers and streams and the distance from the port to the mine site destination.

The Road Risk Assessment procedure(document No. KOL-FIC-012 version 01 dated 6th October 2023) identifies steps to be taken in the assessment of transport routes and identifies personnel responsible for undertaking each step. The RRAs considers population density, bridges, water bodies, blackout areas, potholes on the road and general condition of the road.

Konis Logistic has implemented a process to evaluate the risks on the selected cyanide transport route. Route Surveys has been conducted on the route from the port of Abidjan, Cote D'Ivoire to Endeavour Ity mine.
Route Surveys have been conducted for the route from the port of Abidjan, Cote D'Ivoire to Endeavour Ity mine a distance of 638.3Km. A route survey report dated on 27th - 30th September 2022(document No. KOL-ROS-001 version 0.1) and route survey report dated 1st October 2023(document No. KOL-ROS-001 version 002) were sighted.

Risk Assessments (RRA's) were conducted on September 2022 and October 2023.The route survey considered the hazard on the route. Risk identified on the road during routes surveys have been risk assessed and specific control measures have been put in place to address the risks. Route Risk Assessment (document No. KOL-FIC-012 version 01 dated 6th October 2023 were sighted and scrutinized by auditors. All risks have been rated either significant, unacceptable or acceptable. The risks are discussed at Tool box meetings organized prior to departure of the convoy. Tool box meeting form(document No.KOL-FIC-009 Version 01) is completed after each meeting and training attendance records kept on file. All participating drivers sign the attendance sheets showing that they have attended the toolbox meeting. A discussion about the risks on the routes as well as the precautionary measures to take are discussed at tool box meetings. Records of Tool box meetings held on 12th April 2021, 20th May 2022 and 11th June 2023 were verified and noted by auditors. The attendance register has the names of all the drivers, escort team and each participant have signed it against their names.

As per the TMP(Plan De Gestion Du Transport de Cyanure) the transporter implements a process to periodically re-evaluate risks in the routes used for cyanide transportation and has a process to get feedback on the risks noted by drivers and the convoy leaders during deliveries to the mine. Clause 5.1(Plan De Gestion Du Transport de Cyanure document No. KOL-PLAN-001 Revision 01) of the Transport Management plan states the cyanide transport route is re-evaluated periodically.

After each delivery to the mine site, a Trip Report is written on the trip on Journey Feedback Report (Rapport De Mission Pour Le Transport de Cyanide form document No. KOL-RAP-001 Version 01). Route Survey on the selected route is conducted annually to identify any new risks on the route as per the transporter's TMP. Route survey reports show periodic reviews of the road conditions from Abidjan Port, Cote d'Ivoire to Endeavour Ity mine. Feedback reports are used to ascertain if there are any changes on the road and controls subsequently put in

place to address or minimize the effect of the risk. Changes to road conditions, changes due to construction, road diversions, pot holes on the roads are all noted in the feedback reports. The Escort leader(Chef de Escort) is responsible for writing the reports detailing the condition of the road. The report are discussed with the drivers and escort team during toolbox meetings that are held before next convoy. Records of feedback reports on journeys from Port Autonome de Abidjan to Endeavour Ity mine dated 5th March 2023, 22nd July 2022 and 1st May 2023 were noted by auditors.

The transporter document the measures to address the risks identified on the route. All risks identified are risk assessed in the Risk Assessment document (KOL-FIC-012 Version 01). The RRA details the risks or hazards and the controls taken to address the risks. Years 2022 and 2023 risk assessment reports on the road from Abidjan port to Endeavour Ity mine were noted by auditors. The risks and the controls are discussed with the drivers and escort team at tools box meetings. Records of feedback reports detailing and any new risks on the road are discussed and measures to address the risks documented in the risk assessment form.

Konis Logistic has sought input from the Ministry of Transportation of its operations. The transporter has been issued a certificate number 2015/CIRT/TPU/01/6318 (Certificat D'Inscription) to do transportation of all kinds or goods including HAZMAT in Cote d'Ivoire. Inputs were sought from CIAPOL(La Centre Ivoirien Antipollution), Les Forces Armes de Cote d'Ivoire(FACI/ACM) and Armes Chimiques(SPCIAC-CI). Armes Chimiques is responsible for community consultation in Cote d'Ivoire and are involved in protecting the population and the environment in case of an incident. All the aforementioned government agencies accompany the convoy during deliveries to the mine site. A week before the delivery of cyanide shipment to the mine, a letter is written to the government organisations notifying them of the of the cyanide delivery to the mine site. The government agencies then allocate personnel to accompany the convoy together with the company's escort team to escort the containers to the mine. Letters of notification with reference number KL/0109/2023 dated 16/10/2023 to the government agencies were verified by the auditors.

Konis Logistic Transport Management Plan requires the deliveries are done in convoy to the mine. The use of escort of convoys are addressed in Clause 5.7 of the TMP. Konis Logistic has its own trained escort team. The escort team are trained in cyanide awareness and emergency response and they undergo regular training to apply the procedures required for the transportation of cyanide.

The composition of the convoy and escort team are follows:

- 1 Escort leader(Chef de escort)
- 2 Escort Assistants
- 1 Pompier(Fire personnel)
- 2 Armes Chimique
- 1 Representative from CIAPOL
- 2 Military personnel

The maximum number of trucks in convoy are 10(2 convoys consisting of 5 trucks each). The vehicles in convoy consists of;

- 6x4 and 4x2 trucks each equipped with GPS tracking system
- Skeleton trailers and dual trailers equipped 8 twist locks.

Skeleton trailers and dual trailers equipped with twist locks which are dedicated to cyanide transportation carry 2x20ft containers. Two(2) escort vehicle are used to escort for a set of 5 trucks in convoy. The government agencies, Armes Chimiques, CIAPOL and Military (Militaire) use their own vehicles to accompany convoys to the mine site. The overall management of the convoy is the responsibility of the Escort Leader. Evidence of use of convoy with escorts was noted in the TMP by auditors.

Konis Logistic does not subcontract the activities in transport Practice 1.1.

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 **X in full compliance with** Transport Practice 1.2

Summarize the basis for this Finding/Deficiencies Identified:

Konis Logistic use only trained and qualified staff. The transporter has a Recruitment procedure(Procedure Recruitment Chauffeurs) document number. KOL--00020 Rev. 01) that details the processes and criteria for employing drivers and other staff. The company uses only trained, qualified and licensed drivers to operate its transport vehicles.

Pre-selection of candidates for driving and other staff are done according to the following criteria and processes

- Prospective applicant should be 18 years of age and above.
- The prospective employee should be in good physical and mental condition
- Be of good moral character
- Have no criminal records
- Have a driving license categories "E" license
- Have at least 2 years' experience
- Have a team spirit
- Be professional
- Oral interviews are conducted
- Drivers who passed the interview are taken through practical test of truck driving
- Background checks are done on all prospective drivers
- Selected drivers are made to undergo medical examination.
- Selected drivers undergo training

A driver is employed when he or she satisfies all the above conditions. Drivers must be licensed with Category "E" license before driving a truck. Validity of a national driving license is 5 years whilst International Driver's license is valid for 2 years. International drivers licenses (Permis International De Conduire) allows the drivers to drive across countries in West Africa and beyond. Copies of valid driving license were sighted by auditors.

Vehicle drivers and escort team members have received training and continue to receive training in: -

- Cyanide Awareness including the use of full face masks, filters and other personal protective equipment
- Emergency Response Plan training
- Firefighting training
- Mock drills
- Defensive driving techniques;
- Basic First aid
- Hazmat training

The following are the frequencies at which training are held;

- Defensive driving training - Every 5 years
- Basic First - Once a year -
- Cyanide Awareness training - Once a year
- Fire Training - Once a per year
- HAZMAT training - Once a year
- Mock drill/ER Training -2x a year

Certificates of defensive driving training for drivers by names of some selected drivers were sighted. The defensive driving training organized from 27th February - 4th March 2019 were sighted. Records of cyanide awareness training held on14th October 2023 and 16th July 2022 were verified and noted. Records of training attendance records for Fire Training dated 12th October 2023 was noted. Selected drivers namely, Soro Amadou, Kape Jean Jacques and Diallo Mustapha were interviewed to find out their knowledge about cyanide and were found to be knowledgeable in properties of cyanide, precaution to take when driving and how to respond to cyanide incidents. Escort leader and his assistant namely Dosso Moussa and Cheikner Traore were also interviewed by auditors and were found to be competent.
The transporter has a training matrix(Matrice Formation et Sensilisation et Excercisesd'intervention) document number KOL-MAT-0002 version 01 specifying the type of training and frequencies) specifying the type of training and the frequencies at which the training are held. The training covers Cyanide Awareness (including Use of Personal Protective Equipment), Defensive Driving Training, First Aid and Fire Fighting. New drivers are trained before being allowed to drive. New drivers drive with senior drivers for two trips. New escort leaders are made to drive together with a competent convoy leader for at least two trips before allowed to lead a convoy alone. The drivers are trained in the procedure for cyanide transportation including convoy management.

Records of training attendance registers dated 11th June 2023 and 14th October 2023 were sighted. Participants have signed the attendance sheets to prove their presence in the training. Defensive driving training is conducted by Bollore Training Center in Abidjan, Cote d'Ivoire. The QHSE Manager is responsible for conducting Cyanide Awareness training, HAZMAT Training, Emergency response training and Fire Fighting Training. The QHSE Manager and his assistant have attended training for trainers. Copies of their training certificates dated 14th August 2023 and 17th August 2020 were sighted.

Konis Logistics does not subcontract any of the activities above.

Transport Practice 1.3: *Ensure that transport equipment is suitable for the cyanide shipment .*

The operation is **in full compliance with** Transport Practice 1.3

Summarize the basis for this Finding/Deficiencies Identified:

As per clause 5.2 (Equipment) of the TMP vehicles are designed and maintained to deliver cyanide to the mine. The company uses HOWO and HOHAN brands of trucks with HP 371 and HP 400.
The design of the trucks used for deliveries to the mine site is as follows.

- 6x4 with tri-axle trailers and 4x2 trucks with two axle trailers each equipped with GPS tracking system.
- Skeleton trailers equipped 8 twist locks.
- Skeleton trailers and dual trailers equipped with twist locks and dedicated to carry 2x20ft containers.

The 6x4 configuration of trucks plus the weight that it carries should be total weight of 91tons as per the manufacturer specification. The 6x4 trucks are loaded with 2x20ft containers of cyanide. The 4x2 configuration of vehicle with 2 axle trailers carry 1x20ft container of cyanide which has a gross weight of above 24ton (including the weight of the empty container and packaging). The total weight of the 4x2 and the load it can bear should not exceed a maximum of 52tons as per the manufacturer's specification.

To maintain the vehicles to operate within the loads they will be handling, the company has implemented a Maintenance procedure (Procedure De Maintenance des Equipment's Routers & De Manutention). Periodic maintenance is done at 10,000Km intervals as per the manufacturer's specification and in accordance with the company's maintenance procedure. A sticker showing the mileage on odometer reading and next servicing mileage is pasted on the screen of the tractor unit anytime servicing of the vehicles are done. The transporter has also instituted a corrective maintenance program for the tractor unit and trailers. Tires are changed when the tread depth reaches 3mm.

The operation has a procedure to verify the adequacy of the equipment. Konis Logistics has a total 47 trucks out of which 20 trucks are used for cyanide transportation. The trucks have the required capacities to do deliveries of cyanide shipments to the mine. The total weight per axle for the 6x4 vehicles with 3 axle trailers is 9.68tons/axle which is lower than the ECOWAS (Economic Community of West Africa States) (UEMOA-Union Economique Monetaire Ouest Africaine) axle load regulation of 11.5mt/axle.

Periodic maintenance is done at 10,000Km intervals as per the manufacturer's specification and in accordance with the company's maintenance procedure. A sticker showing the mileage on odometer reading and next servicing mileage is pasted on the screen of the tractor unit anytime servicing of the vehicles are done. The transporter has also instituted a corrective maintenance program for the tractor unit and trailers. The trucks and trailers are checked for any wear and tear before any trip. The trucks and trailers are inspected and and tested to identify signs of stress or overloading.

There are weighing bridges along the transportation route managed by the Ivorian government authority called Station De Pesage Fixe Allokoi. The trucks are weighed when convoy reaches such a weighing bridges location along the transportation route. Weighing bridge tickets are issued for each truck after it is weighed. Sampled copies of weighing bridge tickets for vehicles with registration numbers 3218LG01/5551JG01(ticket number 5973) dated 16th June 2023, 241LG01/5969KS01 dated 17th June 2023, (ticket number 8017) were sighted. The weighing bridge tickets is a proof that the trucks are not overloaded. The truck weights displayed on these tickets show that the trucks are not overloaded. The gross weight of the cyanide containers are also on the BLs of each shipment of cyanide which also guides the transporter from overloading the transport vehicle.

Konis Logistic does not subcontract above activities stated in Transport Practice 1.3.

Transport Practice 1.4: *Develop and implement a safety program for transport of cyanide.*

The operation is **X in full compliance with** Transport Practice 1.4

Summarize the basis for this Finding/Deficiencies Identified:

The Transport Management Plan outlines processes to ensure the integrity of the producers packaging. The TMP describes how the cyanide from the supplier is packaged. The cyanide from the supplier (SAMSUNG) is packaged in 1ton PVC bags with a polyethylene lining and encased in plywood boxes (IBC's). Twenty (20) IBCs of sodium cyanide are in each 20ft sea container. The gross weight of the containers and the product combined is approximately 24tons. Containers are sealed with container seals. The seals have unique numbers on them and are also on the Bill Ladings. The cyanide shipment is transported by road to the mine.

The shipping line in the port issues a container interchange (Bordereau Unique D'Interchange) a report which states the condition of the containers prior to loading from the port. A Loading and Offloading (Chargement et dechargement des conteneurs) procedure states that the driver and escort leader inspects the container to ensure that it is intact, container numbers are noted, seals are in place and the containers is in good condition. The drivers and Escort leader ensure that all the required shipping documents are complete. The above activity is done in the loading area in the port where the truck are loaded. After exiting the loading area in the port to the parking area within the port, the Escort leader inspects the container and completes a Truck and Container Inspection form (Identification Convoi document No. KOL-FIC-001 version 01).

Copies of container interchange for cyanide shipment bearing Bill of Lading numbers MEDU1955039 dated 23rd August 2023, TCLU 3314024 dated 20th September 2023 and FCIU5929761 dated 15th September 2023 were sighted by auditors. The Port of Abidjan also issues a document called Schedule of Dangerous Goods Escort Sheet (Boudereau de Fiche d'Escorts Marchandises Dangereuses) which has a list of all container numbers and the seal numbers. Sampled copies of Schedule of Dangerous Goods Escort sheets bearing document number 00063913 dated 15th January 2021 and 00071102 dated 12th June 2023 were verified. The Ivorian Customs Authority also issues a letter of the release to cover every shipment of which exits the port. The letter describes the condition of the container, the destination mine the container number and date containers were released from the port. Upon arrival at the mine site waybills covering each container is signed and stamped by the mine personnel indicating that the cyanide containers were received in good condition and the contents intact. Records of waybills for delivery to Endeavour Ity mine dated 23rd August 2023(waybill number 000664) and 27th April 2023(waybill number 0000504) were sighted and noted. The transporter also has developed a checklist for Transport of containerized cargo which also specifies checks on the container, and this includes seals, correct labeling and general condition of the containers. The seals on the container doors are only broken at the mine site when the mine is about to commence offloading of the boxes.).
The manufacturer has placards on all sides of the container as required by the IMDG Code. Clause 5.10(c) of the TMP describes the placards on containers and on the trucks. These are Toxic 6 labels and Marine Pollutant labels as well the UN number 1689 for solid sodium cyanide. The Toxic 6 labels, UN number 1689 and Marine Pollutant labels are the required placards fixed in front and in the rear of the trucks as per the regulations in Cote d'Ivoire and also in accordance with the IMDG Code. The placards and signage on the containers identify the contents of the containers as solid sodium cyanide.

Konis Logistic has implemented a safety program that includes.

- Convoy preparation and management procedure
- Vehicle Inspections prior to departure
- Preventive and Corrective maintenance
- Drug and Alcohol policy

- Fatigue management policy. Drivers drive 3hrs and takes 15minutes break. The maximum number of hours that a driver drive is 10hrs/day and 60 hours/week.
- Procedure to modify or suspend transport activities.
- Procedures for loading and offloading

Konis Logistic has implemented an inspection regime that vehicles are inspected prior to departure of the trucks to the mine site and upon return to their base. The transporter has a Transport Management Plan which requires inspections to be carried out prior to the trucks departing from the port of Abidjan to the mine (Endeavour Ity Mine). The inspection is carried out by the driver together with the Escort leader. Both of them sign the inspection checklist after the completion of the inspection. The inspection checklist (Fiche de Verification Camion et remorque) document No. KOL-FIC-004) detailed what is to be inspected. Records of vehicle inspections checklists dated 11th June 2022, 26th January 2023 and 17th June 2023 (deliveries to Endeavour Ity Mine) were sighted. Defects picked up during the inspections are rectified immediately by a mechanic at the company's workshop. Selected vehicles were physically inspected by auditors and found to be in good condition. Vehicles with registration numbers 241LG01/4711EN01, 5958S01/9495EN01 and 2341LG01/5972KS01 were inspected by auditors and found to be in good condition to do cyanide transportation.

Konis Logistic has a preventive and corrective maintenance program to ensure that the truck tractor unit and trailers are always in a good working condition to do deliveries of cyanide safely. The company has a Maintenance procedure (Procedure De Maintenance des Equipments Routiers & De Manutention) document number KOL-PRO-004 Version 01. Periodic maintenance is done at 10,000Km intervals as per the trucks manufacturers specification and in accordance with the transporter's maintenance procedure. A sticker is placed on the screen of the tractor unit anytime servicing of the vehicles are done.

The odometer readings(mileage) are taken any the predeparture inspection is conducted. A pre-inspection checklist (Fiiche de Verification Camion Et Remorque(Doc. No, KOL-FIC-004) is completed when inspections are carried out.. Vehicle inspection is carried out by the Escort leader and the driver. During inspection, any time a defect on the tractor and / or trailer is picked up, that vehicle is withdrawn from service and defect repaired. The Escort leader informs the Logistics Manager of the fault. The Logistics Manager then informs the maintenance Manager about the fault and completes a Job Order form (document No. KOL-FIC-05 Version 01). The work is then completed by a mechanical supervisor who signs of that the fault has been rectified. The Job Order is then countersigned by the Logistics Manager. Once the repair(s) is done, the truck is tested and put back into use. Tyres are changed when the tread depth reaches 3mm (Clause 5.10(d) of the Maintenance Procedure. The escort vehicles are serviced at 10,000Km. Maintenance records for trucks bearing registration numbers 241LG01/4711EN01, 5958S01/9495EN01 and 2341LG01/5972KS01 were sighted.

As per the Transport Management Plan drivers drives for 3hrs and takes 15 minutes rest. A maximum of 10 hours per day is required for a driver to drive. Deliveries are done only in day light hours (5am - 6.30pm). No night driving is permitted. The company completes a Journey Plan (Fiche Fueille De Route before a trip. The journey plan has the Mission number, time of departure, stopping times and name of locations that the convoy stopped. The Journey Plan completed is also used as a measure to check limitation of driving hours. Records of Journey plans for deliveries to Endeavour Ity Mine dated 14th July 2021, 6th April 2022 and 12th September 2023 were verified and noted. GPS reports for vehicle numbers 241LG01, 5958KS01 and 234LG01 10th February 2022 and 6th May 2022 were verified and noted. The GPS reports show the driving hours and stopping times.

The transporter has a procedure to prevent load from shifting, Clause 5.10(b) of the TMP states that all containers are to be secured safely on the trailer. No chains only are permitted to secure the containers. However, additional straps or chain are used after securing the containers with twist locks. The inspection includes inspection of twist locks. It is the responsibility of the Escort leader to ensure that twist locks are firmly in place when conducting the pre-departure checks. The twist locks are further checked anytime the convoy parks for a brief rest to prevent

container from shifting. The cyanide trucks have eight (8) twist locks of which four twist (4) locks each hold each container.

The transporters Transport Management Plan clearly mentions that in case of the following conditions or situation the convoy will suspend deliveries to the mine site until the situation is over.

- Severe weather condition (floods etc.)
- Riots or civil unrest
- Collapsed bridge on the road.

The Convoy Leader will take a decision and stop or suspend movement of the convoy and inform his office about the situation. The time of stopping and resumption of the movement of the convoy are recorded on the journey plan by the Escort Leader. The decision to continue the journey is made with the Transport Manager and the Managing Director in consultation with Endeavour Ity mine.

Konis Logistic has a Drug and alcohol policy (number KOL-POL-001version 01). The policy stresses that the use of drugs and alcohol whilst working is strictly prohibited and has serious consequences. A person found drunk, or abuse drug is sanctioned by management. Employees who flout this policy risk losing his job. Alcohol tests are carried out randomly on selected drivers and escort team. A checklist form (Fiche Alcotest document No. KOL-FIC-011 version 02) is completed with names of the employee and test results. Records of alcohol tests conducted on selected drivers on 31st March 2022 and 22nd April 2023 were noted. Anyone found to have failed the test is reported to management and sanctioned appropriately. A breathalyzer (Breathalyzer Alcohol Tester AT 6000) is used for conducting the testing. The Breathalyzer Alcohol tester was calibrated on 22nd April 2023. The next calibration date is 22nd April 2024.

As per page 6 of 21 of the TMP (KOL-PLAN- 001) all records are retained for a maximum of 3 years before being disposed off. Records of documents and journey plans, checklists, policies and procedures have been retained.

Konis Logistic does not subcontract the activities above.

Transport Practice 1.5*: Follow international standards for transportation of cyanide by sea.*

The operation is **X in full compliance with** Transport Practice 1.5

Summarize the basis for this Finding/Deficiencies Identified:

Not applicable to this operation as no shipment of cyanide is done by sea.

Transport Practice 1.6: *Track cyanide shipments to prevent losses during transport.*

The operation is **X in full compliance with** Transport Practice 1.6

Summarize the basis for this Finding/Deficiencies Identified:

Konis Logistics trucks and escort vehicles have a means which they communicate with their head office, mining operation, the supplier and emergency responders. Each truck and escort vehicle has a radio (Talkie Walkie) installed in it. Communication between the drivers and Escort leader is by the use of two-way radios (Walkie - Talkie) and cell phones. Emails and WhatsApp communication is used to communicate with the client and the supplier. Electrical chargers are available in the vehicles to fully charge the radios and the cell phones. Contact phone numbers of all the emergency responders on the transport route is available with each of the escort vehicles. All communication equipment are inspected on a regular basis apart from the pre-departure inspections. The transporter also has megaphones to communicate to people in case of a cyanide incident. WhatsApp messages dated 12th October 2023, 23rd January 2023 and 10th December 2022 were sighted. Email communication between the mine were noted. Auditors carried out physical inspections of the communication equipment and were all found to be in good condition.

The communication equipment are inspected and a Security Communication Inventory Checklist (KOL-FIC-006 version 01) is completed with the observations. Records of completed checklists dated 11/2/21, 15/6/22 and 13/6/23 were noted. The Communication equipment such as two-way radios (Walkie Talkie), cell phone are inspected and tested prior to the departure of the convoy. The GPS device is also tested to ascertain whether they are functioning properly or not. It is the responsibility of the Escort leader to ensure that the communication equipment's are working effectively. Copies of escort equipment checklist stating the communication equipment are tested were noted.

There are no blackout areas on the road from Abidjan port to Endeavour Ity mine site. Route Survey and RRAs conducted show that there are no blackout areas on the road from the port to the mine. MTN and Orange Service cell phone networks are active right from the port to the mine site and both networks are used by the escort leader.

GPS tracking System is used to track the trucks from the time of departure from the port until the time of arrival at the mine. The GPS is monitored by the Tracking Supervisor whenever there is a convoy on the road. The tracking is done between the hours of 5am to 6.30 am when the convoy is on the road. The journey plan is completed anytime the convoy stops for a break or stops to spend the night. The time the convoy departs after break and overnight stops are noted on the journey plan. At each stop, the escort leader informs the Managing Director via phone notifying him of the convoy's location. Also, the location of the convoy is also communicated by the Escort leader on a WhatsApp platform to the managing director, mine and the supplier. Sampled copies of journey plans which indicates the time of stopping and departure of the trucks were sighted. Also, sighted were WhatsApp messages. A journey report is issued by the Escort leader to management after each trip. Sampled records of GPS reports for vehicle numbers 241LG01, 5958KS01 and 234LG01 10th February 2022 and 6th May 2022 were verified and noted.

Konis Logistic have a chain of custody documentation namely Bill of Lading, Customs declaration documents, container interchange, Packing list, Waybills and Pre-departure checklists. Bill Lading MEDUK1411579 and HLCUSHA2005EPUAS were noted. Waybills show the sea container numbers and seal numbers. Copies of waybills numbers 0000320(dated 28/6/2023), 0000321 (dated 27/10/23) and 000322 (dated 22/09/2022 were noted. Copies of container interchange covering container numbers MSCU 2023315438 dated 8th April 2023 and container number 13742113 dated 2nd September 2023 were sighted by auditors. Prior to loading containers at the port, the shipping line issues interchange document which states the condition of the containers.

Shipping records such as Bill of Ladings, waybills and packing list indicates the quantity of cyanide containers per shipment. The Bill of Ladings MEDUK1411579 and HLCUSHA2005EPUAS specifies the quantity of shipments, date shipped, container numbers and gross weights of the containers. Each truck and escort vehicles have copies of MSDS from the Samsung which is the supplier. The MSDS is part of the required document prior to a trip, and it is specified on the Inventory sheet (Convoy Interventaire De Mission document number KOL-FIC-010 versions 1) which is completed during pre-departure inspection.

The transporter does not subcontract the activities in Transport Practice 1.6.

2. INTERIM STORAGE: *Design, construct and operate cyanide trans-shipping depots and 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 **X in full compliance with** Transport Practice 2.1

Summarize the basis for this Finding/Deficiencies Identified:

Konis Logistic Ltd is in full compliance with Transport Practice 2.1, based on the finding that the transport operation does not store any cyanide. Konis Logistic does not have a cyanide trans-shipment depot or interim storage of Sodium Cyanide.

Within the scope of this audit, there are no transhipment depots or interim storage sites as defined in the audit protocol.

The operation is considered to be in full compliance due to this Transport Practice not being applicable.

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 **X in full compliance with** Transport Practice 3.1

Summarize the basis for this Finding/Deficiencies Identified:

Konis Logistic has developed and implemented an Emergency Response Plan ("Plan dÚrgence Transport De Cyanure document number. KOL-PLAN-002 Revision 01).

The plan details the following.

- Signs and symptoms of cyanide poisoning
- Modes of exposition of cyanide
- Toxicology, First Aid and medical treatment
- Measures to take during transportation incident.
- Emergency Communication with stakeholders
- Procedure for neutralization of cyanide solid briquettes and dissolved cyanide
- Incident scenarios
- Roles and responsibilities of emergency responders in the event of spill
- Roles and responsibilities of drivers, escort team and escort leader.

The contents of the ERP were found to contain all the required information to handle cyanide incidents. The plan is appropriate for cyanide emergency situation.

The ERP is appropriate for the selected transportation route. The ERP addresses issues regarding road transportation of cyanide. RRAs and Route Surveys have been conducted on the road from port of Abidjan to Endeavour Ity mine a distance of 683Km. Route Survey and RRAs captured bridges, potholes rivers, slopes, curves, fog, population density, and general condition of the selected transport route from the port to the mine site. The plan was reviewed and was found to be appropriate for the cyanide transportation.

The ERP describes the physical and chemical properties of sodium cyanide. It describes the nature of cyanide and its packaging and chemical properties. The MSDS for Sodium Cyanide is available from the supplier and also gives information about the product. The ERP describes sodium cyanide as a white solid briquette which are in sacks with polyethylene and encased in plywood boxes. The packaging is in accordance with the IMDG Code. Twenty (20) IBCs are in one container each with a gross weight of approximately 24tons. The ERP covers the outcome of reactions when solid sodium cyanide comes into on contact with acids and other incompatible chemicals and when exposed to moisture. The resultant effect being the evolution of HCN gas It has a vivid description of the physical and chemical properties of the sodium cyanide, including the required placards identifying the product Solid sodium cyanide. These placards are UN No. 1689, Toxic 6 and Marine pollutant labels.

This ER Plan considers road transportation of cyanide from the port of Abidjan to Endeavour Ity mine. The method of transport is described in the introductory section of the ERP. The plan was developed only for the transportation of cyanide by road using 6x4 trucks coupled with 3 axle trailers and 4x2 trucks with 2 axle trailers. RRA's and route surveys have been conducted on the road from Abidjan, Cote d'Ivoire to the mine site. Vehicles of the required specification are used to do the transportation.

The Emergency Plan is developed from the Route Surveys and Route Risk Assessments that were conducted which took into consideration all aspects of transport infrastructure. On development of the Emergency Response Plan the actual conditions of road, bridges, slopes, water bodies, markets, slopes, untarred and tarred roads were taken into account. RRA's and Route survey reports captures pictorial view of the infrastructure on the road from the port to the mine.

The ERP considered the design of the transport vehicles. The design of the transport vehicles is described in Clause 5.1(d) of the ERP which mentions the design of the vehicles as follows:

1. 6x4 vehicles with 3 axle trailers and 4x2 vehicle with 2 axles trailer each configuration equipped with tracking system
2. Skeleton trailers equipped twist locks.

The 6x4 with skeleton trailers and dual trailers equipped with twist locks is designed to carry 2x20ft containers a total weight of 46tons. The company uses HOWO and HOHAN brand of trucks with HP 371 and HP 400.

The ERP number (KOL-PLAN-002 version 01) gives a vivid description of the various incident scenarios.

The ER Plan have addressed the following 5 incident scenarios on the route.

- Scenario 1: Accident/Incident without a spill, no damage to container and no victim.
- Scenario 2: Accident without a spill but resulting in injury of a person(s)
- Scenario3: Accident resulting in rollover of a vehicle with the container on the ground but no spill and no injured or poisoned person(s)
- Accident resulting in a spill on a dry ground and injury and poisoned person(s)
- Roll over of container resulting in spill into a water body.

The Response actions for above anticipated emergency situation for the various scenarios as well as the responsibilities of all the responders (external and internal) have been captured in clause 6.2.1 to 6.2.5 of the ERP. Scenarios and response actions were noted by auditors.
The ERP identifies the roles and responsibilities of both internal and external responders. Clause 2(RESPONSABILITIES) of the Emergency response Plan defines the roles of the Escort leader and his Assistant, escort team, drivers, Military (FACI), SPCIAC-CI, CIAPOL, Pompier (Fire Service), gendarmerie, Ambulance service and hospitals.

The Arme Chimique, SPCIAC-CI, CIAPOL and Pompier accompany the convoys to the mine site. CIAPOL (Le Centre Ivorien Antipollution) is responsible for the fight against pollution. FACI (Armed Forces) responsible for the safety and security of the convoy. SPCIAC-CI (Le Secretariat Permanent de la Commission pour l'interdiction des Armes Chimique) is designated authority for management of chemicals and technical assistance in the event of a chemical spill. The overall coordination of an incident is the responsibility of the escort leader. The assistant escort leader will assist the escort leader in his role.

The procedure specifies that, the Escort team will cordon off the area and move people upwind. Cleaning and shoveling of the solid sodium cyanide briquettes is the responsibility of the escort team. The Escort leader (Pompier) is responsible for administration of oxygen to a cyanide poisoned person and hands the victim over to the Ambulance when they arrive at the incident site.

The role of the Fire Service is to assist in case of fire and rescue of injured person. Ambulance Service will handle injured persons or possible cyanide poisoned person and transport him/her to the hospital. The hospital will undertake treatment of a poisoned or injured person and the administration of pure oxygen to a victim in

conjunction with cyanide antidote (Cyanokit). The cyanide poisoned persons will be conveyed to the hospital with the cyanide antidote. The cyanokit is administered by a doctor or a qualified paramedic. The QHSE Manager at the base (head office) will brief top management of the incident, coordinate equipment for recovery of the container with the logistics manager.

Transport Practice 3.2: *Designate appropriate response personnel and commit necessary resources for emergency response*.

The operation is **X in full compliance with** Transport Practice 3.2

Summarize the basis for this Finding/Deficiencies Identified:

Konis Logistic has a training matrix (Matrice Formation) number POL-MAT-002 version 01 which details the various training programs for drivers, escort team and other staff. ER training is organized twice annually for all cyanide drivers and escort team. The ER training is presented by QHSE Manager who is qualified and authorized to conduct training. Records of ER training attendance registers dated 27th July 2022, 12th April 2022 and 30th September 2023 were verified and noted. Contents of ER training was verified. Assessments are conducted on the participants after the training. Drivers are assessed verbally by questioning and answering. The theoretical training is followed by practical training (mock drill). Emergency response training certificates awarded to participants were verified and noted by auditors.

Clause 2 of the ERP identifies the emergency response duties responsibilities of both internal and external responders. The Emergency Response Plan defines the duties and responsibilities of the Escort leader and his Assistant, escort team, drivers, Military (FACI), SPCIAC-CI, CIAPOL, Pompier(Fire Service) gendarmerie, Ambulance services and hospitals. The duties and responsibilities are aforementioned.

Konis Logistic has list of cyanide emergency response equipment which are kept in one of the escort vehicles that escorts the convoy to the mine site. Below are the list of ER equipment;

- Tyvek overalls
- Rubber boots
- PVC Gloves
- HCN Gas detector
- Cyanokit (Hydroxycobalamine)
- Full face respirator and Cartridges (ABEKP3)
- Beacons
- Safety triangles
- Caution tape
- Cones
- Shovels
- Stretcher
- Brooms
- Tarpaulin
- Empty sacs
- Plastic bucket
- Spray pack
- Reflector tape
- Sodium hypochlorite
- Danger flags (Red and Green)
- Bucket with lid
- Torch light
- 6Kg Fire extinguishers

- Helmets
- Megaphone
- Oxygen
- Walkie-Talkies + chargers
- First Aid Kit

When there is no deliveries to the mine, the escort equipment are kept in the lockable container store. The Cyanokit is stored at a temperature of 25 degrees Celsius as per the manufacturer's specification. During deliveries to the mine, the antidote is stored in a cooler box in the escort vehicle. Amount of oxygen in the oxygen tank is verified during the inspection of the emergency response equipment. Prior to departure of a convoy, the escort equipment are inspected and an escort equipment checklist completed. Cyanide Antidote was found to be within its usage dates. The expiring date of the cyanokit is 20th June 2025. The Escort leader accompanies the convoy with the cyanide Antidote. The HCN gas detector was calibrated on 22nd March 2023 and the next calibration date is 23rd March 2024. All the escort equipment were inspected by auditors and the quantities compared with the transporters inventory checklist.

The transporter has the necessary emergency equipment and Personal Protective Equipment which are available and forms part of the escort equipment. PPEs are part of the ER equipment checklist. Personal protective equipment, namely, disposable tyvek overalls, rubber boots, PVC gloves, full face respirator with canisters and helmets are available. Auditors carried out thorough inspection of all the PPEs and found them available. The quantity of each PPE was checked with the equipment checklist (Inventaire Materiel de Securite Et de Communication document number KOL-FIC-006 version 01).

Emergency Response Equipment are inspected to ensure availability, good working condition and functionality. Prior to each convoy and upon return, the quantity of each ER equipment is inspected, and the equipment checklist (Inventaire Materiel de Securite Et de Communication document number KOL-FIC-006 version 01) completed with the findings after the inspection and checklist signed. Inspection is carried out by the Escort Leader. The ER equipment are kept in a lock-up container to prevent unauthorized entrance and for safe keeping.

Konis Logistic does not sub-contract any of its cyanide transportation and the activities in Transport Practice 3.2.

Transport Practice 3.3: *Develop procedures for internal and external emergency notification and reporting.*

The operation is **X in full compliance with** Transport Practice 3.3

Summarize the basis for this Finding/Deficiencies Identified:

The ERP outlines the procedure for notifying the mine, all the stakeholders including medical facilities and affected communities. The contact list is part of the Escort leader's documents that he carries with him on a trip. The ERP stipulates the call-out procedure to follow during an incident. Konis Logistic has an emergency contact information which include a list ~~for~~ of Endeavour Ity mine and supplier, (KOL-FIC-019 version 01), for medical facilities (document number KOL-FIC-01 version 01), other external responders (police, SPCIAC-CI, CIAPOL, Pompier (document number KOL-PLAN-002 Version 01). Procedures are in place for notification of appropriate parties in the event of a cyanide release or exposure in the event of an incident. ERP details Endeavour Ity mine's emergency number and the telephone numbers of each emergency responder (police, fire department, ambulance services) in selected villages and towns. The list of telephone numbers and contact names is included in driver's / vehicle emergency file which is kept by the escort leader. The contact list is part of the Escort leader's documents he carries with him on a trip to the mine.

The emergency contact list in the ER Plan is revised at least once a year or as and when necessary. During route survey annually, the external responders are contacted to ascertain if any changes have occurred in their telephone numbers. A process is initiated by the QHSE Manager, and the contact phone and email addresses are amended. Contact phone numbers are reviewed and tested regularly by the QHSE Manager to ensure that the phone numbers are still active. Provision is made in the Emergency Response Plan for an annual or more frequent review of the contact phone numbers to ensure they are current. Selected contact phone numbers of the mine, CIAPOL, Hospital, SPCAIC-CI were called by auditors to ascertain whether they are active. The numbers were all found to be active.

Clause 5.12 of the ERP version 01 states that in an event of a significant cyanide incident ICMI will be notified within 48hrs.

In case of a significant incident, an accident report form (Rapport d'incident/Accident) will be completed by the QHSE Manager with the findings, causes and corrective actions and ICMI notified accordingly.

The ERP details significant incident as defined in the transporter's ERP and ICMI protocol are as follows.

- Human exposure that requires action by an emergency response team, such as decontamination or treatment.
- An unauthorized discharge that enters natural surface waters, on or off site.
- An unauthorized release that occurs off-site or migrates off-site.
- An on-site release requiring the intervention of an emergency response team.
- A transport incident requiring an emergency response in the event of a release of cyanide.
- A multiple wildlife death event where cyanide is known or credibly suspected to be the cause of death.

Procedure for notifying ICMI in the event of a significant incident were sighted by auditors. No cyanide incident has been recorded by the transporter in the past years.

Transport Practice 3.4: *Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals*.

The operation is **X in full compliance with** Transport Practice 3.4

Summarize the basis for this Finding/Deficiencies Identified:

The transporter has developed a procedure for recovery and neutralization of solid sodium cyanide and dissolved cyanide. The following are the details of the remediation measures in the ERP.

- Procedure for recovery and neutralization of Solid sodium cyanide (Clause 5.6 of the ERP)
- Procedure for clean of emergency equipment (Clause 5.7 of ERP)
- Neutralization and disposal of recovered cyanide (Clause 5.8 of ERP)
- Neutralization and disposal of contaminated soil (Clause 5.9 of ERP)
- Proper use of cyanide neutralization chemicals (Clause 5.9 of ERP)

The procedure mentions that in containing a spill, the escort team will ensure the spill is prevented from entering water ways. In case a spill on dry ground the briquettes of cyanide will be swept and shovelled into a sealable container. The residue will be neutralized with sodium hypochlorite. 1litre of Sodium hypochlorite is mixed with 10liters of water and used in neutralization. The ERP describes how the sodium hypochlorite, Ferrous sulphate and Hydrogen peroxide should be used correctly. The initial clean-up is the responsibility of the Escort leader and the escort team. The ERP mentions that in case of a spill into surface water no neutralization of the surface water should be done as this action is prohibited. The detailed process of the aforementioned remediation measures were scrutinized and noted by auditors.

Clause 6.2.5 of page 19 of 23 of the ER Plan states that under no circumstances should sodium hypochlorite, ferrous sulphate and hydrogen peroxide be used to treat or neutralize cyanide that has entered surface water. The procedure strictly prohibits the action of the aforementioned neutralizing chemicals in surface waters. The relevant clauses in the ERP were noted by auditors.

Transport Practice 3.5: *Periodically evaluate response procedures and capabilities and revise them as needed.*

The operation is **X in full compliance with** Transport Practice 3.5

Summarize the basis for this Finding/Deficiencies Identified:

Clause 5.1 of the ER Plan makes provision for annual reviewing and evaluating of the adequacy of ERP. The ERP is reviewed when there is a major or critical changes on the road conditions or changes to infrastructure and changes to the transport equipment. Also, after conducting mock drills and accident investigations, lessons learnt are used to review the emergency plan. The ERP has been revised once, in the year 2022.

Mock drills are organized twice in a year. The training matrix captures the dates mock drills were held, next mock drill exercise and the names of all the participants. Mock drills were held on 24th September 2022 and 14th October 2023. For each mock drill a report is written by the QHSE Manager. Records of mock dill reports dated 24th September 2022(KOL-FIC-0001 version 01) and 14th October 2023 were sighted and noted. Mock drills covered both cyanide releases and cyanide exposures.

The report outlines the simulation performed, issues encountered in the drill and corrective action. Records of mock drill attendance registers signed by the participants were sighted. A review of mock drill reports and interviews conducted on the escort team and drivers confirmed that mock drills have been completed in accordance with the company's commitments.

The ERP stipulates that an evaluation of the plan be done when there are changes to conditions along the transportation routes, lessons learnt after an accident or significant incident or after a mock drill. Generally, evaluation of the plan is done annually (as per clause 5.1 of ERP). Lessons learnt from the mock drills are also used as the basis to make changes in ERP. After each mock drill debriefings are held with all participants. Participants make inputs as to what went wrong, and the correct actions recommended. Evaluation of the ERP is the responsibility of the QHSE Manager in consultation with management.