



BAM CONSULTANCY SERVICES LIMITED

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ICMI TRANSPORTATION CERTIFICATION SUMMARY REPORT

INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE

Transportation Certification Audit Summary Report

GREENLINE LOGISTICS LIMITED

Date of Audit: 4th to 6th May, 2026

For the

International Cyanide Management Institute
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1.0 INTRODUCTION

1.1 Operational information.

Name of Transport Company	:	Greenline Logistics Limited
Name of Transport owner	:	Greenline Logistics Limited
Name of facility operator.	:	Greenline Logistics Limited
Name of responsible manager	:	Soraya Anglow
Address	:	Greenline Logistics Limited Greenline Building 7 Papa Gyaesayor Street Harbour Business Area
Town	:	Takoradi
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1.2 Acronyms and Abbreviations

GLL.....	Greenline Logistics Limited
ERP.....	Emergency Response Plan
ICMC	International Cyanide Management Code
ICMI.....	International Cyanide Management Institute
HP.....	Horsepower
HSE.....	Health, Safety & Environment
IMDG.....	International Maritime Dangerous Goods
RRA.....	Route Risk Assessment
IBC.....	Intermediate Bulk Container
ECOWAS.....	Economic Community of West African States
TMP.....	Transport Management Plan



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1.3 PROFILE OF COMPANY AND TRANSPORTATION OPERATIONS

Greenline Logistics Limited (GLL) is a 100% Ghanaian owned and ISO certified company with solid solutions across a diverse number of industries worldwide, especially in Ghana. Since its year of establishment, it has invested in quality logistics and business team members with enthusiasm for excellence, to develop and encourage growth that assures innovative skill and experience in the field. Currently, the company offers clearing, forwarding and transportation services for Chemical, Energy, Oil & Gas, Mining, and Pharmaceutical industries.

Greenline Logistics is involved in the transportation of hazardous chemicals such as explosives and ammonia nitrate from Orica Australia for some mines in Ghana. The company has been contracted by Chemquest Ghana Limited to do the transportation of cyanide from the port of Tema to Cardinal Namdini mine, and by Africa Global Logistics (AGL) to transport cyanide to Kiaka SA and Sambrado mines in Burkina Faso, West Africa.

Greenline Logistics has been granted a permit for transportation of cyanide by the Ghana Environmental Protection Agency. The permit number is #EPA/WR/PO/LHCT-002/26.01 which is renewable every year.

GLL was Pre-operationally certified on 22nd January 2024.

1.4 Audit Scope

The audit covers the transportation of solid sodium cyanide from the port of Tema to a mining company in Ghana and two companies in Burkina Faso. The ICMI Transportation verification protocols were used as guidelines in conducting this certification audit.

1.5 Audit Schedule

This Transportation Certification Audit was conducted from 4th to 6th May, 2026.



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1.6 Auditor Finding,

This operation is

X in full compliance

in substantial compliance

not in compliance

with the International Cyanide Management Code.

This operation has not experienced any compliance issues or significant cyanide incidents since its pre-operational certification.

Auditor Information.

Audit Company: **BAM Consultancy Services Limited**

Lead Auditor & Technical Expert Auditor: **Benjamin Amoo-Mensah**

Lead Auditor E-mail: **csbpghana@ghana.com**

Names and signatures of other Auditors: **None.**

Auditor 1: _____

Name (Print / Type Signature

Auditor 2: _____

Name (Print / Type Signature

Auditor 3: _____

Name (Print / Type Signature

Dates of Audit: This audit was conducted in the period of 4th to 6th May, 2026.



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1.7

Auditor Attestation.

I attest that I meet the criteria for knowledge, experience and conflict of interest for a Cyanide Code Certification Audit Lead Auditor, established by the International Cyanide Management Institute and that all members of the audit team meet the applicable criteria established by the International Cyanide Management Institute for Cyanide Code 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.

Date: 6th June 2026



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Principle 1, Transport:

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

Transport Practice 1.1:

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

The operation is:

✓ in full compliance with Transport Practice 1.1

o in substantial compliance

o not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

GLL has established and implemented a route selection process through its Transport Management Plan (PL-446-010/TRS) to minimize the risk of transportation accidents, cyanide releases, and their potential impacts. The route assessment process considers factors such as population density, road design and condition, infrastructure, topography, environmental and weather sensitivities, and proximity to water bodies and fog-prone areas. The QHSE Manager, Escort Leader, and Transport Supervisor conduct field assessments by travelling the proposed routes to identify risks and document features such as bridges, railway crossings, rivers, streams, towns, environmentally sensitive areas, and route distances. The field assessment methodology includes driving the route to evaluate actual road and traffic conditions, identifying high-risk sections, determining suitable locations for controlled stops and emergency response access, assessing communication network coverage, and consulting relevant local information where necessary.

The Transport Management Plan establishes a structured route risk evaluation and management process aimed at reducing the likelihood of transportation incidents and minimizing potential impacts on personnel, the public, the environment, and infrastructure during cyanide transportation between the port and client mine sites. Under Clause 2.2, all hazards identified along transport routes are systematically risk assessed.

GLL has conducted route surveys for the transport corridors from Tema Port to Cardinal Mine, Kiaka SA Burkina Faso, and Sambrado Gold Burkina Faso. Risks identified during these surveys were documented, assessed using a Risk Assessment Template and appropriate control and precautionary measures were implemented to mitigate the identified hazards. The TMP requires hazards on transport routes to be formally documented, risk assessed, and controlled, with the QHSE Manager responsible for conducting the assessments. To ensure effective implementation of risk controls, toolbox meetings are held before each convoy departure, during which drivers and escort personnel review hazards identified from previous journeys. Sampled records of completed Toolbox Talk Forms and signed attendance registers from meetings held were reviewed. The auditor verified the route surveys, route



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risk assessments, and toolbox meeting records and confirmed that the risk management process was being implemented.

GLL has established a process for the periodic review and continuous improvement of cyanide transport routes. The company conducts annual route evaluations and reassesses routes whenever significant changes occur, such as incidents, infrastructure modifications, environmental changes, or altered traffic conditions.

Annual route surveys are carried out by the QHSE Manager, Transport Supervisor, and Escort Leader to identify new hazards and ensure appropriate control measures are implemented. In addition, road condition feedback is documented after each trip using the Cyanide Trip Report Form. Sampled trip reports were reviewed by the auditor. Information gathered from these reports are discussed with drivers during toolbox meetings before subsequent deliveries, ensuring lessons learned and route-related concerns are communicated and addressed.

The transporter has a documented process for identifying, assessing, and managing risks associated with cyanide transport routes. Hazards identified along transport routes are formally documented, risk assessed, and appropriate control measures are implemented to eliminate, avoid, or minimize the associated risks. The QHSE Manager is responsible for conducting the risk assessments and documenting the mitigation measures in the company's Risk Assessment Template. The auditor verified the risk assessment records and confirmed that the identified risks and corresponding control measures have been properly documented.

GLL has engaged relevant government agencies and stakeholders in the planning and management of cyanide transportation. The company obtained the necessary permits and provided notifications to key authorities, including the Ghana Minerals Commission, Ghana Environmental Protection Agency (EPA), Ghana Fire Service, Ghana Police Service, NADMO, and Ghana Health Service. Medical facilities, including Effia Nkwanta Government Hospital and Tarkwa Government Hospital, have been informed that any cyanide-poisoned individual will be transported to them together with the cyanide antidote for treatment.

Community consultation is not conducted directly by GLL, as this responsibility is undertaken by the Ghana EPA and the Minerals Commission as part of the permitting process. The Route Selection Procedure specifies that the EPA is responsible for community engagement related to the transport route. For transport operations into Burkina Faso, no additional transport permits are required; however, military escort is mandatory once the convoy enters Burkina Faso. The auditor verified the relevant permits, notifications, and stakeholder correspondence.

GLL's Transport Management Plan (TMP) requires all cyanide shipments to be transported in controlled convoys with designated escort personnel. Under Clause 2.3 (Convoy Structure and Escort Control) of the TMP, convoy sizes are limited to a maximum of eight trucks. A minimum convoy of three trucks is accompanied by one escort vehicle, one police officer, one customs officer, one escort driver, and one escort leader. Larger convoys of up to eight trucks are supported by two escort vehicles, two police officers, two customs officers, two escort drivers, and one escort leader. Military escorts are



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added when the convoy enters Burkina Faso. The escort leader has overall responsibility for managing and coordinating the convoy throughout the journey until it reaches the destination mine site.

GLL does not subcontract any portion of its cyanide transportation operations. All transportation activities covered under Transport Practice 1.1 are conducted directly by the company, and no third-party transporters are engaged to perform any part of the cyanide transport process.

Transport Practice 1.2:

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

The operation is:

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

☐ **in substantial compliance**

☐ **not in compliance**

Summarize the basis for this Finding/Deficiencies Identified

GLL employs qualified and trained personnel for its cyanide transportation operations. Drivers are required to possess a valid Category F driver's license, a minimum of three years of driving experience, a Senior Secondary School certificate, and good communication skills. The company follows a formal Employee Recruitment and Selection Procedure, which includes vacancy announcements, application screening, interviews, practical driving tests, background checks, issuance of appointment letters, and employee induction.

GLL maintains a Training Matrix that outlines mandatory training programs for drivers and transport personnel, including defensive driving, first aid, safe transport of dangerous goods, fire safety, cyanide awareness, fatigue management, emergency response, PPE use, and hazard identification and risk assessment. Training is conducted annually or biennially as appropriate. Contents of each training were found to be acceptable. The auditor verified records of driver qualifications, including valid Category F licenses, and reviewed training records for defensive driving, cyanide awareness, emergency response, fire safety, fatigue management, PPE training and first aid. Training were provided by qualified external organizations, including Safe Drive Limited, the Ghana National Fire Service, external HAZMAT Consultants, and St. John Ambulance Service. Attendance registers, certificates, and mock drill records were reviewed, and interviews with selected employees confirmed that personnel were knowledgeable about cyanide handling, transport safety, and emergency response procedures.



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Greenline Logistics does not subcontract any activities covered under Transport Practice 1.2 and retains full responsibility for carrying out these transportation-related functions using its own personnel, equipment, and management systems.

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

o in substantial compliance

o not in compliance

Summarize the basis for this Finding/Deficiencies Identified

GLL utilizes 6x4 Shacman trucks with 430 HP engines coupled with quadruple-axle trailers for cyanide transportation. The vehicles are specifically designed and maintained in accordance with manufacturer specifications and legal requirements for the loads they carry. Each truck has a rated load capacity of 70 metric tons, as indicated by the manufacturer's Gross Vehicle Weight Rating (GVWR) displayed on the vehicle. The truck configuration allows the transport of two 20-foot cyanide containers with a combined gross weight of approximately 46 metric tons. The resulting axle load is approximately 8.5 metric tons per axle, which is below the ECOWAS maximum allowable axle load limit of 10.5 metric tons, demonstrating compliance with regional transportation regulations.

GLL has 26 Ghana EPA-approved trucks available for cyanide transportation, providing sufficient capacity to meet delivery requirements. Each truck is designed to transport two 20-foot cyanide containers and operates within the manufacturer's maximum load capacity of 70 metric tons. The Transport Management Plan requires the use of equipment that operates within approved load limits, ensuring compliance with the ECOWAS axle load limit of 10.5 tons per axle. The manufacturer's rated load capacity is maintained through routine pre-use inspections, scheduled preventive maintenance, brake performance testing, and regular replacement of worn or damaged components. Compliance is verified by ensuring that vehicles and axle loads remain within the manufacturer's specified limits (Gross Vehicle Weight Rating (GVWR) and Gross Combination Weight Rating (GCWR)). In addition, annual road worthiness inspections conducted by the Ghana Driver and Vehicle Licensing Authority (DVLA) confirm that tractors and trailers remain safe, roadworthy, and capable of operating at their rated load capacity.

Vehicle weights are verified through container weight information contained in Bills of Lading and through checks at government-approved weighbridges located along transport routes. GLL implements a preventive maintenance program based on time and mileage intervals and maintains comprehensive



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maintenance records, including vehicle specifications, service histories, repair records, and maintenance schedules. Trucks are weighed before leaving the Port of Tema and again at weighbridges located along the transport route, including at the Ghana–Burkina Faso border, to ensure compliance with allowable weight limits. Container weights are specified in the Bill of Lading, and each vehicle is designed to carry a maximum load of 70 metric tons.

The auditor reviewed axle load certificates and weighbridge records for selected vehicles and confirmed that the trucks were operating within approved load limits and were not overloaded. These measures help to ensure compliance with transportation regulations and promote the safe transportation of cyanide.

GLL performs all relevant transportation activities internally and does not subcontract any of these activities to third-party service providers, maintaining full responsibility and control over their execution.

Transport Practice 1.4:

Ensure that transport equipment is suitable for the cyanide shipment.

The operation is:

☒ **in full compliance with Transport Practice 1.4**

☐ **in substantial compliance**

☐ **not in compliance**

Summarize the basis for this Finding/Deficiencies Identified

GLL transports cyanide in a manner that preserves the integrity of the manufacturer's packaging throughout the supply chain. The TMP details that sodium cyanide is supplied as solid briquettes packaged in IMDG-compliant Intermediate Bulk Containers (IBCs), consisting of woven polypropylene bags with PVC liners enclosed in plywood boxes, each containing approximately one ton of product with a purity of 96–98%. The packaging is designed to prevent moisture ingress and maintain product quality.

The IBCs are loaded into sealed 20-foot shipping containers, which are inspected before loading, after loading, and during transit using a Container Inspection Checklist. Inspections focus on container seals, doors, signs of corrosion, and overall condition. Convoy locations are communicated to both the mine and the supplier every hour during transport.

Container interchange records issued by the Ghana Ports Authority, including container numbers, waybills, and condition reports, were reviewed by the auditor. Container seals remain intact throughout transport and are only broken at the mine site immediately before offloading. Signed and stamped



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waybills from mine personnel confirmed that shipments were received in good condition, demonstrating that packaging integrity was maintained throughout transportation.

GLL ensures that cyanide shipments are clearly identified and labeled in accordance with international standards and the IMDG Code. As specified in Clause 12.2 of the Transport Management Plan (TMP), cyanide containers are fitted with the required placards on all four sides, including UN Number 1689, Marine Pollutant labels, Hazard Class 6 (Toxic) labels, and Skull and Crossbones symbols. The same hazard placards are also displayed on the front and rear of transport vehicles to ensure visibility from multiple directions. Placards are inspected and verified during pre-departure vehicle inspections, and the checks are documented using a Truck Inspection Checklist. The auditor confirmed that the required placards were correctly displayed on both containers and vehicles, demonstrating compliance with applicable transport and hazardous goods regulations.

GLL has implemented a comprehensive Transport Management Plan and safety program to ensure the safe transportation of cyanide. The plan requires daily and pre-departure inspections of vehicles and equipment, with documented checklists covering critical items such as twist locks, lighting systems, reverse alarms, tyres, electrical components, fluid levels, leakages, and the overall condition of the truck.

The safety program incorporates vehicle suitability, preventive and corrective maintenance, driver fitness, load stability, operational controls, fatigue management, drug and alcohol, and no-smoking policies. Prior to each journey, inspections are conducted on vehicles, emergency response equipment, containers, and first aid supplies using designated checklists.

The auditor reviewed and verified records of vehicle inspections, emergency response equipment inspections, first aid inspections, and container inspections conducted between 2024 and 2026. These records demonstrated that GLL consistently performs the required inspections and maintains operational controls to support the safe transport of cyanide.

GLL has established a Preventive and Breakdown Maintenance Procedure to ensure that vehicles used for cyanide transportation remain in safe operating condition. Preventive maintenance is carried out according to manufacturer-recommended schedules, with vehicles serviced under Service A (10,000 km), Service B (15,000 km), and Service C (15,000 km) programs. Both tractor units and trailers are maintained under a scheduled preventive maintenance programme, while the maintenance of sea containers is the responsibility of their respective shipping companies. Maintenance activities are managed through a formal work order system, with repairs completed by company mechanics and verified through testing before vehicles are returned to service.

The company also has a documented corrective maintenance process for addressing faults identified during inspections or reported by drivers. Vehicles undergoing repairs are tagged "Out of Service" until maintenance is completed, tested, and approved by the Transport Supervisor. Maintenance records for both preventive and corrective work on selected vehicles were reviewed and verified by the auditor.



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In addition, GLL has a formal arrangement with Rana Motors, the Goodyear tyre service agent, to inspect and maintain vehicle tyres. Regular tyre inspection reports were reviewed, and the company follows a tyre replacement policy requiring tyres to be replaced when tread depth reaches 3 mm. The auditor confirmed that maintenance records, equipment condition, and maintenance controls were satisfactory and effectively implemented.

GLL has implemented comprehensive operational controls to ensure the safe transportation of cyanide. The company's Fatigue Management Policy limits drivers to a maximum of 10 driving hours per day, requires a 15-minute rest break after every two hours of driving, and restricts driving to daylight hours between 6:00 a.m. and 6:00 p.m. Compliance is monitored through GPS tracking systems, and reviews of journey plans and GPS records confirmed adherence to these requirements.

To maintain load stability, the Transport Management Plan requires cyanide containers to be secured to trailers using twist locks. Drivers and escort leaders conduct pre-departure inspections and complete truck inspection checklists to verify that containers are properly secured and that twist locks remain in the locked position throughout the journey. These checks are repeated during routine stops.

The TMP also establishes procedures for suspending transport operations during severe weather, civil unrest, or other unsafe conditions. In such situations, the Escort Leader is responsible for stopping the convoy, parking vehicles in a safe location, notifying management, and documenting the suspension and resumption of travel. Decisions to continue the journey are made in consultation with company management and the receiving mine.

In addition, GLL enforces an Alcohol, Drug, and Smoking Policy, which prohibits the use of alcohol and drugs while on duty. Random alcohol testing is conducted on drivers and escort personnel using a calibrated breathalyzer. Violations may result in suspension or dismissal. The auditor reviewed alcohol testing records and confirmed the implementation of the policy and associated monitoring measures.

The transporter's Transport Management Plan (TMP) establishes requirements for record retention, documentation, and verification. The procedure requires that all transportation-related records, including inspection checklists, maintenance logs, drug and alcohol testing records, and other operational documents, be retained for a minimum of five years before disposal. The auditor reviewed the Document Control Procedure and confirmed that record management and retention requirements are in place and being implemented.

The transporter does not subcontract its transportation-related activities except tyre management. Tyre maintenance services are outsourced to Rana Motors under a formal agreement. Under this agreement, Rana Motors is responsible for ensuring that all tyres are maintained in good condition and serviced in accordance with the company's maintenance procedures. The agreement was reviewed during the audit.



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

The operation is:

☒ in full compliance with Transport Practice 1.5

☐ in substantial compliance

☐ not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

This Standard of Practice 1.5 is not applicable. Greenline Logistics does not transport cyanide by sea.

Transport Practice 1.6:

Track cyanide shipments to prevent losses during transport.

The operation is:

☒ in full compliance with Transport Practice 1.6

☐ in substantial compliance

☐ not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

GLL vehicles are equipped with reliable communication systems in accordance with Section 14.2 of the Transport Management Plan (TMP), ensuring effective communication with the operational base and other stakeholders. Communication methods include cell phones, two-way radios, emails, and WhatsApp. Radios installed in convoy vehicles facilitate communication between the Escort Leader and drivers, with vehicle chargers provided to maintain functionality. Cell phones are used to communicate with head office personnel, mining companies, and emergency responders, while emails and WhatsApp support communication with mines, the cyanide producer, and other stakeholders. Mobile network providers used include Telecel and MTN in Ghana and Orange in Burkina Faso. Emergency contact numbers are available in escort vehicles, and a megaphone is carried for public communication during incidents. Driver journey checklists include verification of communication equipment prior to departure, and the communication devices were inspected and found to be available.

GLL regularly tests and inspects all communication equipment to ensure reliability during cyanide transportation operations. Two-way radios, cell phones, and SKYFMS GPS tracking devices are checked, tested, and fully charged prior to convoy departure. GPS devices are included on the Escort



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Equipment Checklist, and communication equipment inspections are documented through an Emergency Equipment Checklist. Sample inspection records were reviewed. The Convoy Leader is responsible for verifying that all communication equipment is functioning effectively before each journey.

The Route Risk Assessment (RRA) identified no communication blackout areas along the route from Tema Port in Ghana to the Burkina Faso border. However, some sections of the routes to the mine sites within Burkina Faso experience limited network coverage. To mitigate this risk, the transporter utilizes multiple mobile service providers, including Orange, Moov, and Wave, ensuring that alternative networks are available where one provider has no coverage. The RRA and its findings were reviewed and verified during the audit.

GLL uses SKYFMS GPS tracking devices to monitor cyanide transport vehicles, with tracking activities conducted hourly by the IT Officer and overseen by the Managing Director and Operations Manager. Vehicle movements are documented in a Tracking Inventory Logbook, and the Escort Leader provides location updates to the Transport Supervisor and QHSE Manager at designated stopping points. GPS tracking records for selected vehicles were reviewed. Shipping lines also provide vessel location updates and Estimated Time of Arrival (ETA) information. Cyanide deliveries are accompanied by waybills containing container numbers, seal numbers, and cargo weights, which are signed and stamped by mine personnel upon safe receipt. Sampled stamped waybills for deliveries to Cardinal Namdini mine, Kiaka SA and Sanbrado Gold mines were sighted. Additionally, the transporter, supplier, and mine share a WhatsApp platform through which the Escort Leader regularly updates convoy locations.

GLL maintains inventory controls and a documented chain of custody system for cyanide shipments. Chain of custody records covering shipments to delivered to the mine sites include Bills of Lading, Safety Data Sheets (SDS), packing lists, waybills, truck inspection checklists, and port interchange documents. Shipping documents are received from the supplier prior to shipment arrival and are used to verify ownership before containers are released from the port. Waybills contain container and seal numbers, while pre-departure and escort equipment checklists ensure that all required documentation accompanies each shipment. The Escort Leader is responsible for verifying document completeness and providing copies to the receiving mine. Sampled records, including Ghana Ports Authority container interchange documents and Bills of Lading for shipments to Kiaka SA and Sanbrado mines, were reviewed and found to be in place.

GLL maintains shipping records that clearly identify the quantity of cyanide in each shipment. Documents such as Bills of Lading, waybills, and packing lists include key shipment details, including the number of containers, shipping date, container numbers, and gross container weights. Safety Data Sheets (SDS) are mandatory trip documents and are listed on the Escort Equipment Checklist to ensure they accompany each shipment. SDS from the supplier was reviewed and verified during the audit.

GLL does not use subcontractors for any of the activities mentioned in Transport Practice 1.6.



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2.0: 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:

✓ in full compliance with Transport Practice 2.1

o in substantial compliance

o not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

Greenline Logistics does not have any transshipment depots or interim storage sites. Delivery of cyanide is made directly from the port to the mine sites. This Transport Principle is not applicable to this operation.

Transport Principle 3 – Emergency response

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

Transport Practice 3.1: Prepare detailed emergency response plans for potential cyanide releases.

The operation is:

✓ in full compliance with Transport Practice 3.1

o in substantial compliance

o not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

GLL has established an Emergency Response Plan (ERP) that provides comprehensive guidance for managing cyanide transportation incidents. The plan covers the physical and chemical properties of sodium cyanide, emergency response procedures, roles and responsibilities of responders and



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stakeholders, emergency contact information, anticipated incident scenarios, remediation and decontamination processes, and PPE requirements. A review of the ERP confirmed that it contains all the necessary information and procedures required for the effective management of cyanide-related emergencies involving transport vehicles.

The Emergency Response Plan (ERP) is suitable for the designated cyanide transportation routes from Tema Port to Cardinal Namdini Mine, Kiaka SA, and Sambrado Gold Mine. Route Risk Assessments (RRA), route surveys, and the Transportation Management Plan (TMP) have evaluated key route characteristics such as road conditions, potholes, rivers, bridges, slopes, curves, fog, population density, and road surfaces. The ERP adequately addresses emergency response requirements for cyanide transportation incidents along these routes.

In addition, the ERP comprehensively describes the physical and chemical properties of sodium cyanide, supported by information contained in the Safety Data Sheet (SDS). It details the product's form, packaging, transportation configuration, and required hazard placards, including UN 1689, Toxic Class 6, and Marine Pollutant labels. The plan also addresses the hazards associated with cyanide's reaction with acids, incompatible substances, and moisture, ensuring responders have the necessary information to manage cyanide-related emergencies effectively.

The Emergency Response Plan (ERP) specifically addresses the road transportation of solid sodium cyanide to mine sites using 6x4 tractor units coupled with four-axle trailers carrying 20-foot shipping containers loaded with Intermediate Bulk Containers (IBCs). The emergency response procedures are tailored to this transportation method and vehicle configuration.

The ERP was developed based on Route Risk Assessments (RRAs) and route surveys that considered key transport infrastructure and route conditions, including roads, bridges, slopes, water bodies, markets, and both tarred and untarred sections. Supporting route survey reports include photographic documentation of the infrastructure along the transportation routes.

The plan also describes the transport vehicle design, specifying the use of Shacman 6x4 trucks coupled with quadruple-axle trailers. These vehicles are capable of transporting two 20-foot containers of sodium cyanide with a combined load of approximately 46 tons, and their configuration was reviewed and verified during the audit.

The Emergency Response Plan provides detailed response procedures for a range of potential cyanide transportation incidents. It clearly outlines anticipated emergency scenarios and the corresponding actions required to manage them effectively. The scenarios addressed include vehicle rollovers resulting in injuries without a cyanide release, cyanide spills on dry ground, cyanide spills during rainy conditions, and rollovers leading to cyanide releases into water bodies. Comprehensive response procedures for each scenario are documented within the ERP, demonstrating that appropriate emergency actions have been established and were reviewed during the audit.

The Emergency Response Plan clearly defines the roles and responsibilities of both internal and external responders involved in managing cyanide transportation incidents. Key stakeholders include



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the escort team, police, fire service, ambulance service, hospitals, environmental authorities, water resources authorities, the mine, and the cyanide supplier. External responders have been formally notified of their responsibilities through documented communication.

The Escort Team Leader serves as the overall incident coordinator, responsible for managing the response, securing the area, directing the public to safe locations, administering oxygen to affected persons, and overseeing spill containment and recovery activities. The escort team is responsible for securing the incident site and recovering spilled cyanide material.

External agencies have defined responsibilities, including emergency medical response and casualty transport (Ambulance Service), rescue and fire suppression (Fire Service), medical treatment of casualties (Hospitals), traffic control and site security (Police), environmental oversight and spill remediation guidance (EPA), and protection of water resources and environmental monitoring (Water Resources Commission). The mine is responsible for receiving recovered materials and contaminated soils for proper treatment and disposal, while the supplier provides technical support. Communities do not have a direct response role and would be guided by environmental authorities if necessary. In Burkina Faso, military escorts are mandatory for all mine-site convoys, with the military assuming responsibility for convoy security and coordinating communications with external emergency response agencies, including the police, hospitals, and the Fire Service. A notification letter to Hôpital Saint Camille de Ouagadougou was reviewed by the auditor.

The ERP demonstrates a comprehensive and well-defined allocation of responsibilities, ensuring coordinated and effective management of cyanide transportation emergencies.

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

The operation is:

☒ **in full compliance with Transport Practice 3.2**

☐ **in substantial compliance**

☐ **not in compliance**

Summarize the basis for this Finding/Deficiencies Identified:

The transporter has established an emergency response training program for its employees, as outlined in the Emergency Response Plan. The training covers cyanide spill response, management of cyanide poisoning incidents, basic first aid, and participation in emergency mock drills. Emergency response training requirements and frequencies are documented in the company's training matrix, with refresher training conducted annually. Sampled training records were reviewed and verified. Interviews with selected drivers confirmed that they possess the necessary knowledge and competence to respond effectively to cyanide-related emergency situations.



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The Emergency Response Plan clearly defines the emergency response roles and responsibilities of all personnel and external responders involved in managing cyanide incidents. The plan outlines the expectations for each responder, ensuring a coordinated and effective response. The Escort Leader serves as the Incident Coordinator and is responsible for directing and coordinating all response activities. The duties of key external agencies, including the Police, Fire Service, Environmental Protection Agency (EPA), Hospitals, and the Water Resources Commission, are also clearly specified, providing a structured framework for emergency management.

The transporter maintains a comprehensive inventory of emergency response equipment, as detailed in the Escort Equipment Checklist. This inventory includes medical supplies, spill response materials, personal protective equipment (PPE), firefighting equipment, communication devices, traffic control materials, a hydrogen cyanide (HCN) gas detector, an oxygen cylinder, and an alcohol testing device (breathalyzer). These resources are intended to support an effective response to cyanide transportation emergencies. All emergency response equipment is securely stored in the QHSE Manager's office and is subjected to routine inspections using the Escort Equipment Checklist to ensure its availability, functionality, and readiness for use. The oxygen cylinder is periodically inspected to verify that it contains an adequate oxygen supply.

Critical monitoring and safety equipment are also maintained through regular calibration. Records reviewed during the audit confirmed that the Honeywell BW Solo HCN gas detector was calibrated on 20 April 2026 by Ultimate Resurgence Services, while the breathalyzer was calibrated on 11 March 2026 by the Council for Scientific and Industrial Research (CSIR), Ghana. Audit evidence further demonstrated that the emergency response equipment is appropriately maintained, inspected, and calibrated to ensure operational effectiveness. The transporter does not carry cyanide antidotes in its convoys. Instead, the ERP requires suspected cyanide poisoning cases to be stabilized with 100% oxygen and promptly transported to the mine site clinic or the nearest hospital for treatment. A formal agreement, is in place with the mine site clinics to ensure that the appropriate cyanide antidote is available and administered to referred patients.

The transporter maintains adequate personal protective equipment (PPE) as part of its emergency response equipment, including disposable Tyvek overalls, rubber boots, gloves, and full-face respirators with appropriate canisters. These items are listed on the escort equipment checklist and were verified as available and ready for use during a physical inspection conducted by the auditor. Emergency response and cyanide first-aid equipment were also confirmed to be in place. The company provides annual PPE training to its employees, with the training requirements documented in the training matrix. Records of PPE training were reviewed and verified. The training was delivered by the QHSE Manager, demonstrating the company's commitment to ensuring employees are competent in the proper use of PPE.

The ERP requires routine inspections of emergency response equipment to ensure its availability, functionality, and operational readiness at all times. Escort equipment is inspected by the QHSE Manager prior to the departure of each cyanide convoy and again upon completion of the journey. When the equipment is not actively in use, monthly inspections are conducted to verify its condition and availability, with any obsolete, damaged, or defective items replaced promptly.



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Inspection results are recorded using the Monthly Equipment Inspection Checklist, providing documented evidence of the inspection process and equipment status. All emergency response equipment is securely stored in a locked facility located within the transporter's office premises to prevent unauthorized access and ensure its preservation. Records reviewed during the audit confirmed that inspections are carried out in accordance with the ERP requirements and that the emergency response equipment is maintained in a state of readiness for effective deployment during a transportation emergency.

GLL does not engage subcontractors to perform any activities covered under Standard Practice 3.2, and all related responsibilities and operations are managed directly by the company.

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

The operation is:

☒ in full compliance with Transport Practice 3.3

☐ in substantial compliance

☐ not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

The ERP defines emergency notification procedures for cyanide transportation incidents, including communication with the supplier, mine, regulatory authorities, emergency services, and medical facilities. Emergency contact information is maintained in the ERP and carried by the Escort Leader during transport. The Escort Leader initiates notifications to the Transport Supervisor and external responders, while the QHSE Manager is responsible for notifying regulatory agencies and maintaining current contact details. Community notifications, where necessary, are coordinated by the Ghana EPA.

The transporter has established procedures to verify and maintain current contact information for both internal and external emergency responders. The procedure outlines a systematic process for identifying changes in personnel or contact details, updating records in the company's contact management system, notifying relevant stakeholders of changes, and ensuring consistency across records. Emergency contact lists are reviewed whenever changes are reported and are formally reviewed annually or as needed. Telephone numbers are also regularly tested to confirm they remain active. Verification confirmed that effective processes are in place to keep emergency notification and reporting contacts current and accurate.

Greenline Logistics has implemented a formal procedure to identify and report significant cyanide-related incidents to the International Cyanide Management Institute (ICMI). The ERP requires the



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Operations Manager to notify ICMI within 24 hours of any significant incident. The ERP defines reportable incidents to include human exposures requiring emergency response, unauthorized releases to surface water or off-site areas, on-site releases requiring emergency intervention, transportation incidents involving cyanide releases, multiple wildlife deaths linked to cyanide, and theft of cyanide. The auditor verified and confirmed the adequacy of the notification procedure for reporting significant incidents to ICMI. Greenline Logistics has not recorded any significant incident since the transporter was pre-operationally certified in January 2024. No significant cyanide incident has been recorded since the transporter commenced cyanide transportation.

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

The operation is:

✓ **in full compliance with Transport Practice 3.4**

o in substantial compliance

o not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

GLL has established remediation procedures within its Emergency Response Plan (ERP) for managing cyanide spills, including recovery and neutralization of cyanide solids and solutions, decontamination of contaminated soils, equipment, and PPE, and proper disposal of spill clean-up waste. The ERP specifies the use of ferrous sulphate monohydrate as the preferred neutralizing agent for cyanide-contaminated soil, while prohibiting its use in surface waters. During a spill response, the escort team is responsible for containing the release and preventing contamination of waterways. Solid cyanide briquettes are collected into sealable containers, residual contamination is neutralized and removed for disposal at the mine site, and larger incidents may require support from external emergency responders. The auditor reviewed and verified the remediation procedures and their implementation requirements.

Clause 10.6 of the Emergency Response Plan strictly prohibits the use of sodium hypochlorite, ferrous sulphate, or hydrogen peroxide to treat or neutralize cyanide that has entered surface water. This restriction is intended to prevent uncontrolled chemical reactions, minimize potential environmental impacts, and avoid interference with regulatory response actions. The auditor verified and confirmed that this requirement is clearly documented in the ERP.



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

The operation is:

✓ in full compliance with Transport Practice 3.5

o in substantial compliance

o not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

The transporter's ERP establishes a structured process for the periodic review and evaluation of the plan to ensure its continued effectiveness and proper implementation. The plan is reviewed annually

and as required, particularly following transportation incidents, investigation findings, and the outcomes of annual mock drills. The QHSE Manager is responsible for updating the ERP based on these reviews. Additional triggers for review include changes to transportation routes, emergency roles and responsibilities, contact information, as well as the occurrence of incidents or near misses. The most recent review of the ERP was conducted on 14 February 2026.

In accordance with Clause 11.2 of the ERP, GLL conducts annual emergency response mock drills. The Training Matrix show drill dates, upcoming drill schedules, and participant details. Mock drills simulate cyanide exposure incidents through inhalation, skin contact, and ingestion, as well as solid cyanide spill scenarios, to verify appropriate emergency response actions before medical evacuation and effective spill management. Sampled attendance records and mock drill reports were reviewed and verified. Document reviews and interviews confirmed that the drills were conducted as planned, with reports documenting observations, corrective actions, recommendations, and feedback to support continual improvement of emergency preparedness and response capabilities.

The Emergency Response Plan (ERP) is reviewed and revised based on changes in transportation route conditions, lessons learned from mock drills, and findings from accident investigations. Following each mock drill, debriefing sessions are conducted to gather feedback and improvement suggestions, which are incorporated into the plan where appropriate. The ERP is formally evaluated annually to ensure its continued effectiveness. Records show that the plan was updated on 11 March 2021, 7 September 2023, and most recently on 14 February 2026, with revisions carried out by the QHSE Manager.

END OF REPORT