



SUMMARY AUDIT REPORT
Barbex Africa Projects Ltd
2-2-2026 to 7-2-2026

INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE

Transportation Summary Certification Audit Report

Barbex Africa Projects Ltd
Tarkwa 2 to 7th February 2026

For

International Cyanide Management Institute

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A handwritten signature in blue ink, appearing to be "Ghassan Hussein", is located in the bottom right corner of the page.

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1.0 Introduction

1.1 Company information

Name of Operation: Barbex Africa Projects Ltd

Name of Operation Owner: Barbex Africa Projects Ltd

Name of Operation Operator: Barbex Africa Projects Ltd

Name of Responsible Manager: Mary Asante-Asamoah
QHSE Director

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2 Audit scope

The audit scope is re certification for Barbex Africa Projects Ltd of cyanide road transport from Tarkwa to mine site for solid sodium cyanide

3 Location detail and description of operation:

Barbex Africa Projects Ltd , Tarkwa became a Signatory to the International Cyanide Management Code on 12 JUNE 2025 as part of the repeated requests by companies to transport Cyanide to various mines in West Africa. They were initially Cyanide Code Certified in March 2008.

Barbex Africa Projects Ltd operations is based in Tarkwa ,BARBEX have a cyanide operation yard , the yard is located within the AngloGold Iduapriem concession.

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Sodium Cyanide Transport Process and Logistics in Tarkwa

Packaging and Shipping

Sodium cyanide in briquette form is packaged in Intermediate Bulk Containers (wooden IBCs), which are then loaded into 6-meter (20-foot) freight containers. Each freight container holds up to 20 wooden IBCs, with a maximum product weight of 20 tons.

- The sodium cyanide is shipped by sea from the consignor to the Port of Takoradi.
- Independent shipping companies, coordinated by the consignor, handle the transportation to the port.

Port Handling and Pre-Clearance

- Before the shipment reaches Tarkwa ,Barbex Africa Projects Ltd ensures that all shipping documentation is in order and that the containers are pre-cleared for prompt processing at the Tarkwa terminal.
- Upon arrival, containers are directly transferred from the vessel onto Barbex Africa Projects Ltd vehicles—they are not stored at the port terminal.
- The stevedoring company, under the TAKORADI Port Authorities, manages the unloading of containers from vessels and loading onto trucks.

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- Barbex Africa Projects Ltd collects the containers within 24 hours of vessel arrival and transports them to Barbex yard in Tarkwa for interim storage in their warehouse where there will be change of container, prepared for departure to the mine site the following morning.

Transport Route and Escort

- Barbex Africa Projects Ltd GHANA transports containerized sodium cyanide from Takoradi Port to customer mine.
- The trucks are escorted from:
 1. Takoradi Port Terminal to the BARBEX Yard
 2. BARBEX Yard to the Mine Site
- Escort teams include:
 - BARBEX Escort Team

Contractual Agreements

- BARBEX has a contract agreement with ORICA to handle logistics, including sodium cyanide transportation from Takoradi Port to Barbex site and onwards to customer mine.
- The transportation and Logistics, is handled by BARBEX retains full control over the movement of the cyanide convoys, ensuring compliance with safety protocols.
- BARBEX (Barbex Africa Projects Ltd) acts as a cyanide transporter for ORICA and other suppliers, transporting solid cyanide briquettes by road to Iduaprim and customer mines.

Compliance and Due Diligence

- Cyanide shipments arrive in 20-foot containers, each containing 20 one-ton boxes of solid briquette cyanide.
- Stevedores offload containers at the port and directly load them onto trucks.
- Orica has conducted due diligence on the port, which must be renewed every three years to maintain compliance with the Cyanide Code.
- BARBEX responsibility under the Cyanide Code begins once the containers are collected from the port.
- Containers are delivered under Tackle (direct transfer from ship to truck).
- Stevedores handling the cyanide shipments comply with IMDG/IMODG Code requirements.

Transport Management and Safety Measures

- BARBEX vehicles collect the containers with all necessary documentation and manage transport under a jointly agreed Transport Plan (TP) between the supplier and the mine.
- The containers are transported in escorted convoys to the mine site.
- Each convoy includes:



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- 1 escort vehicle consisting of an escort leader
- emergency response kit

Convoy Team Composition and Emergency Preparedness

- Convoy personnel include:
 - Convoy leader
 - Truck drivers
 - Cyanide response Kit Emergency response equipment for cyanide spills and releases,
 -
- Government Agency Personnel in Each Convoy: (Where applicable)

Government-Regulated Escort Requirements (Where Applicable)

- It is mandatory for all cyanide transporters and end-users to use government agencies for escorting hazardous materials.
- The escort agencies operate under the Ministry of environment and the ministry of finance and the ministry of interior , and escort charges apply per convoy.
- A fixed number of escort personnel is assigned per convoy, regardless of whether it consists of a single truck or multiple trucks.
- EPA ICMI AGREEMENT:
 - These agencies are now responsible for the implementation of the ICMI standard to mine transport and production and this was implemented in 2012.

4 - List of Employees and Contractors Interviewed

ATTENDANCE SHEET & INTERVIEW ATTENDANCE SHEET		
NAME	POSITION	contact
MARY ASANTE-ASAMOAH	EXECUTIVE DIRECTOR	maryt@barbexonline.com Cell- +233-246-608915
HENRY TABI	MANAGING DIRECTOR	
DAVID TABI	OPERATIONS MANAGER	Email: dtabi@barbexonline.com Tel: +233 (0) 549750702



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Augustin Aggrey	Transport Manager -	
: Paul Boi	Workshop manger	
Ebenezer Egyir	Safety Manager -	
Samuel dzata	driver	
Charles Aka	Mechanic	
Fatahu hamidu	vulocanizer	

5 transit and Storage

The scope of the audit do cover interim storage.

BARBEX operation is to transport from port to Barbex yard adjacent to Iduaprim mine site within west Africa

Then BARBEX dispatch the truck to customer mine site.

6 Auditor's 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 compliance problems .

Audit Company: Crown Transport & Logistics

Audit Team Leader: Ghassan Hussein

E-mail: ghass@ctlwa.com

Name and Signature of Lead & Technical Transport Auditor:

Name Ghassan Hussein



Signature

Date 25-2-2026

I attest that I meet the criteria for knowledge, experience and conflict of interest for a Cyanide Code Certification Audit Lead Auditor, established by the International Cyanide Management Institute and that all members of the audit team meet the applicable criteria established by the International Cyanide Management Institute for Code Certification Auditors. I attest that this Summary Audit Report accurately describes the findings of the certification audit. I further attest that the certification audit was conducted in



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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 of audit: 2-2-2026 to 7-2-2026

Ghassan Hussein

Lead Auditor

Date 25-2-2026



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

Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.

***The operation is X in full compliance with Transport Practice 1.1**

Summarize the basis for this Finding/Deficiencies Identified:

Route and Risk Assessment Overview & Approved Transport Route

Approved Route: There is a single government-approved route (90 km) from Takoradi Port to Barbex to the IDUAPRIM Mine.

Route Formation: 80 km tarred, 5 km untarred.

Max Speed: 50 km/h.

Primary Hazards: Wandering animals, pedestrians, rainstorms, soft road verges, and water bodies (rivers).

Critical Sections: High-risk areas near water bodies and bridges

Regulatory Compliance:

- * All routes and procedures comply with the Ghana EPA.
- * EPA Permit 2024 mandates ICMI cyanide handling standards.
- * The Ministry of Environment approves routes; customs/police escort is obligatory.
- * Route deviations require ministry consent.

Risk Mitigation & Convoy Management

Convoy Composition:

All deliveries are managed by a convoy. The full team includes:

- * 1 Escort Car
- * 1 Truck Driver
- * Escort Driver & Truck Drivers
- * Police Escort, EPA & Customs Officers (if required by regulation)

Operational Procedures:

pre-Departure Checks: Weather (no deliveries if winds >60 km/h or heavy rain), route inspection.

Driving Hours: Strict daylight driving from 6 am to 6 pm (exceptions made only to avoid overnight stops in populated areas).

Speed Restrictions: 50 km/h maximum, with reduced speed in populated/hazardous zones (schools, markets, pedestrian crossings).

Weather Restrictions: No deliveries during rain or sandstorms (Harmattan season reduces visibility). Convoy halts until visibility improves, with delays possible for up to 24 hrs.

Rest Stops: All stops are audited, inspected, and documented in the Journey Plan.

Risk Assessment & Emergency Preparedness

Risk Assessment (RRA) Review Process:

Annual Review: Conducted by the HSEQ Manager.

2-Year Review: A comprehensive RRA is conducted every 2 years.

Real-Time Updates: New hazards identified by the Convoy/Escort Driver on the Trip Report/Journey Plan are transferred to the RRA for medium and long-term hazard management.

RRA Evaluates: Road conditions (pitch, grade, surface quality), population density, and specific hazards like



bridges/water bodies.

Emergency Response:

Barbex has a two-tier Emergency Response Plan (ERP):

Level 1: In-house response within the escort ER team and company capabilities.

Level 2: National response where Barbex seeks external responders through government agencies.

The ERP and Journey Plan include proximity to hospitals/police and communication checkpoints.

This overview has been verified via interviews with the HSEQ Manager, Escort Driver, and Operations Manager.



Transport Practice 1.2: Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.

***The operation is X in full compliance with Transport Practice 1.2**

Summarize the basis for this Finding/Deficiencies Identified:

Route and Risk Assessment Overview

Approved Transport Route:

A single government approved 85 km route runs from Takoradi Port to Barbex to the IDUAPRIM Mine.

Composition: 80 km tarred road and 5 km untarred road.

Speed Limit: A maximum of 50 km/h is enforced.

Key Hazards: Pedestrians, wandering animals, rainstorms, soft road verges, and water crossings.

Critical Sections: Specific high risk areas near bridges and water bodies

Regulatory Compliance:

All operations adhere to Ghana EPA standards, including a 2024 permit mandating ICMI cyanide handling protocols. The Ministry of Environment approves the route, and any deviation requires its consent.

Risk Mitigation & Convoy Management

Convoy Composition:

Each delivery is conducted by a convoy managed by a Escort Driver and includes:

A Escort /escort car

A truck driver

Police escort, EPA and Customs officers as required

Operational Procedures:

Pre Departure Checks: Weather conditions (no travel if winds exceed 60 km/h or during heavy rain) and route inspection.

Schedule: Strictly daylight hours (6:00 to 18:00), with exceptions only to avoid stopping overnight in populated areas.

Speed: A 50 km/h maximum speed, reduced further in high density zones (e.g., near schools, markets).

Weather: Operations are suspended during rain or sandstorms; convoys halt until visibility improves, potentially for up to 24 hours.

Stops: All rest stops are pre audited, inspected, and documented in the Journey Plan.

Risk Assessment & Emergency Preparedness

Risk Assessment (RRA):

Reviews: An annual review is conducted by the HSEQ Manager, supplemented by a comprehensive review every five years.

Process: The annual RRA evaluates road conditions (pitch, grade, surface), population density, and specific hazards like bridges.

Updates: The Escort Driver logs new hazards in real time on the Journey Plan; these are incorporated into the RRA for long term mitigation.

Emergency Response:

A two tier Emergency Response Plan (ERP) is in place:

Level 1: In house emergency response within the team's capabilities.

Level 2: Escalation to national level external responders through government agencies.

The ERP includes protocols based on proximity to hospitals, police, and communication checkpoints.

Verified by interviews with the HSEQ Manager, Convoy Leader, and Operations Manager.



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

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

Summarize the basis for this Finding/Deficiencies Identified:

Barbex transports 1 x 20ft container per truck, a contractual limit well within the equipment's design capacity for 2 containers however only 1 x20 ft container or 1 sio tank is carried.

Load summary

Capacity	Actual weight	Permissible weight
truck + trailer 4X2 + 3	6	60 tons Gross
Actual	1x20 ft cont.	
cont. empty weight	2.5 tons	
Net load + container 2.5+21	23.5 tons	23.5 tons
truck + trailer	13 tons	Based on 10 tons per axel
Total Gross tonnage includes truck+ load	37 tons	60 tons

Cargo: Cyanide briquettes (~21 22 tons) + Empty container (3 tons) = ~24 25 tons total cargo.

Vehicle: Truck and trailer weight = 13 tons.

Gross Vehicle Weight: ~37 tons and 39 for ISO tank.

Ghana regulations allow 10 tons/axle. With a 6 axle setup, the maximum legal gross weight is 60 tons.

The actual gross weight of ~37 tons results in an average of ~6 tons per axle, which is significantly below the legal limit and demonstrates a substantial safety margin. This complies with the ECOWAS/UMOA treaty allowance of 11.5 tons/axle.

Primary Provider: all major repairs, brake tests, and servicing are fully outsourced to and conducted by the authorized Scania Agent (SCANIA Ghana).

Maintenance scheduling: the service intervals and requirements are dictated by the truck's on board computer.

Certification & Inspection: vehicles undergo annual third party inspections and must receive roadworthiness certification from the DVLA.

Minor Breakdowns: Addressed en route by the convoy's in house mechanics.

Pre Trip Checks: drivers and mechanics conduct inspections using checklists that include axles, chassis, twist locks, brakes, tires, lights, mirrors, and leaks.

Safety Equipment: Seat belts, first aid kit, breakdown signage, and emergency response equipment.

Post Trip Checks: the workshop department performs inspections after each journey to identify any necessary repairs.

Load process: Barbex procedures and a fixed cyanide box count per container prevent overloading. Weight is verified against the Bill of Lading.

all containers are placarded in compliance with IMDG regulations.

ISO Tanks: Handled by Orica; their hatch design provides a physical prevention against overfilling.



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Equipment: Loading is performed using port cranes (at Takoradi and the mine). Barbex's forklifts and side lifter are maintained by Mantrac.

Maintenance logs are kept for all vehicles (e.g., Truck GR 5691 23, GT 1806 17).
all equipment is operated within its rated capacities.

Repairs are not subcontracted except to the designated OEM agents (Scania for trucks, Mantrac for forklifts).



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

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

Summarize the basis for this Finding/Deficiencies Identified:

Packaging is done in sealed 20ft containers/ISO tanks from producer, opened only at destination mine
Load summary

Capacity	Actual weight	Permissible weight
truck + trailer 4X2 + 3	6	60 tons Gross
Actual	1x20 ft cont.	
cont. empty weight	2.5 tons	
Net load + container 2.5+21	23.5 tons	23.5 tons
truck + trailer	13 tons	Based on 10 tons per axel
Total Gross tonnage includes truck+ load	37 tons	60 tons

- Net cargo: 24 tons (21 tons cyanide + 3 tons container)
- Gross vehicle weight: 37 tons (significantly below 60-ton legal limit)
- Integrity Verification:
 - Pre-loading checks: Seals, labels (UN 1689, Class 6.1), IMDG
 - In-transit monitoring: Visual seal inspections at rest stops
 - Delivery confirmation: Bill of Lading verifies undamaged condition

Barbex retain extra placarding in case any of the containers came with damaged placarding

- Hazard Placarding:
 - Containers/ISO tanks: Hazchem labels on all sides + UN 1689 placards
 - Trucks: Front/rear placards + red flags for convoy identification
 - All placarding removed after container emptying and cleaning

Barbex maintenance is done through :

- SCANIA (Scania Agent): Major repairs, brake tests, servicing
- Workshop Department: Minor repairs, post-trip inspections
- Maintenance Scheduling: On-board computer tracking
- Certification: Annual DVLA roadworthiness certification

Convoy Composition

- 1 Escort car, 1 Escort Driver
- 5 Drivers,
- all drivers have class F License mandatory (heavy goods/dangerous cargo)



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- Annual training: Cyanide awareness, first aid, firefighting, mock drills

Barbex Manage fatigue through the following policy

- Maximum driving: 8 hours/day (2-hour shifts + 15-min rest periods)
- Operational window: 6 AM–6 PM (night travel requires management approval)
- Weekly maximum: 48 driving hours/6-day workweek
- Route Planning: Pre-approved rest stops avoiding high-risk areas

Barbex manage risk mitigation measures by the following

- Operational Stoppages: Implemented for severe weather or civil unrest
- Substance Policy:
 - Zero tolerance for drugs/alcohol
 - Pre-trip Breathalyzer checks
 - Consequence management for readings above 0.04% alcohol (government hospital confirmed)

Barbex adhere to UMOA and ECOWAS weight standards: ECOWAS/UMOA compliance 10-ton limit)
maintenance/training records maintained for 5+ years
ICMC Audit (2023) validated port operations due diligence

Verified through interviews with HSEQ Manager, Escort Driver, Workshop personnel, and Drivers.



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

***The operation is X in full compliance (NOT APPLICABLE) with Transport Practice 1.5**

Summarize the basis for this Finding/Deficiencies Identified:

1. Scope of Operations:

- Land Transport Only: Barbex is solely responsible for cyanide transport by road from port to destination by road.
- No Sea or rail Transport covered under this audit scope:
- Barbex does not manage maritime consignment or ensure IMO/IMDG compliance for sea shipments.

2. Due Diligence & Compliance:

- ICMC Audit (Golder 2023): Validates that marine regulatory requirements are handled by the producer.
- Container Markings: Confirmed presence of required hazard placards on all four sides:
 - UN 1689 (Sodium Cyanide)
 - Marine Pollutant
 - Class 6 Toxic

Verification:

- Confirmed by Interview:
HSSE Manager .



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

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

Summarize the basis for this Finding/Deficiencies Identified:

Brbex primary methods of communication :

Mobile Phones: All personnel equipped with GSM phones as the primary contact method.

GPS Tracking: All trucks equipped with Tafani GPS systems for 24/7 real time monitoring.

Satellite Roaming Phone: Reserved for emergency as a back up system used in areas with no cellular coverage.

Visual/Audible Signals: Headlights and horns for immediate alerts between vehicles.

Barbex has a team to do continuous real time tracking of vehicle speed, location, and diagnostics.

Automated alerts triggered for unauthorized stops exceeding 3 minutes of idling.

Escort Driver must contact Headquarters every 2 hours.

Immediate reporting required when entering or leaving known communication blackout zones.

All communications are recorded and subject to post trip review.

Emergency Procedures: entire convoy halts immediately if any vehicle experiences issues.

Satellite phone activated in areas with no cellular coverage.

Pre identified emergency contacts are established along all routes.

Critical Documents are carried along with the convoy like Emergency contact lists (hospitals, emergency responders, mine contacts)

Material Safety Data Sheets (MSDS) and incident response instructions

Bill of Lading for container and seal verification

A customs officer accompanies the convoy to prevent tampering and verify documentation

barbex do a verification process prior during and post delivery :

1. Containers are matched to shipping documents at the port.
2. Physical seal inspections are conducted at every rest stop.
3. The mine site provides signed delivery confirmation upon receipt.

Daily checks of all communication and safety equipment.

Annual mock drills to validate emergency response procedures.

All communication logs and records retained for a minimum of 5 years.

External audit (ICMC Golder 2023) validated port and communication operations.

Barbex Identified the critical tasks and the critical position in their organization

Escort Driver:

Carries 2 mobile phones.

Custodian of all critical documents.

Leads all communications and makes emergency decisions.

Drivers:

Utilize mobile and radio communication.

Issue vehicle to vehicle alerts.



Assist in crowd control and barricading during emergencies.

Safety Officer:

Monitors overall convoy integrity.

Takes action in case of emergencies.

Customs Agent:

Responsible for document and seal verification.

Verification and Compliance

All procedures are designed to ensure seamless communication, rigorous documentation, and swift emergency response in compliance with international safety and regulatory standards.



2. INTERIM STORAGE: Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent releases and exposures.

Transport Practice 2.1: Store cyanide in a manner that minimizes the potential for accidental releases.

***The operation is X in full compliance with Transport Practice 2.1**

Summarize the basis for this Finding/Deficiencies Identified:

Barbex has

- 1,000 sqm warehouse with concrete floors/walls
- Dual containment :
 - Secondary perimeter bunding for entire yard
- Roofed/enclosed to prevent precipitation contact
- Ventilation: 2 extractor fans + natural airflow from stacked boxes (3-high, 4-column arrangement)

entering Barbex warehouse is restricted to

- Biometric access (fingerprint recognition)
- 13 surveillance cameras (4 indoor, 7-yard, 2 security post,)
- 24/7 guarded security post

Barbex has the following safety measures

- 1 permanent HCN detectors and particulate meter 3M EVM7(2 warehouse, 2 yard)
- Portable detectors for security personnel
- 5000 liters sodium hypochlorite tank (5%) for decontamination
- 3 tons ferrous sulphate onsite for spill response

Barbex operational controls

- Access Restrictions:
 - No public access permitted
 - Operational staff only during active cyanide handling
 - Mandatory PPE and induction for all visitors

Signages:

- Primary locations: Main gate, warehouse entrance, showers
- Portable signs deployed during operations :

Signs content differ from one location to another showing

- Required different PPE based on location
 - Prohibitions (food/drink/smoking)
 - Emergency contacts/exposure protocols
- Red light system to indicate active operations

Barbex water management:

- No water sources in storage areas
- Bunding prevents rainwater ingress
- Regular groundwater testing conducted

Barbex product handling:



- Exclusive to solid cyanide (no liquids stored)
- ISO tanks with residual liquid returned to mines
- No interim storage of other chemicals is permitted

Barbex compliance & verification

- Designed to Australian/Ghanaian standards by Orica
- EPA-permitted facility

Documentation:

- Camera footage retained
 - Access logs (biometric system)
 - Incident reports
- Confirmed via:
HSEQ Manager interview & visual inspection



3. EMERGENCY RESPONSE: Protect communities and the environment through the development of emergency response strategies and capabilities

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

***The operation is X in full compliance with Transport Practice 3.1**

Summarize the basis for this Finding/Deficiencies Identified:

Barbex Scope of Operations Transport: Exclusive road transport of solid cyanide briquettes packed in 1-ton sacks within sealed 20-foot steel containers or isotanks.

- Route: From Port of Takoradi to Barbex interim storage at Iduaprim Mine.
- Exclusions: ERP explicitly excludes sea, air, or rail transport scenarios.

Barbex developed Emergency Response Plan (ERP)

- Revised annually, following drills, or after actual activations.

- Covered Scenarios:

- Truck breakdowns
- Spills and accidents (dry/wet conditions)
- Multi-vehicle incidents
- Driver injuries
- Security threats (armed robbery/civil unrest)
- Extreme weather events

- Drills: Regular practice sessions for all emergency scenarios.

. Emergency Response Team

- Convoy Personnel: All drivers are trained and certified in advanced first aid.
- Composition: Detailed roles and responsibilities defined for all convoy members.

. Transport Safety Protocols

- Convoy Operations: Closed formation with maximum speed limit of 70 km/h.
- Vehicle Maintenance:
 - Annual third-party inspections by Auto Correct Engineering
 - Additional DVLA/EPA compliance checks
 - Weekly maintenance managed by dedicated team
- Fleet Specifications:
 - 3 Scania trucks (30+ ton capacity each)
 - Single 20-ft container per truck (~24 tons cargo)
 - Gross vehicle weight: ~37 tons (compliant with Ghana's 10-ton/axle regulation)



- . Risk Management
 - Route Assessments:
 - Annual reviews of all documentation
 - Comprehensive reassessment every 2 years
 - Risk Mitigation: Road-specific strategies focusing on protection, prevention, and intervention.
- . Interim Storage Operations
 - Location: Barbex-managed facility at Iduaprim Mine
 - ERP Coverage: Includes site-specific scenarios:
 - Loading/unloading accidents
 - Container damage/leakage
 - Other storage-related emergencies
- . External Coordination
 - Port/Mine Operations: Primary emergency response handled by respective facilities, with Barbex in support role
 - Stakeholder Integration: Well-defined coordination procedures with:
 - Fire services
 - Police departments
 - Other emergency responders
- . Validation
 - All procedures and capabilities confirmed through:
 - Management interviews
 - Visual inspections of equipment and operations
 - Documentation review



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

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

Summarize the basis for this Finding/Deficiencies Identified:

Barbex Training Program is as follow

- A comprehensive training matrix defines role-specific requirements for all convoy personnel
- Mandatory Training Includes:
 - Cyanide awareness & emergency response
 - Defensive Driving
 - First aid & firefighting
 - Hazardous materials handling
 - PPE usage protocols
- Training Delivery: Initial supplier training, now conducted biannually by HSEQ Manager using Orica materials
- Refreshers: Toolbox meetings before each convoy reinforce safety procedures
- Records: All training documentation retained for 2 years
- Competency Framework: SOPs define emergency roles for all positions

- . Emergency Response Plan (ERP)
 - Covered Scenarios:
 - Vehicle breakdowns
 - Accidents (with/without spills)
 - Multi-vehicle incidents
 - Security risks
 - Extreme weather events
 - Response Categories:
 - Level 1: Internally managed incidents
 - Level 2: Requires national government support
 - Key Responsibilities:
 - Convoy Manager: Overall coordination and communication
 - Drivers: Move 50m upwind; provide crowd control
 - Escort Team: First response actions
 - External Responders: Police, fire brigade, hospitals when escalated

ER Team Composition

- 1 Escort driver
- 1 Truck driver
- All personnel cross-trained in emergency response protocols

. ER Equipment & Inspection



- Equipment Includes:
 - PPE (full-face masks, Tyvek suits, gloves, boots)
 - First aid supplies
 - HCN detectors
 - Fire extinguishers
 - Sodium hydroxide neutralizing agent
- Inspection Protocol:
 - Pre-trip checklist verification
 - Regular calibration of HCN detectors
 - Storage in dedicated air-conditioned logistics room
 - Retraining implemented for checklist compliance

Simulations & Stakeholder Integration

- Biannual mock drills with external agencies (police, fire, hospitals)
- Annual community awareness training (focused on crowd control and public communication)
- Clear stakeholder roles defined in ERP and SOPs for all operational conditions

Roles & Oversight

- Barbex defined positions:

Base Controller,

Incident Controller,

Press Liaison,

Safety Manager

Regular interviews confirm role understanding and protocol adherence

Incident reporting and root cause analysis processes ensure continuous improvement

Operational Management

Equipment readiness is mandatory precondition for convoy deployment

All safety equipment double-checked and recorded before departure

Contracted Activities

Core operations maintained in-house

Only truck maintenance (under Scania warranty) and port operations are outsourced

Due diligence validated through external audits



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

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

Summarize the basis for this Finding/Deficiencies Identified:

Emergency Communication Procedures

- The Escort Driver initiates emergency contact with the HSEQ Manager, who subsequently notifies:
 - Barbex Management
 - Local authorities
 - Iduaprim Mine
 - Relevant emergency responders
 - ICMC (for significant incidents)
- Police escorts assist with external communications during incidents.

Contract Information Management

- Emergency contact details (mine/authority contacts, hospitals, general emergency numbers) are documented in both the ERP and Transport Plan.
- Contract lists are:
 - Carried with each convoy
 - Reviewed and updated annually (typically in January)
 - Verified before each convoy departure by the HSEQ Officer
 - Immediately updated for any changes in mine, security, or government contacts

Notification Responsibilities

- Procedures include notifying:
 - Shipper/Supplier
 - Receiver/Consignee
 - Response providers
 - Medical facilities
- All stakeholders are contacted before each voyage, including:
 - Suppliers and shipping lines
 - Stevedores and clearing agents
 - Government agencies
 - Clients and Barbex representatives

ICMI Reporting Requirements

Barbex notifies ICMI for:

- Human exposure requiring emergency medical response
- Cyanide release into natural surface waters
- Transport incidents involving cyanide release
- Suspected multiple wildlife fatalities from cyanide
- Theft or hijacking of cyanide shipments

Document Control

- Documents (ERP, contact lists) are reviewed annually or as needed due to:
 - Operational changes
 - Lessons learned from incidents
 - Stakeholder updates



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- The latest ERP and contact list update occurred in 2025

Verification

Protocols confirmed through:

- Documentation review
- Interviews with HSEQ Manager and Operational Manager



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

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

Summarize the basis for this Finding/Deficiencies Identified:

BARBEX has developed and implemented a comprehensive suite of procedures and checklists to manage cyanide transport, handling, spill response, and equipment maintenance. Key documents include:

Transport plan
Emergency Response
Barbex SH&E Procedures
Dispatching Prime Movers (Journey Plan)
Newcrest Bonikro Transport Plan
covering container loading/unloading, cyanide handling, spills, and decontamination.
Waste Management and Environmental Safety
Surface Water Sampling
Disposal of Cyanide-Contaminated Liquid Waste
Disposal of Uncontaminated Liquid Waste

Maintenance and Safety

250hrs PM – New Forklift Maintenance Checklist
Management of Change for Preventive Maintenance
DAILY CHECKLIST FOR TRUCKS
MOC – Management of Change
INCIDENT REPORT
Cyanide Spill Response and Waste Management

The ERP, Transport Plan, MSDS, and relevant SOPs provide clear instructions for responding to cyanide spills under both dry and wet conditions, including during rainy seasons when surface water may pond. Key steps include:
Securing the area and donning appropriate PPE
Testing for HCN gas
Covering spills (e.g., with tarpaulins in rain)
Recovering solids/liquids into sealed containers
Neutralization (e.g., using sodium hypochlorite) and equipment decontamination

Important Restrictions: The use of neutralizing chemicals (e.g., sodium hypochlorite, ferrous sulphate, hydrogen peroxide) is prohibited near surface or underground water bodies due to environmental risks.

Waste Disposal: All cyanide-contaminated waste is transported to the IDUAPRIM mine under an existing agreement for proper disposal.

Communication and Incident Notification

Emergency communication procedures are outlined in both the ERP and Transport Plan. Escort Driver is responsible for initiating communication, and the HSEQ Manager informs relevant stakeholders (e.g., BARBEX management, local authorities, IDUAPRIM). Key features:



Annual Review: Contract lists (emergency numbers, hospitals, authorities) are reviewed and updated every January, and whenever there are changes.

Convoy Procedures: Contacts are verified prior to each convoy's departure.

Information Distribution: Communication to external parties is managed via flyers and regulated through the base station.

ICMI Reporting Requirements

BARBEX is required to notify ICMI of specific incidents, including:

Human exposure requiring emergency team action

Cyanide release into surface water

Transport-related cyanide release

Multiple wildlife fatalities linked to cyanide

Cyanide theft or hijack

Verification

All procedures and systems were confirmed through:

Review of documentation procedure

Interviews with the

HSEQ Manager

Escort Driver

BARBEX has developed and implemented a comprehensive suite of procedures and checklists to manage cyanide transport, handling, spill response, and equipment maintenance. Key documents include:

Transport plan

Emergency Response

Barbex SH&E Procedures

Dispatching Prime Movers (Journey Plan)

Newcrest Bonikro Transport Plan

covering container loading/unloading, cyanide handling, spills, and decontamination.

Waste Management and Environmental Safety

Surface Water Sampling

Disposal of Cyanide-Contaminated Liquid Waste

Disposal of Uncontaminated Liquid Waste

Maintenance and Safety

250hrs PM – New Forklift Maintenance Checklist

Management of Change for Preventive Maintenance

DAILY CHECKLIST FOR TRUCKS

MOC – Management of Change

INCIDENT REPORT

Cyanide Spill Response and Waste Management

The ERP, Transport Plan, MSDS, and relevant SOPs provide clear instructions for responding to cyanide spills under both dry and wet conditions, including during rainy seasons when surface water may pond. Key steps include:

Securing the area and donning appropriate PPE

Testing for HCN gas

Covering spills (e.g., with tarpaulins in rain)



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Recovering solids/liquids into sealed containers
Neutralization (e.g., using sodium hypochlorite) and equipment decontamination

Important Restrictions: The use of neutralizing chemicals (e.g., sodium hypochlorite, ferrous sulphate, hydrogen peroxide) is prohibited near surface or underground water bodies due to environmental risks.

Waste Disposal: All cyanide-contaminated waste is transported to an EPA certified third party

Communication and Incident Notification

Emergency communication procedures are outlined in both the ERP and Transport Plan Escort Driver is responsible for initiating communication, and the HSEQ Manager informs relevant stakeholders (e.g., BARBEX management, local authorities, IDUAPRIM). Key features:

Annual Review: Contract lists (emergency numbers, hospitals, authorities) are reviewed and updated every January, and whenever there are changes.

Convoy Procedures: Contacts are verified prior to each convoy's departure.

Information Distribution: Communication to external parties is managed via flyers and regulated through the base station.

ICMI Reporting Requirements

BARBEX is required to notify ICMI of specific incidents, including:

- Human exposure requiring emergency team action
- Cyanide release into surface water
- Transport-related cyanide release
- Multiple wildlife fatalities linked to cyanide
- Cyanide theft or hijack

Verification

All procedures and systems were confirmed through:

- Review of documentation procedure
- Interviews with the
HSEQ Manager
Operations manager



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

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

Summarize the basis for this Finding/Deficiencies Identified:

Emergency Communication Procedures

- The Escort Driver initiates all emergency communications by contacting the HSEQ Manager
- The HSEQ Manager subsequently notifies:
 - Barbex senior management
 - Local authorities and emergency services
 - Iduaprim Mine operations
 - Relevant response organizations
 - International Cyanide Management Institute (ICMI) for significant incidents
 - Police escorts provide support with external communications and coordination

Contract Information Management

- Comprehensive contact information is maintained in both the Emergency Response Plan and Transport Plan, including:
 - Mine and regulatory authority contacts
 - Hospital and medical emergency numbers
 - General emergency services
- Contract lists are:
 - Physically carried with each convoy
 - Annually reviewed and updated each January
 - Verified before every convoy departure by the HSEQ Officer
 - Immediately updated for any changes in stakeholder information

Notification Protocol

- Established procedures require notification of:
 - Shipping suppliers and consignees
 - Emergency response providers
 - Medical treatment facilities
- All stakeholders receive advance notification before each transport operation, including:
 - Supply chain partners (shipping lines, stevedores, clearing agents)
 - Government regulatory agencies
 - Client representatives
 - Barbex management team

ICMI Reporting Obligations

Mandatory reporting to ICMI occurs for:

- Human exposure incidents requiring emergency medical intervention
- Cyanide contamination of natural water systems
- Transportation incidents involving cyanide release
- Suspected wildlife mortality events related to cyanide
- Security incidents involving cyanide theft or hijacking

Document Control System

- Emergency documentation undergoes:



- Annual systematic review
- Immediate updates responding to:
 - Operational changes
 - Incident learnings
 - Stakeholder information updates
- Most recent comprehensive update completed in 2025

Quality Assurance

Protocol validation conducted through:

- Comprehensive documentation review
- Structured interviews with HSEQ Manager and Operational Manager

This optimized protocol maintains clear communication channels and ensures regulatory compliance during emergency situations.

This summary report was prepared by:



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