

INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE (ICMI)**Supply Chain Summary Audit Report**

Marlyn Vulindlela (Pty) Ltd
15 Waterval Road,
Klipriver 1871,
South Africa

October 2025

**For the
International Cyanide Management Code**

Operation General Information

Name of Transport Operation: Marlyn Vulindlela Supply Chain
Name of Facility Owner: Marlyn Vulindlela
Name of Facility Operator: Marlyn Vulindlela
Name of Responsible Manager: Mr Robert Crichton – Operations Manager
Address: 15 Waterval Road, off Springbok Road, Klipriver, 1871,
State / Province: Gauteng
Country: South Africa
Telephone: Landline +27 (0)11 873 2117/8/9
Mobile +27 82 778 9512
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Operation Location Detail and Description

Marlyn Vulindlela a privately owned and operated company with its Headquarters in Midvaal close to Johannesburg, South Africa.

The company is a chemical trading and supply company which provided chemical supply and service the mining and water treatment industries in Southern Africa and the product range has expanded over the years from gold mining focused products (Sodium Cyanide, Activated carbon and flocculants), into a wider area focused on other mining commodities such as chrome, platinum, vanadium, zinc and diamond mining.

Cyanide is loaded in 20-foot sea containers by the cyanide manufactures and is imported through the Port of Durban (Durban Container Terminals) and is then loaded onto road transport vehicles operated by C. Steinweg Bridge Logistics (Pty) Ltd (Steinweg) and U.P. Trans CC t/a A1 Carriers (A1 Carriers) as a sub-contractor to Steinweg and transported by roads approximately 600 km to the Marlyn facility in Klipriver.

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Distribution of the Cyanide is then conducted by road vehicles from the Marlyn warehouse to the end users, being mainly the gold mining and electroplating industries. This distribution is carried out either by Tanker Services, a Division of ILSAG (Pty) Ltd, a DP World Company (DP World), an ICMI-certified transport company, for loads exceeding 8 tons up to full 30-ton loads. Marlyn Vulindlela operates several smaller vehicles and distributes the smaller loads of 8 tons or less.

Auditor's Finding

This operation is in

X full compliance

in substantial compliance

not in compliance

with the International Cyanide Management Code.

Compliance Statement

This operation has been found to be in full compliance with the requirements of the ICMI Cyanide transportation re-certification audit requirements. This operation has not experienced any compliance issues or significant cyanide incidents during the previous three-year audit cycle

Auditor Information

Audit Company: Transheq Consulting and Auditing (Pty) Ltd

Lead and Transportation Auditor: Richard Durrant

Lead Auditor Email: richard@transheq.co.za

Names and Signatures of Other Auditors: N/A

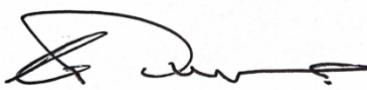
Dates of Audit: 02 and 03 October 2025

Auditor Attestation

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

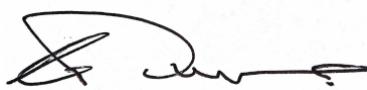
I attest that this Summary Audit Report accurately describes the findings of the certification audit. I further attest that the certification audit was conducted in a professional manner in accordance with the International Cyanide Management Code Cyanide Transportation Verification Protocol and using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

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Principles and Standards of Practice**Principle 1 | TRANSPORT**

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

Standard of Practice 1.1

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

X in full compliance with

The operation is in substantial compliance with Standard of Practice 1.1

not in compliance with

The basis for this Finding/Deficiencies Identified:

Marlyn process document Cyanide Management System - CMS 1.3b Cyanide Route Inspections & Risk Assessments Matrix (RRA) is in place for all routes travelled by Marlyn vehicles. A CMS 1.3 Route Card is generated for each route to be travelled and handed to and signed for by driver before each trip and includes the following: Acceptance includes confirmation that: Cyanide safety kit in order, PPE in order, pre-trip inspection completed, alcohol test negative; route card understood; incident action plan understood, route recommendations understood; driver has been advised of the dangers associated with Cyanide, the hazards of Cyanide and how to handle/ transport; and the driver fully understands the hazards and will adhere to the safe handling, transport and controls. A1 Carriers Route Risk Assessment (RRA) is in place, dated 26/06/2025, for the route from Durban Container Terminals to Marlyn Chemicals. Route overview Road Condition and Markings, Road and Driving Conditions, Environmental and Weather Risks – High Risk due to wind, snow and mist (fog) possible on some sections of the route. Traffic Density and Proximity – medium density depending on time of the day, week in the month and holiday periods. Security and Emergency preparedness are considered Low risk. Convoys of two vehicles are used by A1 Carriers when transporting Cyanide, where practicable. Drivers can encounter fog, smog, fire smoke, rainfall and snow on the route depending on the season. Pedestrians can be encountered on the N3 (National Route 3) Toll Route as the route travels close to several towns. Detailed route assessment is based on the specific kilometres travelled on the route. Pitch and Grade are included on the route for two major steep climbs, being Town Hill and Van Reenen Pass. Authorised Rest and sleep over stops along the route are included in the RRA. Widespread service delivery protests can be encountered when nearing Johannesburg. These protest actions are normally well published on social media and on transport industry communication groups. Details of the RRA have been communicated to all A1 Carriers drivers, and signed registers are in place, and copies of the RRA have been issued to each driver. Population density is included in the RRA matrix and Route Cards. Pedestrians can be encountered on the N3 Toll Route as the route travels close to several towns. The Marlyn vehicles travel through several densely populated areas. Road & driving conditions are included in the RRA matrix and Route Cards. Escarpment ascents and descents are included in the RRA matrix and Route Cards. Major river crossings, fog and wet conditions are included in the RRA matrix and Route Cards. Marlyn CMS 1.3b Cyanide Route Inspections & Risk Assessments Matrix in place for all routes travelled. Reduction of speed, use of headlights, delayed start to journeys, and increased following distance are some of the items listed to manage the risk. A1 Carriers' RRA matrix is in place. The CMS 1.3 Route Card contains a clause for the driver to Report Changes to route conditions & hazards on completion of each trip. A1 Carriers RRA states - Review changes to route conditions per trip or annually as a minimum. CMS 1.3b Cyanide Route Inspections & Risk Assessments Matrix in place for all routes travelled by their vehicles. A CMS 1.3 Route Card is generated for each route to be travelled.

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These two documents address the risks identified. A1 Carriers' RRA matrix is in place. Marlyn has sent notifications to Local Authority / Emergency Services on routes travelled with Cyanide, as is required in terms of South African National Standard SANS 10231 for all Dangerous Goods transported. Some responses have been received from the Local Authorities. A1 Carriers – Evidence of notification by email to Local Authority / Emergency Services on route travelled with Cyanide is in place dated 30 September 2025. Responses from the Local Authorities are, unfortunately, very seldom received. Convoys and escorts are not generally used when transporting Cyanide. The routes travelled are mainly on recognised municipal, regional and national routes. Some areas are higher risk - Security & Emergency Preparedness is included in the Marlyn CMS 1.3b Cyanide Route Inspections & Risk Assessments Matrix and CMS 1.3 Route Card per individual route. Marlyn deliveries would not require convoys – single vehicle deliveries. Vehicles are tracked using a vehicle tracking system that uses a device in each vehicle that combines a Global Position System (GPS) receiver to determine location and a Global System for Mobile Communications (GSM) module to transmit the vehicle's location data via mobile networks. A1 Carriers' RRA matrix is in place. Long-haul routes do not use convoys or escorts, but vehicles are all tracked using GPS and GSM live vehicle tracking systems. Certain specific routes travelled by Marlyn require escorts for security reasons due to illegal mining activity taking place. A1 Carriers' procedures are in place as described above.

Standard of Practice 1.2

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

X in full compliance with

- The operation is in substantial compliance with Standard of Practice 1.2
 not in compliance with

The basis for this Finding/Deficiencies Identified:

Drivers for both Marlyn and A1 Carriers are all Transport of Dangerous Goods trained, as is required by South African National Transport Legislation and have valid Driver's Licenses and Professional Driving Permits: Dangerous (PrDPD) endorsements and valid Medical Certificates. Driver medical certificates are renewed every two years, and refresher training for the Transport of Dangerous Goods is required every year in terms of the South African National Road Traffic Act and Regulations and Incorporated Standards. Renewal of each PrDPD is required every two years in terms of the above Legislation. Basic Cyanide Driver Training is conducted in-house for Marlyn's own drivers. The training includes a verbal presentation of training and verbal question-and-answer section. The training consists of: Introduction 2. Properties of sodium cyanide 3. Sodium cyanide packaging 4. Sodium cyanide safety 5. Spills & decontamination 6. Sodium cyanide poisoning 7. First Aid & medical treatment. A1 Carriers' drivers have undergone the same cyanide training as above and conducted by Marlyn. Additional Cyanide Awareness training for all three companies in the supply chain was conducted on 19 November 2025. The training was conducted by DGA and RSS (Pty) Ltd - **Dangerous Goods Advisory And Risk Specialised Services**. A1 Carriers - Sighted evidence of valid driver's licenses, Code EC (Extra Heavy Duty) and Professional Driving Permits: Dangerous (PrDPD) endorsements and valid Medical Certificates.

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Standard of Practice 1.3*Ensure that transport equipment is suitable for the cyanide shipment.***X in full compliance with**

The operation is

 in substantial compliance with Standard of Practice 1.3 not in compliance with*The basis for this Finding/Deficiencies Identified:*

1 x 8-ton, 2 x 4-ton, 1 x 1.5 ton capacity light trucks and 1 x Light Delivery Vehicle are used for cyanide deliveries by Marlyn to smaller off-take clients. Procedures are in place and checks are performed prior to dispatch to ensure the correct items and quantities are loaded and that the vehicles are not overloaded. Long haul and larger loads are transported by DP World and A1 Carriers, who utilise truck tractor and double interlink trailer combinations with a maximum load capacity of 36 tons or truck tractor and triaxle trailer combinations with a maximum load capacity of 30 tons, depending on load and site configurations. Loads are managed to be within the vehicle and legal load limits for the vehicle or vehicle combinations. All vehicles, trucks, truck tractors and trailers are maintained as per Original Equipment Manufacturers (OEM) specifications and checks are conducted on the framework/chassis for cracks and deformity during routine maintenance processes. Mechanical Handling Equipment (MHE/forklifts) at the Marlyn warehouse has the necessary annual equipment load test certificates as required by Legislation, and the equipment is operated within the equipment load specification at a maximum of 1,2 tons per Cyanide IBC (Intermediate Bulk Containers) will be handled at any one time. A1 Carriers conducts its own vehicle maintenance through its own in-house workshops on out-of-warranty truck tractors and trailers. Documented maintenance records are in place. A1 Carriers' truck tractors and trailers are maintained as per OEM specifications, whether through OEM maintenance services or through its own workshop facilities.

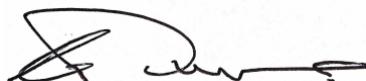
Standard of Practice 1.4*Develop and implement a safety program for transport of Cyanide.***X in full compliance with**

The operation is

 in substantial compliance with Standard of Practice 1.4 not in compliance with*The basis for this Finding/Deficiencies Identified:*

Cyanide loads are received by Marlyn directly from import suppliers in wooden ISO IBC or 50kg steel drums. These IBC or 50kg steel drums are always packed by the suppliers in sealed six-metre steel sea containers. All outbound cyanide loads delivered from the Marlyn warehouse to clients are packed in sealed wooden one-ton ISO IBC or 50kg steel drums. Loads of 8 tons or under are transported on Marlyn's own vehicles. Loads are secured on the Marlyn vehicles with load straps and ratchets and fully covered with a tarpaulin for load protection against weather and possible pilfering on route. DP World transports loads over 8 tons on curtain side trailers, and containers of Cyanide are secured within the trailer with straps and ratchets. The trailer curtain sides offer load protection against weather and possible pilfering on route. Compatibility and signage/placarding on local outbound deliveries is managed by the Marlyn Dispatch Department and complies with local Legislation and SANS

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Incorporated Standards Inbound load placarding is managed by A1 Carriers, and vehicles and containers delivering Cyanide to Marlyn were sighted, and the placarding on the shipping containers complied with the International and local legislative requirements. The vehicle and shipping container placarding were in place and accurate for the chemical being transported. DP World manages larger outbound load placarding. Records are in place for Marlyn pre-trip vehicle and documentation inspections being conducted by Marlyn Despatch Management using an electronic process with records. A1 Carriers and Marlyn pre-trip inspection records are in place, conducted by the vehicle driver, ensuring that the vehicle is safe to operate. This inspection includes checking all fluid levels, lights, tyres, brakes, load securement, vehicle damage, fire extinguishers, documentation, placarding, etc, are in place and in order. Outsourced vehicle maintenance is conducted on Marlyn vehicles – the Logistics Manager monitors service intervals and plans maintenance. Records are in place of regular vehicle maintenance being conducted. A1 Carriers OEM Volvo and FAW truck tractors, and trailer maintenance records are in place for under-warranty equipment. Out-of-warranty truck tractors and trailers. Maintenance records in place with job cards or records of in-house maintenance conducted. There is no Road Traffic Regulation legislated limitation of driving hours or driving time in South Africa currently. Marlyn drivers overtime hours are being monitored and closely managed. Overtime policy is in place. Overtime requirements for drivers conducting Marlyn deliveries are limited and are tracked and monitored. Limited long distance trips are travelled. These deliveries included chemicals other than Cyanide. A1 Carriers Fatigue Management Procedure specifies the requirement that drivers are to have a minimum of 9 hours of rest in every 24 hours. This translates to 15 hours of duty permitted in every 24 hours, which is in accordance with the *National Bargaining Council for the Road Freight and Logistics Industry*. Designated rest stops are identified on the route and driving and resting hours are monitored by A1 Carriers and Steinweg. DP World manages larger outbound load drivers' hours. All cyanide loads are delivered from the Marlyn warehouse to clients and are packed in wooden one-ton ISO IBC or 50kg steel drums. Loads of 8 tons or under are transported on Marlyn vehicles. Loads are secured with ratchets and straps and covered with a tarpaulin for load protection. Loads over 8 tons are transported by DP World on curtain-sided trailers with load securing in place. Inbound loads are packed in steel shipping containers by the various cyanide suppliers, and shipping containers are loaded onto flat deck or skeletal semi-trailers and containers are secured with container twist locks installed on each trailer. The container loading is conducted at the Container Terminal at the Port of Durban. Marlyn Procedure CMS 1.3b Cyanide Route Inspections and Risk Assessment document states: Check the weather forecast before departure. If severe storms are predicted, delay the trip if possible. Civil unrest occurrences are monitored through news broadcasts, social media and WhatsApp groups. Delay or diversion of loads would take place as appropriate. Marlyn drivers are each equipped with a company mobile phone for communication purposes and each vehicle is tracked along its full journey. A1 Carriers vehicles each have a "Digit FMS" GSM vehicle tracking system installed with live vehicle tracking and installed communication devices on all vehicles. Vehicles and loads are monitored continually while on the loaded journey, and the Steinweg Fleet Controller monitors the movement of the loaded vehicles and provides updates to Marlyn with hourly updates on the location of each vehicle. Communication with drivers are either using mobile phone or through tracking devices installed on the trucks. Marlyn Alcohol and Substance Abuse procedure is in place. Alcohol screening is conducted on each person, be it a Marlyn staff member or a contractor, on entry to the Marlyn site. A1 Carriers has a Drugs and Alcohol Policy in place, stating Zero tolerance for Drugs and Alcohol. Alcohol testing is conducted by the Port Authority at the Container Terminal when drivers are entering the Port for container collection. Testing of A1 Carriers' drivers is also performed on entry to the Marlyn site when delivering loaded containers to the site. Record retention procedures are in place for the above activities for all transporters.

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Standard of Practice 1.5*Follow international standards for transportation of Cyanide by sea.***X in full compliance with**

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

The basis for this Finding/Deficiencies Identified:

All import cyanide shipments are the responsibility of the cyanide manufacturer and/or supplier, and Marlyn has no responsibility for the Cyanide until it is loaded onto road transport vehicle/s at the Port of Durban. The Mediterranean Shipping Company (MSC) would be used to conduct any export sea shipments that may be required with Marlyn being the Consignor. No such export shipments of Cyanide by sea have occurred to date and are unlikely to happen. Any import orders received by Marlyn for other clients outside of Southern Africa would be shipped directly to those countries and not via South Africa. The packaging and labelling of cyanide shipments by sea would not be the responsibility of the road transport supply chain.

Standard of Practice 1.6*Track cyanide shipments to prevent losses during transport.***X in full compliance with**

- The operation is in substantial compliance with Standard of Practice 1.6
 not in compliance with

The basis for this Finding/Deficiencies Identified:

Communication is covered in Marlyn Cyanide Management Plan-Clause 9.5 Safe shipment management. The GPS tracking and monitoring of vehicles and locations is ongoing during each journey. It has been verified that vehicles do have panic buttons for drivers to use in the case of an emergency. Mobile phone communication is used for on road communication.

A1 Carriers have panic buttons installed in the vehicles for use by drivers in case of an emergency. A panic alarm would be triggered at the A1 Carriers control room in the event that a panic button was activated. An A1 Carriers Off-Site Emergency Procedure is in place.

Both Marlyn and A1 Carriers emergency procedures have a list of emergency contact details for emergency responders, authorities and end users to be contacted on the routes travelled with Cyanide. Marlyn has mobile phones and GPS tracking in place for communication with drivers, and they are also used to report progress on deliveries, etc. Mobile phones are company owned and tested before every departure. A1 Carriers - Communication with drivers are either using mobile phone or through the tracking devices installed on trucks. A1 Carriers have Digit FMS vehicle tracking system installed on all vehicles. Communication with vehicles and drivers is checked before each departure from the A1 Carriers Durban depot. In addition, the Steinweg Fleet Controllers monitor the movement of the A1 Carriers vehicles throughout their loaded journey and provide hourly updates to Marlyn as to the progress and location of

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each cyanide shipment on-route to Marlyn. Marlyn drivers are required to report communication blackout areas that they may encounter, and tracking is monitored to identify any tracking blackout areas. No known blackout areas are recorded as the mobile and GSM communication coverage in South Africa is very efficient.

The A1 Carriers route to Marlyn's depot is mainly on the N3 Route, which is well covered for mobile and GSM communication coverage. No blackout area have been identified or encountered. The remote tracking and monitoring of vehicles and locations is ongoing during each journey, with both inbound and outbound consignments being transported either by Marlyn or A1 Carriers. Steinweg Fleet Controllers monitor the movement of the A1 Carriers vehicles throughout their loaded journey and provide hourly updates to Marlyn as to the progress and location of each cyanide shipment on-route to Marlyn. Solid Cyanide is shipped to Marlyn Chemicals directly from the Container Terminal at the Port of Durban in closed and sealed shipping containers. Upon receiving a shipment of Cyanide, the seals on the container locks are inspected by Marlyn to confirm their integrity. Dangerous Goods Declaration, Waybill, Transport Emergency Card, Safety Data Sheet (SDS) documents are in place for each load. Marlyn outbound loads are securely loaded, load is secured using straps and ratchets, protected from weather and Dangerous Goods Declaration, Waybill, Transport Emergency Card are in place. Dangerous Goods Declaration, Waybill, Transport Emergency Card are in place for all loads and all transporters. Safety Data Sheets (SDS) are available.

Principle 2 | INTERIM STORAGE

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

Standard of Practice 2.1

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

in full compliance with

The operation is in substantial compliance with Standard of Practice 2.1

not in compliance with

The basis for this Finding/Deficiencies Identified:

Not applicable as Marlyn conducts no interim storage. Marlyn does operates a cyanide warehouse, which is described in a separate report.

Principle 3 | EMERGENCY RESPONSE

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

Standard of Practice 3.1

Prepare detailed emergency response plans for potential cyanide releases.

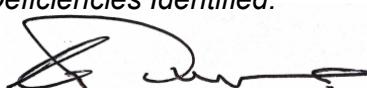
X in full compliance with

The operation is in substantial compliance with Standard of Practice 3.1

not in compliance with

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Marlyn CMS 1.5 Emergency & Spill Response Plan dated 01/09/2025 is in place A1 Carriers – Emergency Response Plan dated 17/06/2025 is in place with reference to Sodium Cyanide response. Sighted a letter confirming that A1 Carriers have SpillTech as their preferred spill clean-up service provider and insurance cover of R5.0m is in place. Steinweg also have a direct agreement with SpillTech, a leading spill response company, who have extensive knowledge of Cyanide, as a contingency measure. Marlyn has portable spill kits in place on all delivery vehicles with sufficient capacity and content to contain minor spilt material. Marlyn Staff and Drivers are trained and able to contain such a spill. An agreement is in place with Rapid Spill Response, the nominated spill response service provider for Marlyn who will be called in to attend to the spill if it is beyond the capabilities of the delivery vehicle driver and/or Marlyn response personnel. A1 Carriers have been provided with Cyanide Spill Kits by Marlyn, and training has been conducted for each A1 Carriers driver on the use of the spill kits, conducted by Marlyn. A spill kit is carried in each vehicle while transporting Cyanide. Additional Cyanide Awareness training for all three companies in the supply chain was conducted on 19 November 2025. The training was conducted by DGA and RSS (Pty) Ltd - **Dangerous Goods Advisory And Risk Specialised Services**, whose Director was previously employed by the largest cyanide producer in South Africa as a training and cyanide transport compliance officer. Cyanide in briquette form only is transported or handled. Portable spill kits are carried on all vehicles and road truck transport is the only method of transport for the cyanide consignments once the shipping containers have landed at the Port of Durban. The condition of roadways is included in the Marlyn CMS 1.3b Cyanide Route Inspections & Risk Assessments Matrix and CMS 1.3 Route Card. A1 Carriers Route Risk Assessment (RRA) is in place, dated 26/06/2025, for the route from Durban Container Terminals to Marlyn Chemicals. Route overview Road Condition and Markings, Road and Driving Conditions, Environmental and Weather Risks – High Risk due to wind, snow and mist (fog) possible on some sections of the route. Traffic Density and Proximity – medium density depending on time of the day, week in the month and holiday periods. Security and Emergency preparedness are considered Low risk. Convoys of two vehicles are used by A1 Carriers when transporting Cyanide, where practicable. Drivers can encounter fog, smog, fire smoke, rainfall and snow on the route depending on the season. Pedestrians can be encountered on the N3 (National Route 3) Toll Route as the route travels close to several towns. Detailed route assessment is

based on the specific kilometres travelled on the route. Pitch and Grade are included on the route for two major steep climbs, being Town Hill and *Van Reenen Pass*. Authorised Rest and sleep over stops along the route are included in the RRA. Widespread service delivery protests can be encountered when nearing Johannesburg. These protest actions are normally well published on social media and on transport industry communication groups. Details of the RRA have been communicated to all A1 Carriers drivers, and signed registers are in place, and copies of the RRA have been issued to each driver. Standard design road transport vehicles are in use, which are suitably equipped for the transport of packed Cyanide by Marlyn and A1 Carriers. A1 Carriers' semi-trailers are fitted with container twist locks for securing the shipping containers to the trailer during transport. The interim storage facility is, in the auditor's opinion, well-suited and equipped for the storage of Cyanide. Marlyn has portable spill kits in place on all delivery vehicles with sufficient capacity and content to contain minor spilt material. Marlyn Staff and Drivers are trained and able to contain such a spill. An agreement is in place with Rapid Spill Response, the nominated spill response service provider for Marlyn will be called in to attend to the spill if it is beyond the capabilities of the delivery vehicle driver and/or Marlyn response personnel. A1 Carriers have been provided with Cyanide Spill Kits by Marlyn, and training has been conducted for each A1 Carriers driver on the use of the spill kits, conducted by Marlyn. A spill kit is carried in each vehicle while transporting Cyanide. SpillTech are the designated and preferred spill clean-up service provider for A1 CARRIERS on a national basis. Additional Cyanide Awareness training for all three companies in the supply chain was conducted on 19 November 2025. The training was conducted by DGA and RSS

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(Pty) Ltd - Dangerous Goods Advisory And Risk Specialised Services. A1 Carriers – Emergency Response Plan dated 17/06/2025 is in place with specific reference to Sodium Cyanide response. Steinweg have a direct agreement with SpillTech, a leading spill response company, who have extensive knowledge of Cyanide, as a contingency. Marlyn CMS 1.5 Clause 4.4. Dedicated Spill Response Service Provider. In the event of a major spill, Rapid Spill Response (Emergency Toll Free Number 0800 172 743) must be contacted to attend to the spill. A signed Service Level Agreement is in place between Rapid Spill Response and Marlyn. CMS 1.5 Clause 4.5. Roles of Outside Responders outlines the roles and responsibilities of outside responders as follows: Medical services – Appropriate medical care and assistance as required. SA Police Service/Metro Police – Provide emergency assistance and investigations as needed. Traffic Police/Authorities – Provide emergency assistance and direct traffic as required. A1 Carriers – Emergency Response plan in place, which details response requirements and responsibilities under various scenarios, including the spill response provider – SpillTech. The N3 Toll Road Concession holders (N3TC) - The N3TC Helpline provides 24-hour assistance to road users travelling between Cedara and Heidelberg. Road users can contact N3TC's Helpline to report any problems on the N3 Toll Route and to obtain emergency assistance. N3TC will inform its Road Incident Management Services (RIMS) teams of any incidents along the Route and will dispatch help to road users in distress. Route and traffic information, assistance with toll plaza-related queries and general customer information can also be obtained via the Helpline. Paramedic Service Providers and Hospitals along the route are listed, and contact telephone numbers are provided. Traffic Advisory notices are also on the N3TC website.

Standard of Practice 3.2

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

X in full compliance with

- The operation is in substantial compliance with Standard of Practice 3.2
 not in compliance with

The basis for this Finding/Deficiencies Identified:

Marlyn CMS 1.5 Emergency & Spill Response Plan details the emergency response duties and responsibilities of personnel. A1 Carriers – Emergency Response plan in place, which details response requirements and responsibilities under various scenarios, including the spill response provider – SpillTech. Marlyn CMS 1.5 Emergency & Spill Response Plan details the emergency response duties and responsibilities of personnel. A1 Carriers – Emergency Response plan in place, which details response requirements and responsibilities under various scenarios, including the spill response provider – SpillTech. Marlyn CMS 1.5 Emergency & Spill Response Plan details the emergency response equipment. Truck drivers are issued with a Cyanide specific spill kit including Cyanide compatible full-face mask and canister filter, PVC chemical suit, Elbow length gloves, Sodium hypochlorite, Broom and shovel sufficient for a minor spill. An emergency trailer is also available which is equipped to handle larger cyanide spills. Marlyn provides A1 Carriers with Cyanide-specific spill kits, including Cyanide-compatible full-face mask and canister filter, PVC chemical suit, elbow-length gloves, Sodium hypochlorite, Broom and shovel sufficient for a minor spill. Marlyn CMS 1.5 Emergency & Spill Response Plan details the emergency response equipment. Truck drivers are issued with a Cyanide specific spill kit including Cyanide compatible full-face mask and canister filter, PVC chemical suit, elbow-length gloves, Sodium hypochlorite, Broom and shovel sufficient for a minor spill. A Marlyn-operated emergency trailer is also available, which

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is equipped to handle larger cyanide spills. Marlyn provides A1 Carriers' drivers with Cyanide Cyanide-specific spill kit, including Cyanide compatible full-face mask and canister filter, PVC chemical suit, elbow-length gloves, Sodium hypochlorite, Broom and shovel sufficient for a minor spill. Should a large cyanide spill occur, professional outsourced spill responders will be employed to handle the spill and scene management. Marlyn CMS 1.5 Emergency & Spill Response Plan – Spill Kits - the contents of each spill kit should be reviewed and checked annually. If items from the spill kit are used to contain or clean up a chemical spill, they should be replaced immediately. A1 Carriers' spill kit inspections are carried out by Marlyn, who supplied the spill kits initially. Spill kit containment bags are sealed with a plastic seal to prevent any of the contents from being used for other purposes

Standard of Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

X in full compliance with

The operation is in substantial compliance with Standard of Practice 3.3

not in compliance with

The basis for this Finding/Deficiencies Identified:

Marlyn CMS 1.5 Emergency & Spill Response Plan Clause 6. Incident Reporting: In the event of a sodium cyanide spill, the executive management must be notified immediately, and a complete investigation must be initiated to determine the cause of the spill or exposure. Report to external bodies if necessary. These bodies may include the cyanide manufacturer, client, regulatory bodies, and affected communities. Contact details are subject to confirmation at the time of reporting. A1 Carriers takes responsibility for the reporting of notifying appropriate entities in the event of a cyanide or dangerous goods emergency, as is detailed in the A1 Carriers Emergency Response Procedure. The National Road Traffic Act, Incorporated SANS Standards, specifies under what circumstances reporting must be done to the National Department of Transport. Marlyn CMS 1.5 Emergency & Spill Response Plan and emergency notification and reporting procedure are reviewed in line with the company's ISO 9001 processes. A1 Carriers review frequency is documented as two years. Marlyn CMS 1.2 Cyanide Management Procedure – Transport & Warehousing Revision No: 1 Revision Date: 18/08/2025 Clause 11.5. Incident reporting: All significant incidents involving sodium cyanide transport & warehousing must be reported to the ICMI within 24hrs. The above includes reporting any such cyanide incident incurred by A1 Carriers as detailed in CMS 1.2 Cyanide Management Procedure

Standard of Practice 3.4

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

X in full compliance with

The operation is in substantial compliance with Standard of Practice 3.4

not in compliance with

The basis for this Finding/Deficiencies Identified:

Marlyn Vulindlela
Name of Operation.



Signature of Lead Auditor

22 January 2026
Date

Marlyn CMS 1.5 Emergency & Spill Response Plan includes requirements for recovery and neutralisation - If the incident area is isolated and there is no other cyanide stored in the immediate vicinity of the spill, the area can be decontaminated with sodium hypochlorite solution or hydrogen peroxide to neutralise any cyanide still present in the area. These chemicals may not be used for spills in close proximity to surface water. A1 Carriers – Emergency Response plan in place, which details response requirements and responsibilities under various scenarios, including the spill response provider – SpillTech.

Standard of Practice 3.5

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

X in full compliance with

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

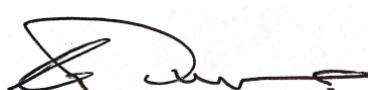
The basis for this Finding/Deficiencies Identified:

Marlyn CMS 1.5 Emergency & Spill Response Plan Clause 5.8: Emergency Preparedness Drills. Emergency drills must be conducted twice a year for each emergency noted in this procedure.

A1 Carriers will review procedures and emergency response plans on an annual basis, when there is an incident or when there are any major changes to processes. Marlyn Cyanide mock drill – On-site spill: Emergency Preparedness Drill Report. A cyanide drill was conducted on 15 July 2025—sighted drill report. Cyanide spill mock drill – Off-site and dry conditions: Emergency Preparedness Drill Report for the drill conducted on 22 July 2025 was sighted. A1 Carriers Sodium Cyanide mock Drill conducted on 01/10/2025 and documented. Scenarios: A Truck overturned, and a small cyanide spill occurred. The drill was well executed, and a positive outcome was reached.

End of Report

Marlyn Vulindlela
Name of Operation.



Signature of Lead Auditor

22 January 2026
Date