

INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE

Transportation Summary Re-certification Audit Report

**AFRICA GLOBAL LOGISTICS
ABIDJAN COTE D'IVOIRE
9th – 13th February 2025**

For

International Cyanide Management Institute

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Signature Lead Auditor

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AGL COTE D'IVOIRE LOGISTICS
9-2-2025 to 13-2-2025

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1.0 Introduction

1.1 Company information

Name of Operation: AGL COTE D'IVOIRE Logistics

Name of Operation Owner: AGL COTE D'IVOIRE Logistics

Name of Operation Operator: AGL COTE D'IVOIRE Logistics

Name of Responsible Manager: **Yéfarkiya YEO**
QHSE Director

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2 Audit scope

The audit scope is re certification for AGL COTE D'IVOIRE of cyanide road transport from Abidjan to mine site for solid sodium cyanide

3 Location detail and description of operation:

AGL COTE D'IVOIRE Logistics, Côte d'Ivoire became a Signatory to the International Cyanide Management Code on 11 March 2011 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 2015. Recertification was completed in 2018.

AGL COTE D'IVOIRE operations is based in Abidjan, AGL COTE D'IVOIRE have a cyanide operation yard, the yard is located 2 km from the main port

Address Cote Divoire Abidjan

AFRICA GLOBAL LOGISTICS

1 Av. Christiani, Abidjan, Côte d'Ivoire

+2252721220420

[Sodium Cyanide Transport Process and Logistics in Côte d'Ivoire](#)

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 Abidjan, Côte d'Ivoire.
- Independent shipping companies, coordinated by the consignor, handle the transportation to the port.

Port Handling and Pre-Clearance

- Before the shipment reaches Côte d'Ivoire, AGL COTE D'IVOIRE ensures that all shipping documentation is in order and that the containers are pre-cleared for prompt processing at the Abidjan terminal.
- Upon arrival, containers are directly transferred from the vessel onto AGL COTE D'IVOIRE CI's subcontracted vehicles—they are not stored at the port terminal.
- The stevedoring company, under the Abidjan Port Authorities, manages the unloading of containers from vessels and loading onto trucks.

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- AGL COTE D'IVOIRE CI collects the containers within 24 hours of vessel arrival and transports them to its yard in Abidjan for a short period, where they remain loaded on trailers, prepared for departure to the mine site the following morning.

Transport Route and Escort

- AGL COTE D'IVOIRE Cote d'Ivoire (AGL COTE D'IVOIRE CI) transports containerized sodium cyanide from Abidjan Port to Endeavour Ity Mine, covering a distance of 681 km.
- The trucks are escorted from:
 1. Abidjan Port Terminal to the AGL COTE D'IVOIRE Yard
 2. AGL COTE D'IVOIRE Yard to the Mine Site
- Escort teams include:
 - AGL COTE D'IVOIRE Escort Team
 - CIAPOL (Environmental Protection Agency)
 - Military personnel
 - Chemical and Weapons Authority (SPCIAC-CI, also known as Arme Chimique)

Contractual Agreements

- AGL COTE D'IVOIRE CI has a contract agreement with Samsung C&T to handle logistics, including sodium cyanide transportation from Abidjan Port to Endeavour Ity Mine.
- The transportation aspect is subcontracted to Konis Logistics, which provides vehicles and drivers. AGL COTE D'IVOIRE CI retains full control over the movement of the cyanide convoys, ensuring compliance with safety protocols.
- Africa Global Logistics (AGL COTE D'IVOIRE) acts as a cyanide transporter for Samsung C&T and other suppliers, transporting solid cyanide briquettes by road to ITY and Lafigue 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.
- Samsung C&T has conducted due diligence on the port, which must be renewed every three years to maintain compliance with the Cyanide Code.
- AGL COTE D'IVOIRE 's 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

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- AGL COTE D'IVOIRE vehicles collect the containers with all necessary documentation and manage transport under a jointly agreed Transport Management Plan (TMP) between the supplier and the mine.
- The containers are transported in escorted convoys to the mine site.
- Each convoy includes:
 - 2 escort vehicles
 - 4 safety officers
 - Each truck is operated by a driver and accompanied by an assistant.
 - Safety officers manage communication between the trucks, escort vehicles, and the convoy manager.

Convoy Team Composition and Emergency Preparedness

- Convoy personnel include:
 - Convoy Manager and Assistant Convoy Manager
 - Cyanide First Aid Personnel
 - Safety Officers
 - Mechanic
 - Emergency response equipment for cyanide spills and releases
 - Medical equipment for treating cyanide exposure (splashes, inhalation, ingestion, skin contact)
- Government Agency Personnel in Each Convoy:
 - 1 Fire Service Personnel (Chemical Division)
 - 3 Gendarmerie/Military Officers
 - 1 CIAPOL Representatives
 - 2 SPECIACDEM-CI Officers

Government-Regulated Escort Requirements

- 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 Defense, 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.
- Formation of the Escort Agencies:
 - SPECIACDEM-CI and CIAPOL were established following a hydrogen peroxide incident that occurred 10 years ago in Côte d'Ivoire.

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- These agencies are now responsible for escorting all hazardous material (HAZMAT) cargo within Ivorian territory to ensure safe and compliant transportation.

4 - List of Employees and Contractors Interviewed

INTERVIEW ATTENDANCE SHEET		
NAME	POSITION	CELL
GUINDO HAMADOU	DIRECTOR	0707673317
TRAORE ABRAHAM	REFERENT QHSE	0758819886
YAO KONAN FELIX	CONVOY MANAGER	0708191144
LADJI KAMARA	CONVOY MANAGER	0777720928
YEO YETARKIYA	QHSE	0707963135
BAKAYOKO AWA	COORDINATOR QHSE	0707043380
MORY TOURE	AGENT EXPLOITATION	0749437849
BLE ZIE OLIVIER	COORDINATEUR QHSE	0747933804
TRAORE DAOUDA	COMMIS	0140726083
KONATE LACINA	CHEF DE SERVICE PLANIFICATION	0707690712

5 transit and Storage

The scope of the audit do not cover interim storage or storage

AGL COTE D'IVOIRE operation is to transport from port to mine site within west Africa

AGL COTE D'IVOIRE trucks passes through the yard just to fuel and do final check before departure

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 during the previous three year audit cycle.

Audit Company: Crown Transport & Logistics

Audit Team Leader: Ghassan Hussein

E-mail: ghass@ctllwa.com

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Name and Signature of Lead & Technical Transport Auditor:

Name Ghassan Hussein

Signature

Date 25-2-2025



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.

Date of audit: 9th to 13th -02- 2025



Ghassan Hussein

Lead Auditor

Date 25-2-2025

Signature Lead Auditor

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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:

AGL COTE D'IVOIRE subcontract the transport to Konis Logistics the direct responsible of the drivers and the vehicles maintenance are the responsibility of the Konis logistics z however training and the convoy management with the escort and safety is the responsibility of AGL COTE D'IVOIRE

AGL COTE D'IVOIRE Road Survey and Transport Management Procedures
AGL COTE D'IVOIRE implements the Road Survey Procedure and Road Survey Report to select transport routes that minimize accident risks and hazardous releases.
AGL COTE D'IVOIRE Côte d'Ivoire has identified a suitable route from the Abidjan terminal to the Endeavour Ity mine through a thorough road survey conducted by the QHSE Manager and Convoy Manager . The route assessment team physically evaluates and records hazards and potential risks, considering factors such as:

Road conditions (sealed/unsealed, pitch, grade, slopes, and gradients)
Population density (proximity to schools or populated areas)
Infrastructure (bridges, railway crossings, steep turns, parking areas, and communication blackouts)
Environmental factors (proximity to rivers, water bodies, foggy conditions)
Authorized rest and stop points

AGL COTE D'IVOIRE adheres to comprehensive procedures, including:
Road Risk Assessment Procedures & Route Risk Assessment Process
Transport Management Plan (TMP) & Journey Plan
Emergency Response Plan (ERP)

Key Practices

1. Road Surveys and Risk Assessments

- Conducted annually, with a full reassessment every five years for cyanide transport routes.
- High-risk areas are identified and mitigated.
- Hazards include traffic congestion, slippery roads, cyclists, heavy rain, cattle crossings, and bridges.

2. Journey Plan

- Details departure date, destination, trip distance, truck details, and emergency contacts.
- Includes sections for route changes and incident reporting.
- Emergency contact numbers are integrated into the journey plan and ERP.

3. Transport Management and Controls

- Transport is conducted via convoy, with an Escort Commander managing unforeseen risks.
- Updates are incorporated into the road risk assessment.
- Risk controls ensure routes are safe before use.

4. Permits and Escorts

- Cyanide transport requires permits from CIAPOL and SPECIACDEM-CI under the Ministry of Defense.
- SPECIACDEM-CI/CIAPOL provides mandatory HAZMAT cargo escorts (fire services, military, and chemical experts).
- Escort fees apply uniformly for up to five trucks.

5. Client and Authority Collaboration

- Survey teams consult clients, authorities, and drivers to ensure continuous improvement.

Escort and Security Arrangements

1. SPECIACDEM-CI/CIAPOL and EPA Escorts

- Cyanide is classified as HAZMAT, requiring SPECIACDEM-CI/CIAPOL escort.
- Escorts ensure cargo security throughout the journey.
- The escort team includes armed officers trained in cyanide risks.

2. Convoy Composition and Coordination

- Each convoy includes:
 - 3- 4x4 escort vehicles (leading and trailing)
 - 5 trucks, each carrying two 20ft cyanide containers
- Personnel per convoy:
 - Assistant Escort Team Leader
 - Escort Vehicle Driver
 - AGL COTE D'IVOIRE Fire Officer
 - 2 SPECIACDEM-CI personnel
 - 1 CIAPOL officer
 - 3 Military personnel
 - 1 Spare Driver

3. Night Transport Prohibition and Timings

- Cyanide transport is prohibited at night.
- Convoy operations run from 05:00 AM to 18:30 PM.
- The Chief of Escort enforces rest stops, speed limits, and safety measures.

4. Security Measures

- Containers are locked, sealed, and inspected before departure and en route.
- GPS tracking monitors progress in real-time.
- Emergency response teams carry spill kits, first aid supplies, and safety equipment.

Regulatory Compliance and Oversight

1. Governmental Oversight

- AGL COTE D'IVOIRE obtains transport permits and coordinates routes with government agencies.
- Agencies involved: SPECIACDEM-CI/CIAPOL, Military, and Environmental Police.

2. Subcontractor Involvement

- Trucks and drivers are supplied by subcontractor Konis Logistic.
- AGL COTE D'IVOIRE provides the escort team and safety personnel.

3. Incident Response Preparedness

- The Emergency Response Plan (ERP) is embedded in convoy operations.
- Personnel are trained in handling spills, injuries, and emergencies.

Convoy Procedures and Risk Management

1. Pre-Departure Inspections

- Twist-locks, straps, and containers are inspected for security.
- Toolbox meetings are held with all personnel.

2. Real-Time Monitoring and Adjustments

- The Escort Team Leader monitors road conditions and adjusts movements as needed.
- Stops involve safety checks and cargo inspections.

3. Journey Plan and Rest Stops

- Routes adhere to risk assessments and feedback from previous trips.
- Scheduled rest stops prevent fatigue and maintain compliance.

Route Selection and Risk Assessments

AGL COTE D'IVOIRE follows the Route Transport Selection Procedure to minimize accident risks. The QHSE Manager conducts route surveys using a 4x4 vehicle, traveling physically along the route to assess hazards.

Route Surveys and Documentation

- Conducted annually or as needed.
- Records of Route Risk Assessments (RRA) from 2022-2024 exist for routes:
 - Abidjan port terminal to AGL COTE D'IVOIRE depot (2.9 km)

- AGL COTE D'IVOIRE depot to Endeavour Ity Mine (681 km)
- The RRA includes hazards, threats, and mitigation controls.

Regular Updates and Evaluations

- Route Risk Assessments are revised annually or as conditions change.
- Convoy leaders and drivers are briefed on route changes, risks, and mitigation strategies.
- Stakeholder consultations are conducted with government agencies and local hospitals.

Stakeholder Engagement and Community Safety

Government agencies involved in cyanide transport include:

- Arme Chimiques (SPCIAC-CI) - Chemical Weapons Authority
- Military (Action Civilo-Militaire)
- Environmental Police (CIAPOL)
- Community consultations are managed by Arme Chimiques (SPCIAC-CI).
- Local hospitals along the route are notified and provided with Material Safety Data Sheets (MSDS) for cyanide.

Driver Training and Compliance

- Drivers undergo annual cyanide awareness, emergency response, and firefighting training.
- Defensive driving training is conducted every five years.
- AGL COTE D'IVOIRE 's QHSE Manager ensures drivers comply with safety standards.
- All training records and permits are documented appropriately.

finally AGL COTE D'IVOIRE ensures the safe, secure, and compliant transportation of cyanide through stringent route assessments, regulatory compliance, and convoy management. By integrating risk mitigation strategies, emergency preparedness, and stakeholder collaboration, AGL COTE D'IVOIRE maintains high operational and safety standards in cyanide transport across Côte d'Ivoire.

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:

AGL COTE D'IVOIRE ensure that personnel handling and transporting cyanide can perform their duties with minimal risk to themselves, the community, and the environment.

AGL COTE D'IVOIRE mandates that all personnel involved in cyanide handling and transport operate in a manner that minimizes risks.

The company employs drivers with Class E licenses, ensuring that only trained and competent individuals operate trucks and equipment.

These licenses remain valid for three years.

Drivers are required to complete the following training programs:

- General Induction
- Defensive Driving
- Mock Drills
- Cyanide Awareness
- Basic Firefighting
- Transport of Dangerous Goods
- Proper Use and Storage of PPE
- Basic First Aid
- Cyanide Convoy Procedures
- Emergency Response Training

Drivers employed by the subcontractor, Konis Logistic, were interviewed regarding their knowledge of cyanide-related procedures and best practices.

Their responses demonstrated a strong understanding and experience in handling cyanide safely.

AGL COTE D'IVOIRE maintains comprehensive training records for all drivers and personnel in the form of an updated training matrix.

seen matrix, along with attendance records and training certificates, including:

- Training Matrix (BLX-CIV-TRU-F-0003 v8)
- Cyanide Awareness Training
- Cyanide Convoy Procedures
- Transport of Dangerous Goods Training
- Defensive Driving Training
- First Aid Certificates
- ICMi Training

These records ensure ongoing compliance and competency in cyanide handling and transport operations.

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:

AGL COTE D'IVOIRE CI and Konis Logistic Management ensure that all transport equipment used for cyanide shipments meets the required specifications.

Technical specifications, including truck tractor power, axle load limits, and other manufacturer-set parameters, are strictly followed to ensure compliance with legal road capacity regulations. As per AGL COTE D'IVOIRE CI's requirements, Konis Logistic utilizes the following vehicle configurations:

6x4 and 4x2 Sino trucks, both equipped with GPS tracking systems.
2-axle skeletal trailers with twist locks, capable of carrying one 20-ft container.
4-axle skeletal trailers with twist locks, designed to transport two 20-ft containers.

The 6x4 truck configuration has 371 HP, while the 4x2 configuration has 370 HP.
All trailers used are skeletal trailers.
Any vehicle defects identified during inspections are promptly addressed.

Only new tires are used for vehicles dedicated to cyanide transportation—recapped, retread and ironed tires are strictly prohibited.
The trucks' capacity and configuration confirm their suitability for the loads they carry.
Pre-trip inspections are mandatory for every truck before departure, with a checklist signed by the Convoy Manager and the driver.
If any defect is found, a job order is issued, and repairs are completed before the truck departs.
All maintenance records are properly documented and retained.

Each 20-ft shipping container holds 20 IBCs of cyanide, with a gross weight of 23 metric tons.
The 6x4 truck configuration carries two containers (approximately 46 metric tons in total).
The maximum allowable load for a 6x4 + 3 axle trailer vehicle in Côte d'Ivoire is 71.3 metric tons,
and the permitted axle load is 16 metric tons as Ivory Coast regulation Umeoa is 11.5 tons per axle.
The actual axle load for 6x4 trucks carrying two containers is 15.5 metric tons, ensuring compliance.
4x2 trucks transport one container (23 metric tons), keeping the total weight within regulatory limits.

All vehicle weights are within the prime movers' and trailers' design specifications. Currently, all vehicles used for cyanide transport are new.

Weighing Procedures & Regulatory Compliance

All vehicles are weighed at the Abidjan terminal before and after loading.

Weighing is conducted at government-approved weighbridges ("Port de Pesage") en route to the mine site to verify compliance with Côte d'Ivoire's axle load regulations.

- Before entering the port, a Formulaire de Déclaration de la Charge-Essieux is completed by the Convoy Manager, specifying the truck's axle configuration.

- Weighing tickets issued by government weighbridges (Afrique Pesage Côte d'Ivoire) are retained for records.

Fleet Maintenance & Compliance

A review of Konis Logistic's fleet maintenance records confirmed that preventive maintenance was conducted in accordance with AGL COTE D'IVOIRE CI's and Konis Logistic's procedures.

Konis Logistic operates 10 dedicated new vehicles for cyanide transportation.

Strict equipment adequacy verification procedures are in place to ensure that all vehicles can handle the required loads.

Shipments follow a fixed schedule from the supplier (Samsung), with deliveries coordinated between AGL COTE D'IVOIRE CI and Konis Logistic.

To prevent overloading, strict load control measures are in place.

Konis Logistic maintains a maintenance and repair log called Fiche De Gestion Entretien et Réparation Tracteurs,

which documents all work performed on each truck.

Each vehicle has an individual maintenance/repair form that is updated after every service.

Trucks undergo maintenance every 250 hours of operation, and all maintenance records are retained.

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:

AGL COTE D'IVOIRE has Safety and Compliance Measures for Cyanide Transportation

The transportation operation adheres to strict safety protocols and compliance measures to ensure the secure handling and movement of cyanide. The following aspects are monitored and documented:

-Pre-departure Inspections & Checklists:

- Vehicle inspections before each shipment.
- Container checklists.
- ERP Kit checklists.
- Truck checklists.
- Preventative maintenance program.

- Driver Regulations & Monitoring:

- Limits on operator/driver hours (as per Transport Management Plan on Driver Fatigue Management).
- Procedures for modifying or suspending transportation based on conditions.
- Drug abuse prevention program Drug, Alcohol & Smoking Policy).
- Retention of records documenting these activities.

Safety Program & Vehicle Inspections

AGL COTE D'IVOIRE CI ensures that all drivers operate in accordance with company procedures and national regulations.

Daily pre-trip inspections are recorded, and the Vehicle Pre-Departure Checklist is completed before departure.

A maintenance procedure (Maîtriser les Entretien Préventifs & les Visites Techniques) is followed, with trucks serviced every 250 hours.

Faults identified during pre-departure inspections are addressed immediately, with a work order raised and repair records maintained.

Driver Fatigue Management & Journey Planning

To comply with AGL COTE D'IVOIRE's fatigue management policy, a Journey Plan Form (Feuille de Route) is completed by the Convoy Manager at every stop.

Drivers follow the following regulated driving and rest periods:

-2 hours on laterite roads and 3 hours on asphalt roads, followed by a 30-minute rest.

- Speed Limits:

- 20 km/h when crossing villages on laterite roads.
- 20 km/h in work zones.
- 40 km/h outside villages.
- 50 km/h when crossing towns on asphalt roads.
- 80 km/h on asphalt roads outside towns.

Convoy movement is monitored in real-time via the SKY FMS GPS system, overseen by AGL COTE D'IVOIRE personnel.

Night Driving & Emergency Response

Night driving is strictly prohibited. Cyanide transport convoys operate only between 05:00 AM and 18:30 PM, with required rest stops every three hours.

The Safety Conditions Procedure (Conditions et Critique de Sécurité) grants the Convoy Manager authority to halt a convoy in case of:

- Security threats.
- Military activity.
- Adverse weather conditions.
- Road or bridge damage.
- Civil unrest.

If transport is suspended, the Convoy Manager immediately notifies AGL COTE D'IVOIRE 's office in Abidjan, and the Transport Manager determines further action.

Vehicles must park in a secure location until conditions stabilize.

Drug and Alcohol Policy

AGL COTE D'IVOIRE CI enforces a Zero-Tolerance Drug and Alcohol Policy.

Consumption of alcohol or drugs during work-related activities is strictly prohibited.

- Random alcohol tests are conducted at the depot and on the road by trained Convoy Manager s.
- Records of alcohol test results are maintained.
- Employees under the influence are denied entry onto convoys or work sites.
- Education programs help prevent drug and alcohol abuse.

Document Management & Record Retention

Konis Logistique, a subcontractor of AGL COTE D'IVOIRE CI, operates under AGL COTE D'IVOIRE CI's procedural standards.

-Records retained include:

- Maintenance records.
- Inspection and convoy reports.

- Alcohol test logs.
 - Document Management Procedure (Structure et Maîtrise des Documents) mandates that:
 - Policies are retained for a minimum of 3 years.
 - All other documents are archived for at least 5 years.
 - The QHSE Department manages document retention and archiving.
- 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:

AGL COTE D'IVOIRE are not responsible nor contracted to manage cyanide consignment by sea

the scope of this audit is only land transport from port to destination..

AGL COTE D'IVOIRE is not involved in managing sea nor ensuring compliance with IMO and IMDG

AGL COTE D'IVOIRE is responsible for cyanide, land transport only.

AGL COTE D'IVOIRE does not manage the loading, unloading or DE stuffing of containers. or stevedoring .

however this requirement is covered by the due diligence done by diligence done by ICMC AUDITORS CRAIG CURRIE AND MIKE WOODS FOR GOLDBER 2018.

and it is visible on the container on all the 4 sides the following

1- 1689 placard

2-marine pollutant placard

3-class 6 toxic placard

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:

AGL COTE D'IVOIRE and Konis logistics ensure that the cyanide shipments are effectively tracked to prevent losses during transport.

Communication and Coordination -Each vehicle in the convoy can communicate with the Convoy Leader,
who can relay messages to road transport officer , the transport company.
road transport officer can then reach the mining operation, cyanide producer/distributor, and emergency responders when needed.

The vehicles transporting cyanide are equipped with multiple communication channels, ensuring constant connectivity with head office, emergency responders, and the mining operation:

- Radios (Walkie-Talkies): Installed in vehicles and assigned to government agencies (CIAPOL, SPCIAC-CI, Military)
and the Convoy Manager responsible for convoy supervision.
- Cell Phones: Each driver carries a personal cell phone for communication,
but usage while driving is strictly prohibited per company policy.
The Convoy Manager has a dedicated cell phone to contact the Abidjan office and emergency responders.
- GPS Tracking (SKY FMS type): Every vehicle is fitted with a 24/7 monitored GPS system,
managed by AGL COTE D'IVOIRE CI's IT Officer and Konis Logistic's Transport Manager.
GPS tracking allows real-time monitoring of:
 - Vehicle speed
 - Precise location
 - Stop durations

Real-Time Tracking and Updates

- The convoy's locations are continuously monitored and updates are sent every two hours to relevant stakeholders, including the mine site.

- AGL COTE D'IVOIRE CI's Customer Service Officer is responsible for sending location updates via email, keeping all parties informed before and during cyanide deliveries.
- Live tracking has confirmed that the GPS system functions effectively and provides accurate real-time data.

Pre-Departure Communication and Safety Checks

- Radios and cell phones are fully charged before departure.
- A Safety and Communication Pre-Departure Checklist is completed to ensure all communication devices are operational.
- Emergency contact numbers, including government emergency responders, mine contacts, AGL COTE D'IVOIRE CI's head office, police, military, hospitals, and ambulance services, are listed in the Emergency Response Plan (ERP).

Network Coverage and Backup Communication

- No significant network blackout zones have been identified along the transport route.
- In case of a network failure, alternative cell service providers (MTN, Orange, and Moov) are available.

The Convoy Manager carries multiple SIM cards for backup communication.

Shipment Documentation and Verification

- AGL COTE D'IVOIRE CI's Shipping Department is responsible for clearing shipments, which include Bill of Lading and Material Safety Data Sheets (MSDS).

These documents contain:

- Container and seal numbers
- Gross weight of each freight container
- Shipper and consignee information
- Chemical details, MSDS and packaging description
- The Convoy Manager issues a Delivery Note (Identification Du Convoi) containing:
 - Container and seal numbers
 - Tractor unit and trailer numbers
 - Driver's name

Delivery and Receipt at the Mine Site

- Upon arrival, the mine representative signs the Delivery Note to confirm that the shipment has been received in good condition and that all containers remain intact.
- Copies of the MSDS for sodium cyanide are kept in the escort vehicles for reference in case of emergencies.

GPS Monitoring and Inventory Control

- The responsibility for GPS monitoring is shared between AGL COTE D'IVOIRE CI and Konis Logistic, each using separate tracking platforms.

- Clearing, delivery note management, and inventory control are handled by AGL COTE D'IVOIRE CI to ensure full traceability of shipments.

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 (NOT APPLICABLE) with Transport Practice 2.1**

Summarize the basis for this Finding/Deficiencies Identified:

Within the scope of this audit, there are no trans-shipping depots or Interim storage sites, as defined in the audit protocol.

Following collection from the Port, the containers are sent to client site.

At no stage is cyanide removed from the trucks or containers prior to unloading at mine sites and since the cargo is under the custody of the authority SPECIACDEM-CI/CIAPOL), the authority doesn't allow the cargo to park or be sent anywhere apart from the approved route.

AGL COTE D'IVOIRE does not manage the loading, unloading or DE stuffing of containers or stevedoring .

placarding is visible on the container on all the 4 sides the following

1- 1689 placard

2-marine pollutant placard

3-class 6 toxic placard

4- last convoy vehicle has banner indicating dangerous goods

AGL COTE D'IVOIRE has a procedure that prohibits eating or drinking near the cyanide and needed PPE

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

The delivery documentation notes the container numbers, weights and seal numbers.

The ERP and TMP are also carried on the convoy along with an MSDS for cyanide and a list of emergency contacts between the port and site.

AGL COTE D'IVOIRE implement chain of custody processes to prevent loss of cyanide during shipment.

the Ivorian government formed an agency called SPECIACDEM-CI and CIAPOL

This agency is in charge of all HAZMAT cargo escort within the Ivorian territory
is made of 8 persons

2 fire service personnel chemical division

2 gendarmerie
2 CIAPOL
2 SPCIAC

It is obligatory for any transporter or end user to use this agency to escort the cargo this agency works under the ministry of defense .the number of personnel is fix for a single truck or 5.

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:

AGL COTE D'IVOIRE CI has developed an Emergency Response Plan (ERP) tailored to address potential cyanide emergencies, particularly during transportation. The ERP, along with the Transport Management Plan (TMP), is specifically designed for the routes used by the company.

The ERP outlines several neutralization processes, including:

- Neutralization of solid sodium cyanide briquettes
- Decontamination procedures for PPE and equipment
- Actions to be taken at spill sites

The plan addresses five emergency scenarios, detailing the specific roles and actions of emergency responders in the event of an incident. It also provides comprehensive information on the physical and chemical properties of sodium cyanide, which is transported in briquette form within IBCs (Intermediate Bulk Containers) stacked in 6-meter sea freight containers via road.

Included in the ERP is the Material Safety Data Sheet (MSDS), which outlines the physical and chemical characteristics of cyanide, associated hazards, response actions, UN number (1689), product description, and packaging. The MSDS also describes potential reactions when cyanide comes into contact with acids, incompatible chemicals, or moisture.

The ERP focuses on road transportation of cyanide, with route surveys conducted from the Abidjan terminal to the mine destination. Risk Route Assessments (RRAs) were carried out to evaluate road conditions, infrastructure, and other factors such as slopes, bridges, water bodies,

towns, villages, and road markings. These findings were incorporated into the ERP to ensure safe transportation.

The ERP also considers the design of transport vehicles, which are suitable for carrying sodium cyanide. Konis Logistic, the subcontractor, utilizes 6x4 and 4x2 Sinotruck vehicles equipped with GPS tracking systems.

The ERP addresses the following incident scenarios:

Scenario 1: Accident without spill, without impact on the integrity of the container, without casualties

Scenario 2: Accident without spill, with casualties.

Scenario 3: Accident without spill but the container has tipped off the trailer
or has been damaged, without casualties

Scenario 4: Accident with spill, with casualties

Scenario 5: Incident with spill into a watercourse

Scenario 6: Other Incidents.

Incidents related to road conditions(erosion)

Incidents related to truck conditions(breakdown)

Incidents related to driver conditions(sick, ill)

Other Potential Emergency Scenarios

Road accident involving hazardous materials

- Health risks to transport personnel while driving

- Fire incidents

- Flood-related risks

- Coordination with the Ministry of Defense in case of a cyanide incident

- Chemical security response with support from the Gendarmerie

- Health-related response coordinated with the Ministry of Health

The procedures outlined in the ERP were deemed appropriate for AGL COTE D'IVOIRE CI's operations. Required PPE, such as helmets, rubber gum boots, chemical splash goggles, neoprene gloves, disposable overalls, HCN detectors, and oxygen apparatus, are clearly listed in the plan.

Roles and responsibilities are clearly defined in the ERP, including those of:

- Convoy Manager and assistant

- Fire Service

- Police

- Mine client (Endeavour Ity Mine)

- Military

- CIAPOL

- SPCAIC

In the event of an incident, the Convoy Manager is responsible for notifying the Transport Manager and coordinating the overall response. The ERP includes contact details for all external responders. Additionally, a cyanide antidote is carried with the victim, who will be administered

100% oxygen and transported to the nearest hospital, where a medical officer will administer the antidote.

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:

The company provides emergency response training to relevant employees as outlined in the Emergency Response Plan (ERP). According to the training matrix, annual refresher training is conducted for employees, and cyanide awareness training is provided once a year as per the transporter training schedule. Mock drills are held annually and are incorporated into the ERP. Evidence of annual emergency response training, such as training records, is properly maintained. This training is mandatory for all drivers, escort team members, and other auxiliary staff. The QHSE Manager oversees the delivery of this training.

Training records were reviewed, and discussions with the transporter's drivers and escort team members confirmed their participation in cyanide awareness and emergency response training.

The ERP clearly defines the specific duties and responsibilities of personnel for four emergency response scenarios. These roles and responsibilities are thoroughly documented.

The company's emergency response equipment includes:

- Full-face respirators and canisters
- HCN gas detectors
- Tyvek overalls
- PVC gloves
- OxyViva

- First Aid Kits
- Rubber boots
- Shovels and brooms
- Reflector tape and danger flags

AGL COTE D'IVOIRE has established agreements with selected hospitals to treat cyanide victims by administering the Cyanokit (Hydroxycobalamin) antidote. This follows initial actions by the escort team, such as administering oxygen and stabilizing the patient.

Before each cyanide convoy departs from the port to the mine site, the Convoy Manager checks and signs off on the emergency response equipment checklist. The checklist includes all required escort equipment and quantities, which are verified prior to departure. Safety equipment and PPE are regularly inspected and checked before each convoy to ensure they are available, functional, and suitable for use. Any used or outdated or expired equipment is replaced immediately.

The antidote kit is checked for expiry and integrity, the antidote is stored / kept during the journey per the manufacturer recommendation retaining the cool chain under control

The HCN gas monitoring device is available, and the Convoy Manager has been trained in its use. The device has been calibrated, and the calibration certificate was confirmed to be valid.

The Convoy Manager is required to keep their office informed about the convoy's progress during transit or in the event of an emergency. In consultation with the office, the Convoy Manager contacts external emergency responders when necessary.

The roles and responsibilities of external emergency responders and relevant AGL COTE D'IVOIRE CI personnel are clearly outlined in the company's ERP. AGL COTE D'IVOIRE CI is responsible for all emergency response matters and will take charge of any incidents, with coordination led by the Convoy Manager. The subcontractor, Konis Logistic, is solely responsible for providing vehicles and drivers, while AGL COTE D'IVOIRE CI manages all emergency response training and drills for the subcontractor's drivers.

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

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

Summarize the basis for this Finding/Deficiencies Identified:

The Transport Management Plan and Emergency Response Plans contain procedures and current contact information for notifying the shipper, the receiver/consignee, outside response providers, and medical facilities of an emergency. The Emergency Response Plan has contact information in notifying regulatory agencies, shipper, medical facilities and other government regulatory agencies. CIAPOL is responsible for consultation of potentially affected communities in consultation with AGL COTE D'IVOIRE CI. The list details including contact numbers is part of the documentation that the Convoy Manager carries with him during trips to enable him contact both internal and external responders.

Procedure for Contacting responders stipulates that the contact phone numbers are checked during the operations yearly Route Risk Assessments and as when necessary. The QHSE Manager is tasked with: -
The up keeping of internal and external emergency reporting procedures.
Reporting of all incidents during the transportation of sodium cyanide to regulatory authorities.
Keeping current the list of Emergency Responders telephone numbers
Systems are in place to ensure that internal and external emergency contact information and reporting procedures are kept current.
On transport routes regional hospitals and police are listed in the emergency contact information including individual names and roles.

The updated contacts lists were observed and tested by the auditors.

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:

AGL COTE D'IVOIRE developed remediation procedures for cyanide releases while recognizing the additional hazards posed by cyanide treatment chemicals.

Remediation Procedures

The operation has established procedures for:

1. Recovery of sodium cyanide solid material
2. Neutralization of contaminated soil
3. Neutralization and/or disposal of recovered solution
4. Neutralization of soil and/or water
5. Neutralization and disposal of excavated soil

These procedures are outlined in the Emergency Response Plan and include protocols for handling both dry and wet spills(in case it falls in water).

Cleanup and Response

- The convoy Manager is responsible for overseeing the initial cleanup and ensuring that government agencies assisting in the convoy provide support in recovery and neutralization.
- In the event of a large spill, the convoy manger will take immediate action in coordination with government agencies and, if necessary, request additional external responders for assistance.
- Any contaminated soil or product recovered during cleanup will be transported to the mine site for proper disposal by the mine.

Use of Decontaminants

- Sodium hypochlorite is part of the escort's decontamination kit and is used only for cleaning equipment or for minor contained spills after cyanide briquettes have been swept and sealed in containers for transport to the mine.
- Sodium hypochlorite is strictly prohibited for use in surface water, as per operational procedures.

Prohibition of Cyanide Treatment Chemicals

The operation's procedures strictly prohibit the use of sodium hypochlorite, ferrous sulfate, and hydrogen peroxide for treating cyanide released into surface water.

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:

AGL COTE D'IVOIRE 's Periodic Review and Evaluation of Emergency Response Procedures

AGL COTE D'IVOIRE is committed to regularly reviewing and updating all procedures, including the Emergency Response (ER) Plan, ensuring all procedures are effective and up to date.

Annual and Situational Reviews

- The ER Plan and all procedures are reviewed annually and updated whenever necessary.
- Management reviews are conducted and documented.
- Incidents and emergency situations undergo thorough reviews to identify areas for improvement.
- Internal audits assess the overall effectiveness of the system.
- AGL COTE D'IVOIRE has systems in place to ensure that both internal and external emergency notification and reporting procedures remain current.
- The ERP contact list requires a review before convoy departures to ensure accurate emergency communication.

Criteria for Reviewing the ER Plan

The ER Plan is revised based on the following factors:

1. Annual review
2. Internal audit findings
3. Mock drill results
4. Regulatory changes
5. Lessons learned from accidents/incidents
6. Company policy changes
7. Updates in international standards

Mock Drills and Emergency Simulations

- At least one mock drill per year is conducted as part of cyanide awareness training.
- Mock drill are conducted according to the company's training matrix, mock drills are conducted yearly to evaluate emergency response effectiveness, specifically for potential cyanide release scenarios , these yearly drills are centered on cyanide exposure and mitigation based on the ER plan..
- Drills may involve clients and external emergency responders.
- Emergency simulations are held annually, evaluating specific aspects of the response plan.
- A training simulation involving external responders is conducted at least once per year to enhance preparedness.

- Mock drills ensure the escort team reacts effectively and professionally in the event of a cyanide-related incident.
- The QHSE Manager evaluates the mock drill to assess performance and identify areas for improvement.

Compliance and Continuous Improvement

- No cyanide-related incidents have been reported to date.
- The ERP mandates ongoing review and implementation to ensure it remains effective.
- AGL COTE D'IVOIRE 's systems ensure that emergency notification and reporting procedures are kept current to maintain compliance and readiness.
- The contact list is reviewed before each convoy departure to ensure emergency communication accuracy.

This summary report was prepared by:

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