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Centurion Transport Company
Pty Ltd

**Centurion ICMC
Transportation
Recertification Audit**

Summary Audit Report

wsp

November 2025

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Centurion ICMC Transportation Recertification Audit Summary Audit Report

Centurion Transport Company Pty Ltd

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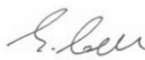
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0	11 November 2025	Final
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	Name	Date	Signature
Prepared by:	Ed Clerk	11 November 2025	
Approved by:	Ed Clerk	11 November 2025	

WSP acknowledges that every project we work on takes place on First Peoples lands.

We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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Appendix A Limitations

1 Introduction

1.1 Operational information

Name of Transportation Facility: Centurion Transport Company Pty Ltd

Name of Facility Owner: Not Applicable

Name of Facility Operator: Centurion Australia Pty Ltd

Name of Responsible Manager: Holly Davison

Address: 428 Milton Road, Paget

State/Province: QLD 4740

Country: Australia

Telephone: +61 420 495 770

Email: h.davison@centurion.net.au

2 Cyanide transportation

2.1 Centurion Transport Company Pty Limited

Centurion acquired Lake Fox Limited's cyanide transport operation (Rocky's Own Transport Company) on 1 July 2023. Rocky's Own Transport Company, a subsidiary of Lake Fox, has been a Cyanide Code Signatory since 2017. Lake Fox's cyanide transport operation has been certified twice previously, with the most recent certification being May 10, 2022. Centurion transports sodium cyanide from the Yarwun Production Facility to mine sites across Australia.

2.2 Cyanide production

2.2.1 Yarwun Production Facility

Centurion receives sodium cyanide product from the Yarwun Production Facility. Orica operates the Yarwun Production Facility, which is located 9 km north-west of Gladstone, Queensland (QLD). The Site has been operational since 1990.

Cyanide is manufactured at Yarwun using the Andrussow process. In this process, hydrogen cyanide (HCN) is produced by reacting ammonia, natural gas, and pre-heated process air over a platinum catalyst. The HCN is then absorbed with caustic soda to form a solution of sodium cyanide. This cyanide liquor can then be concentrated, crystallised, dried, and compacted into solid sodium cyanide.

Cyanide manufactured at Yarwun is used in gold mining operations within Australia, Asia, Africa, Papua New Guinea, New Zealand, and South America.

The Yarwun Facility was recertified by the International Cyanide Management Institute (ICMI) on 31 October 2023.

2.3 Cyanide transportation

Centurion transports solid cyanide in isotainers and sea containers between Yarwun and mine site customers. At the time of the audit, this included:

- Yarwun to the Port of Brisbane (Qld)
 - Yarwun direct to lake Cowal Gold Mine in NSW
 - Yarwun to mine sites in NSW via Centurian Depot in NSW:
 - Dubbo to Peak Gold Mine
 - Dubbo to Cobar Mine
 - Dubbo to Mineral Hill Mine
 - Dubbo to Tomingley Gold Mine.
-

2.4 Cyanide storage

2.4.1 Transit storage

Cyanide is stored intermittingly at the Centurion Depot in Dubbo. The cyanide is stored on a trailer with the prime mover still attached in designated parking areas. While cyanide is typically stored at this location for two days, it can extend to five days.

2.5 Audit scope

The Centurion Australia Supply Chain includes the transportation of solid cyanide in isotainers from Orica's manufacturing facility in Yarwun, Queensland to customers within Australia via road.

2.6 Auditor's findings and attestation

Centurion is: ☒ in full compliance with **The International Cyanide Management Code**
☐ in substantial compliance with
☐ not in compliance with


Audit Company: WSP Australia Pty Limited

Audit Team Leader: Ed Clerk, Exemplar Global

Email: ed.clerk@wsp.com

This operation has not experienced any compliance issues during the previous three-year audit cycle

2.7 Name and signatures of other auditors

Name	Position	Signature	Date
Ed Clerk	Lead Auditor		11 November 2025

2.8 Dates of audit

The field component of the audit was undertaken 1-2 April 2025 at Centurion's Dubbo Depot, NSW.

2.9 Auditor attestation

I attest that I meet the criteria for knowledge, experience, and conflict of interest for Code Verification Audit Team Leader, established by the ICMI and that all members of the audit team meet the applicable criteria established by the ICMI for Code Verification Auditors.

I attest that this Summary Audit Report accurately describes the findings of the verification audit. I further attest that the verification audit was conducted in a professional manner in accordance with the *Cyanide Transportation Verification Protocol for the International Cyanide Management Code* and using standard and accepted practices for health, safety and environmental audits.

3 Consignor summary

3.1 Principle 1 – Transport

Transport Cyanide in a manner that minimises the potential for accidents and releases.

3.1.1 *Transport Practice 1.1*

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

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 1.1

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

Centurion implements a process for selecting transport routes that minimises the potential for accidents and releases or the potential impacts of accidents and releases. Centurion's Cyanide Transport Management Plan (CTMP) outlines the way in which Centurion safely manages the Transport of Cyanide within Australia. The CTMP requires the route selection process consider population density, infrastructure, construction and conditions, pitch and grade of routes, and the prevalence and proximities of large bodies of water and fog.

Centurion documents the measures taken to address risks identified through the route selection process. Centurion requires Journey Management Plans (JMPs) to be developed for each sodium cyanide delivery route. The JMP is informed through a formal route risk assessment process.

JMPs are reviewed every three years in line with document control requirements outlined in Centurion's Document Control Procedure, upon driver feedback on specific route changes or when road transport authorities notify about a specific route change. The route is also evaluated in when road transport authorities notify specific route changes such as local road closures.

Centurion seeks input from communities, cyanide producers, mining companies and other stakeholders and applicable governmental agencies as necessary in the selection of routes and development of risk management measures. Within Australia, cyanide can only be transported along government-designated dangerous goods routes. The designation of any new dangerous goods routes is a consultative process between the government and stakeholders, including affected communities. Centurion have consulted with the mine sites and Orica by providing them with copies of the JMPs.

Centurion has assessed its routes and considered that no routes require specific additional control measures for special safety or security consideration outside of the fleet telematics and vehicle tracking systems in use.

Centurion does not subcontract any of its cyanide transport operations within the scope of this audit.

3.1.2 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.

☒ in full compliance with

Centurion is:

☐ in substantial compliance with

Transport Practice 1.2

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

Centurion only uses trained, qualified and licensed operators for its transport vehicles. All drivers undertaking cyanide transport must have a government issued current driver's license with the relevant category along with mandatory internal training. No containers or isotainers are packed or loaded by Centurion onto Centurion trailers. Isotainers are sparged (while remaining on the trailer) at allocated delivery sites by Centurion drivers.

All personnel operating cyanide transport equipment have been trained to perform their jobs in a manner that minimises the potential for cyanide releases and exposures. Personnel are trained in unloading and emergency response procedures. All training conducted by Centurion in relation to the transportation and handling (including sparging) of cyanide is competency based and complies with the requirements of Centurion and the cyanide producer.

Centurion does not subcontract any of its cyanide transport operations within the scope of this audit.

3.1.3 Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

☒ in full compliance with

Centurion is:

☐ in substantial compliance with

Transport Practice 1.3

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

Centurion only uses equipment designed and maintained to operate within the loads it will be handling when transporting cyanide. Centurion has a Dimension and Loading Procedure which outlines the methodology used to ensure vehicles are loaded within allowable dimension and loading limits and in a safe manner, taking into account suitable load restraint and vehicle stability. The procedure specifies the activity, key steps and safety/quality for loading of vehicles. No containers or isotainers are packed or loaded by Centurion onto Centurion trailers, so forklifts and cranes are not required.

All drivers are required to complete a pre-start inspections prior to using vehicles and preventative maintenance is undertaken for all Centurion Transport Vehicles in accordance with the Mobile Equipment Maintenance Manual in conjunction with the equipment manufacturer's specifications and requirements. Centurion Transport has a self-set maintenance standard that applies to all equipment.

Procedures are in place to prevent overloading of the transport vehicle being used for handling cyanide. Centurion operates under the National Heavy Vehicle Accreditation Scheme (NHVAS), which provides compliance to regulations that dictate the loading of a transport vehicle. Vehicle specifications are recorded in the Dimension and Loading Management Procedure.

As part of a driver's pre-start inspection, they are required to check that their vehicle operates within Mass and Dimensions requirements as contained in the operating conditions of the permit that is being carried. It is their responsibility to ensure the vehicle does not exceed legal limits.

Centurion subcontracts the maintenance of its vehicles and trailers to a third-party mechanic based at its Dubbo depot. The service schedule is set by Centurion.

3.1.4 *Transport Practice 1.4*

Develop and implement a safety program for transport of cyanide.

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 1.4

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

Centurion has procedures in place to ensure cyanide is transported in a manner that maintains the integrity of the producer's packaging. Checking of the load security is required throughout the duration of the journey to maintain the security of the load from dispatch to delivery.

Centurion uses placards or other signage to identify the shipment as cyanide, as required by local regulations and international standards. Placards for bulk Cyanide loads must be displayed in accordance with the ADG Code. The Centurion pre-trip checks include checks on the placarding for the presence of dangerous goods class diamonds and EIP signage is in place, correct, clean and legible.

Centurion implements a safety programme for cyanide transport that includes:

a) Vehicle inspections prior to each departure/shipment?

Vehicle inspections prior to each departure are undertaken by the driver. This check covers both the prime mover and trailer and includes vehicle roadworthiness, dangerous goods requirements, PPE, communication equipment, etc.

b) A preventative maintenance program?

Centurion's vehicles involved in the transportation of cyanide are subject to Maintenance Management Accreditation Servicing as part of the NHVAS.

c) Limitations on operator or drivers' hours?

All operations are conducted to align with the NHVAS Fatigue Management Plan, which is an overarching plan that provides practical guidance on Centurion's approach to fatigue management and the procedures and requirements that are to be allowed. The Plan outlines the minimum amount of rest and maximum amount of work the operators or drivers are permitted.

d) Procedures to prevent loads from shifting?

Whilst in transit, sodium cyanide is secured by the supplier through varying methods, dependent on packaging types. Typically, containers are bolt sealed with numbers recorded and checked. Isotainers are sealed with numbered wire seals. These security seals are inspected as part of the regular inspection of the storage location and the records are maintained appropriately. The JMP requires drivers to check loads are secure every 2 to 3 hours (via an inspection of twist locks).

e) Procedures by which transportation can be modified or suspended if conditions such as severe weather or civil unrest are encountered?

The JMP provides a quick summary of actions to be taken should an alternative route be needed or an unscheduled stop.

f) A drug abuse prevention program?

All Centurion employees are subject to Centurion's Drug and Alcohol Testing Program.

g) Retention of records documenting that the above activities have been conducted?

Records are maintained for the above activities, as evidence that they have been conducted.

Maintenance activities on Centurion trailers and Prime Movers are completed by a sub-contractor located at the Dubbo Depot. Preventative maintenance is undertaken for all Centurion transport vehicles in accordance with the Mobile Equipment Maintenance Manual in conjunction with the equipment manufacturer's specifications and requirements. Maintenance records are retained.

3.1.5 *Transport Practice 1.5*

Follow international standards for transportation of cyanide by sea and air.

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 1.5

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

Centurion does not transport consignments of cyanide by sea within the scope of this audit.

3.1.6 *Transport Practice 1.6*

Track cyanide shipments to prevent losses during transport.

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 1.6

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

Centurion is in FULL COMPLIANCE with Transport Practice 1.6 requiring the operation track cyanide shipments to prevent losses during transport.

Centurion's transport vehicles have means to communicate with the company, the mining operation, the cyanide producer, and emergency responders. All vehicles have comprehensive communications systems that include a GPS monitoring system (satellite signal can vary depending on signal/weather conditions), a UHF radio, a duress alarm, and the driver's personal mobile device.

Testing of mobile phones and satellite tracking is through the continuous operation of the systems.

Centurion has assessed its routes for communication black spots. Telephone communication black spot areas are typically signposted along routes throughout Australia, none of these affect the use of the prime mover UHF communications nor the use of the messaging service available through a tablet, located in each prime mover. GPS tracking of each prime mover is conducted. Additionally, each prime mover is equipped with a 'duress' button, that is operational in telephone communication black spot areas.

Centurion has procedures to track the progress of cyanide shipments. These include:

- Advising consignees when shipments leave the production facility and estimated time or date of arrival of the consignment
- Use of satellite tracking, mobile and satellite phone systems to monitor progress along the routes, including the platform MTData to provide real-time location tracking, particularly in remote areas.
- Procedures to alert managers of deviations from designated routes or changes in activity.

Centurion has appropriate inventory controls and/or chain of custody documentation to prevent loss of cyanide during shipment. Inventory controls are the primary method of preventing product loss during shipment. The controls in place would allow any loss of product to be promptly detected. The controls placed on empty containers and isotainers on the return journey are the same as full ones.

Shipping records indicating the amount of cyanide in transit and Safety Data Sheets (SDS) are available during transport.

Centurion does not subcontract any of its cyanide transport operations within the scope of this audit.

3.2 Principle 2 – Interim Storage

Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent release and exposures.

3.2.1 *Transport Practice 2.1*

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

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 2.1

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

The Dubbo Depot is used as interim storage for Centurion. The cyanide is stored on a trailer with the prime mover still attached in designated parking areas. While cyanide is typically stored at this location for two days, it can be stay at Dubbo for up to five days. Signage posted on the front gates indicates the storage of Class 6 substances and it is also noted in the Hazmat Register. The front gate and area surrounding where the cyanide is stored has personal protective equipment (PPE) signage however it is not specific as the cyanide is not handled or moved from the vehicle. There is no smoking allowed on the site and eating and drinking are also forbidden.

There are security measures in place to prevent unauthorised access to cyanide. The Dubbo facility has surveillance, 24-hour cameras and a chain link fence that is two metres high with three strands of barbed wired. The isotainers have security sealing, preventing access to the product.

Cyanide is not removed from the shipping and isotainers while located at the Dubbo depot and no other materials are stored on site. Cyanide is not at risk of being mixed with incompatible materials or being mixed with water. There is minimal void space in the containers and isotainers to allow for HCN gas accumulation. Centurion trailers parked with cyanide isotainers or containers are always in the open-air environment, not within an enclosed shed.

The risk of a cyanide spill is negligible due to the cyanide being solid and stored in specifically transport designed containers.

3.3 Principle 3 – Emergency response

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

3.3.1 *Transport Practice 3.1*

Prepare detailed Emergency Response Plans for potential cyanide releases.

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 3.1

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

The management of cyanide related emergencies such as potential cyanide releases, is addressed in the *Transport Emergency Response Plan*. The document is used to guide the actions of drivers in the event of a cyanide related emergency that may be encountered along the transportation route. The *Transport Emergency Response Plan* also covers general transport emergencies. Centurion has also developed an emergency response plan for the Dubbo Depot operations.

Centurion's *Transport Emergency Response Plan* is appropriate for the selected transportation route, form of cyanide, the method of transport and transport infrastructure. The *Transport Emergency Response Plan* covers all transport movements controlled by Centurion. It considers sodium cyanide in its solid, liquid and gas state.

The consideration of transport infrastructure has also been undertaken by Centurion through route risk assessments and route assessments. Route assessments detail the condition of the road, traffic hazards, intersections and issues to be managed by the driver along the route.

The plan does include descriptions of response actions, as appropriate for the anticipated emergency situations.

The *Transport Emergency Response Plan* provides actions and responsibilities for anticipated emergency situations.

Appendix B of the guide lays out a quick driver response guide, detailing the specific actions to take in response to sixteen different emergency situations including sodium cyanide events (spills, damage, fire, etc), natural disasters, security threats, and spills.

The *Transport Emergency Response Plan* identifies external entities and their designated roles in an emergency response.

3.3.2 Transport Practice 3.2

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

☒ in full compliance with

Centurion is:

☐ in substantial compliance with

Transport Practice 3.2

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

Centurion drivers are trained in the use of the Transport Emergency Response Plan during Centurion onboarding with refresher training every year after. Desktop and mock exercise drills are completed annually to assess the effectiveness of the *Transport Emergency Response Plan* and for the plan to serve as a training tool for the Incident Management Team members. All drivers are required to participate in the exercise.

The *Transport Emergency Response Plan* describes the specific emergency response duties and responsibilities of personnel for response in emergency events. Section 4 outlines the responsibilities for the Branch/Operations Manager and General Manager and states that the Incident Management Team Leader has the overall responsibility for any emergency response. Section 6 defines the incident response team's responsibilities and Section 16 defines the incident management team's responsibilities in an emergency situation.

Centurion's *Transport Emergency Response Plan* provides a list of all emergency response equipment that must be available for immediate response, which includes during transport and along the transportation route.

The presence and condition of this equipment must be checked by the driver prior to commencing each trip and Centurion is responsible for maintaining this equipment. The *Bulk DG Inspection Checklist* has a section to check off all safety equipment including first aid kit, fire extinguishers and chemically resistant clothes, and is used before each trip.

Centurion has available the necessary emergency response and health and safety equipment, including personal protective equipment during transport.

Centurion does have procedures to check emergency response equipment.

Centurion implements a Bulk DG Inspection Checklist that the driver completes prior to departure. This checklist includes a check on emergency response equipment, including the PPE bag.

Centurion does not subcontract any of its cyanide transport operations within the scope of this audit.

3.3.3 Transport Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

☒ in full compliance with

Centurion is:

☐ in substantial compliance with

Transport Practice 3.3

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

Centurion is in FULL COMPLIANCE with Transport Practice 3.3 requiring that it develops procedures for internal and external emergency notification and reporting.

Centurion has procedures and current contact information for notifying the cyanide producer, the customer, regulatory agencies, external response providers, medical facilities and potentially affected communities of an emergency. The Centurion prime movers are equipped with fleet telematics and vehicle tracking, including a duress function. This would alert the Depot who would call 000 and Orica and any other services required. All contact numbers are listed in the *Cyanide Transport Management Plan*.

The *Cyanide Transport Management Plan* requires that Orica Yarwun, the product manufacturer, is consulted to provide Emergency Specialist Advice. The Transport Emergency Plan details when to notify external response providers and medical facilities in an emergency.

Centurion has provisions to ensure that internal and external emergency notification and reporting procedures are kept current. The Transport Emergency Response Plan is reviewed annually, along with the contacts list.

Centurion does have a process for notifying the ICMI directly in case of a significant incident. Section 11 of the CTMP defines significant cyanide incidents and the requirement to notify the ICMI.

3.3.4 Transport Practice 3.4

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

☒ in full compliance with

Centurion is:

☐ in substantial compliance with

Transport Practice 3.4

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

Centurion is in FULL COMPLIANCE with Transport Practice 3.4 requiring that it develops procedures for remediation of releases that recognise the additional hazards of cyanide treatment.

Centurion does not undertake the remediation or recovery of cyanide as this is managed through their relationship with Orica. In the event of a cyanide emergency Centurion will contact the relevant product supplier and their product specialists will assist emergency services as needed. Should the scene require neutralisation due to a Cyanide loss of containment, this will be completed by Orica's Emergency Response Team or applicably trained personal.

The Orica Emergency Response Guide – Sodium Cyanide includes procedures for remediation, such as recovery or neutralisation of solutions or solids, decontamination of soils or other contaminated media and management of spill clean-up debris.

Centurion does not undertake the remediation or recovery of cyanide as this is managed through their relationship with cyanide manufactures. In the event of a cyanide emergency Centurion will contact Orica and their product specialists will assist emergency services as needed.

Section 2.5 of Orica's Emergency Response Guide – Sodium Cyanide includes warnings prohibiting the use of sodium hypochlorite, ferrous sulfate, and hydrogen peroxide to treat cyanide that has been released into surface water.

Both the TERP and CTMP explicitly prohibit the use of chemicals such as sodium hypochlorite, ferrous sulfate, and hydrogen peroxide to treat cyanide that has been released into surface water.

3.3.5 *Transport Practice 3.5*

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

☒ **in full compliance with**

Centurion is:

☐ in substantial compliance with

Transport Practice 3.5

☐ not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

All emergency plans contain provisions for periodically reviewing and evaluating the plan's adequacy and they are being implemented. The Transport Emergency Response Plan is reviewed at a minimum annually.

The emergency plans contain provisions for periodically conducting mock emergency drills and they are being implemented.

Mock cyanide exercises have been conducted in accordance with the training schedules. The mock exercises observed, simulated both cyanide exposure and release incidents and the drills tested the full emergency response procedure. Following each mock emergency drill an Emergency Drill-Evacuation Record and Review is completed. This document details persons involved, timelines, what worked well and why, what problems were experienced, what needs improving and other comments. This form, along with actions are then entered into Centurion's tracking system (myosh). The review is typically completed with the cyanide producer for additional feedback.

There is a procedure to evaluate the Emergency Response Plans performance after its implementation and revise it as needed.

The Emergency Response Plan has been reviewed in the audit period. There have been no cyanide-related emergencies that have required its implementation.

4 Important information

Your attention is drawn to the limitations statement, which is included in Appendix A of this report. The statements presented in that document are intended to inform a reader of the report about its proper use. There are important limitations as to who can use the report and how it can be used. It is important that a reader of the report understands and has realistic expectations about those matters. The limitations statement does not alter the obligations WSP has under the contract between it and its client.

Appendix A

Limitations



This Report is provided by WSP Australia Pty Limited (*WSP*) to Centurion Transport Company Pty Ltd (*Client*) in response to specific instructions from the Client and in accordance with WSP's proposal dated 11 February and agreement with the Client dated 11 February 2025 (*Agreement*).

A1 Permitted purpose

This Report is provided by WSP for the purpose described in the Agreement and no responsibility is accepted by WSP for the use of the Report in whole or in part, for any other purpose (*Permitted Purpose*).

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The services undertaken by WSP in preparing this Report were limited to those specifically detailed in the Report and are subject to the scope, qualifications, assumptions and limitations set out in the Report or otherwise communicated to the Client.

Except as otherwise stated in the Report and to the extent that statements, opinions, facts, conclusion and/or recommendations in the Report (*Conclusions*) are based in whole or in part on information provided by the Client and other parties identified in the report (*Information*), those Conclusions are based on assumptions by WSP of the reliability, adequacy, accuracy and completeness of the Information and have not been verified. WSP accepts no responsibility for the Information.

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