

**INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE**

**Cyanide Road Transportation  
Pre-Operational  
Summary Audit Report**

**Onelogix Hardcore Logistics Nam (Pty) Ltd  
2426 Moses Garoëb St  
Walvis Bay  
Namibia**

**15 and 16 September 2025**

**For the  
International Cyanide Management Code**

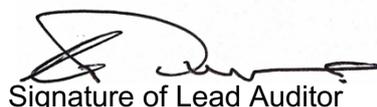
**TRANSPORTATION SUMMARY AUDIT REPORT**

**Operation General Information**

Name of Transport Operation: Onelogix Hardcore Logistics Nam (Pty) Ltd  
Name of Facility Owner: Onelogix Hardcore Logistics Nam (Pty) Ltd  
Name of Facility Operator: Onelogix Hardcore Logistics Nam (Pty) Ltd  
Name of Responsible Manager: Mr Marc Richards – Safety Health and Environment  
Manager (SHE Manager)  
Address: 2426 Moses Garoëb Street,  
State / Province: Walvis Bay  
Country: Namibia  
Telephone: Landline +264 64 221 105  
Mobile+264 81 652 6485  
Fax: N/A  
Email: sheq@hc.com.na

**Operation Location Detail and Description**

Onelogix Hardcore Logistics Nam (Pty) Ltd has its headquarters in Windhoek Namibia with operating depots in Rosh Pinah, and Walvis Bay. Onelogix Hardcore Logistics Nam (Pty) Ltd is a road transport operating Company, registered with the Namibian Department of Transport which transports various types of products (classified and low hazard) within Namibia as well as to and from neighbouring countries.



Signature of Lead Auditor

Name of Operation  
Onelogix Hardcore Logistics

Date  
03 November 2025

Onelogix (Pty) Limited is a South African company that hold a minority shareholding in Onelogix Hardcore Logistics Nam (Pty) Ltd hereafter referred to as Onelogix Hardcore Logistics. Sodium Cyanide is planned to be received via the Walvis Bay Port and will be transported by road in six metre sea containers packed with wooden crates containing cyanide in solid briquette form. Sea containers will be loaded onto skeletal or flat deck semi-trailers specifically designed and manufactured for the transportation of sea containers.

### Auditor's Finding

This operation is in

**full compliance**

in substantial compliance \*(see below)

not in compliance

**with the International Cyanide Management Code.**

\* For cyanide transportation operations seeking Code certification, the Corrective Action Plan to bring an operation in substantial compliance into full compliance must be enclosed with this Summary Audit Report. The plan must be fully implemented within one year of the date of this audit.

### Compliance Statement

This operation has been found to be in full compliance with the requirements of the ICMI Cyanide transportation pre-operational audit requirements. This operation has not experienced any compliance issues or significant cyanide incidents as no cyanide has been transported to date.

### Auditor Information

Audit Company: Transheq Consulting and Auditing (Pty) Ltd

Lead and Transportation Auditor: Richard Durrant

Lead Auditor Email: [richard@transheq.co.za](mailto:richard@transheq.co.za)

Names and Signatures of Other Auditors: N/A (Sole auditor)

Dates of Audit: 15 and 16 September 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.

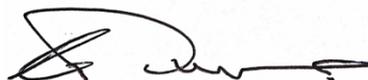
I attest that this Summary Audit Report accurately describes the findings of the certification audit. I further attest that the certification audit was conducted in a professional manner in accordance with the International Cyanide Management Code Cyanide Transportation Verification Protocol and using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

Onelogix Hardcore Logistics.  
Name of Operation

  
Signature of Lead Auditor

03 November 2025  
Date

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Onelogix Hardcore Logistics



Date  
03 November 2025

## 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:*

Transporter presented a procedure detailing a Route Risk Assessment (RRA) which addresses the risks associated with transporting Cyanide from Walvis Bay Port to B2Gold's Otjikoto Mine. Purpose: Identify possible hazards and hazardous areas on the routes. Ensure drivers are made aware of these hazards and hazardous areas. As far as reasonably practicable, prevent accidents and or incidents from happening. Ensure driver, vehicle and load safety. The transport routes pass through various small towns but mainly rural areas with low population density. The total estimated population density is recorded for each town that the cyanide will pass through. The road surface for the full route is tarred. Some roadworks are being undertaken on the route. Rest Stops, Small Bridgers, Road Cuttings and Road Works are included in the route assessment. Namibia is generally a very flat country and the specific route travelled by cyanide conveys have no mountain passes that need to be negotiated. Steep Hills and Crests are included in the route assessment. Rivers, water sources and mist and / or fog conditions are taken into account. Namibia is also generally a very dry country. Route Risk Assessment (RRA) Version 3 dated 10/09/2025 is in place. Primary as well as secondary transport route risks have been recorded. The primary route will be assessed and evaluated on an annual basis for safe transport conditions and to ensure no new risks have developed. The secondary route will be evaluated every three years to ensure safe transport conditions and to identify any new risks that may have been created. Preventive measures to address significant risks identified along the route are provided in the Cyanide Transportation Risk Assessment. Transporter has visited Police Services, Emergency Services and Hospital staff in all the towns along the route and stakeholders in the different towns where the convoy will move through will be informed of the date the convoy will depart any other additional information required. Namibia has no requirement in terms of legislation that consignments of sodium cyanide need to be escorted. The transporter will however use convey when transporting cyanide. Onelogix Hardcore Logistics does not employ sub-contractors for the movement of cyanide.

#### 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



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*The basis for this Finding/Deficiencies Identified:*

A crew and driver selection procedure and a training matrix dated September 2025 are in place specifically for the crews members that will be involved in the transport of cyanide. The procedure includes a section on the Selection of Drivers for the Transport of Cyanide in which drivers must be subjected to a selection process which includes the validity of extra heavy vehicle driver's license checks, criminal records checks, driving records, valid Professional Driving Permit Category D for Dangerous Goods (PrDP-D), minimum age of 25 years, minimum of Grade 10 school qualification, pre-employment medical examination, annual medical, annual dangerous goods training and literacy and numeracy testing. The drivers will be subjected to various theoretical and practical training programme which include the loading and off-loading of cyanide, the correct use and wearing of personal protective equipment (PPE), spill prevention and control, cyanide awareness, cyanide first aid, actions in a case of emergency. Assessments are currently being conducted on all the company drivers for suitability to drive cyanide. Namibia has adopted the South African requirements for driver involved in the transportation of classified/dangerous goods. A crew and driver training matrix is in place specifically for the crews members and drivers that will be involved in the transport of cyanide. Training of the drivers in respects of the potential for cyanide releases and exposures has commenced. All vehicle maintenance and tyre maintenance has been outsourced to independent companies, NORS Trucks (Volvo), trailers are maintained by Kingpin Trailers in Windhoek and Henred Fruehauf in Walvis Bay and tyre maintenance to Quality Tyres. Outsourced mechanical workshop and tyre contractor employees who may have to perform emergency vehicle breakdown work on loaded vehicles are still to be trained on the risks of cyanide. Suitable procedures and training will be in place to minimizes the potential for cyanide releases and exposures to these contractor personnel. Onelogix Hardcore Logistics does not employ sub-contractors to operate its transport vehicles. Outsourced technical staff are still to be trained as detailed above.

**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:*

Truck tractors (6x4 axle configuration) drawing three axle trailers with container twist locks will be used for the transportation of cyanide. Technical specifications for truck tractors and skeletal trailers are available. Load specifications are recorded in Cyanide Overload Procedure which states: Loads must be spread evenly across the entire length of the trailer, the driver must ensure that the truck is not overloaded by ensuring that the load does not exceed the capacity of the trailer, as far as possible, the driver must ensure that the axles are also correctly loaded by ensuring that the container is correctly positioned on the container locks on the trailer. Under No Circumstances may any vehicle leave a customer's site being overloaded. The permissible load mass capacity of a truck tractor and triaxle trailer combination is 33 000 Kg. Mass of a loaded container is approx. 22 000 to 23 000kg so the load imposed is well within the permissible mass load. Truck tractors and trailers are maintained according to manufacturer's specifications as well as in accordance to SANS (South African National Standard) SANS 10231:2019. Skeletal trailers are subjected to a service at least once per quarter. Daily pre-trip inspections are carried out by the driver and faults identified are repaired immediately. Daily pre-trip checks performed by drivers are included in Trip Logs pack. The Company's Preventative Maintenance Procedures refers to the servicing of truck tractor and trailers. Service matrix is in place where current kilometres travelled are updated against required service intervals. Information on records are found to be within the required service intervals as per Company's Preventative Maintenance Procedure and OEM (Original Equipment Manufacturers) specifications for the services intervals, are adhered to. Annual vehicle roadworthy test are conducted on all truck tractors and trailers by the Government Roadworthy test centres. Truck tractors are under service contract with the OEM workshops and documents are kept at the OEM workshop in Walvis Bay.

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Trailers are maintained by Kingpin Trailers in Windhoek and Henred Fruehauf in Walvis Bay. Vehicles are licensed and have Operator Card issued in terms of the Namibian Road Traffic Ordinance. Tyre maintenance is conducted to Quality Tyres, an outsourced national tyre supplier and service provider. On road tyre breakdown or tyre issues are attended to on a callout basis by Quality Tyres. A tyre technician from Quality Tyres will check all truck and trailer tyres prior to and after loading cyanide containers and prior to vehicles departing on a loaded trip. Technical specifications for truck tractors and skeletal trailers are available. Truck tractors and trailers are manufactured against these specifications. Cyanide Overload Procedure is available. Permissible load mass of a truck tractor and trailer combinations is 33 000 Kg. Mass of a loaded sea container is 22 000 to 23 000kg therefore the mass of a loaded sea container load with cyanide is well within the design and legal specification of the loads being imposed. The inspection of a trailer's framework forms part of the pre-trip checklist under chassis damage. Checks on framework / chassis for cracks and deformity also conducted during routine maintenance. Prevention of overloading is as described above where the load imposed on the vehicles is well within the permissible mass load. Once the vehicles are loaded the convoy has to pass through a Governmental weigh bridge situated just outside of Walvis Bay. Weighbridge print outs are attached to documentation for record and audit purposes. Outsourced mechanical workshop and tyre contractor employees who may have to perform emergency vehicle breakdown work on loaded vehicles will be trained on the risks of cyanide. Suitable procedures and training will in place to minimize the potential for cyanide releases and exposures to these contractor personnel.

#### **Standard of Practice 1.4**

*Develop and implement a safety program for transport of Cyanide.*

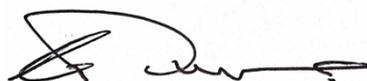
#### **X in full compliance with**

The operation is  in substantial compliance with Standard of Practice 1.4

not in compliance with

#### *The basis for this Finding/Deficiencies Identified:*

Six metre sea containers packed with wooden IBC crates containing Sodium cyanide will be loaded onto a triaxle trailers specifically designed and manufactured for the transportation of sea containers. Sodium cyanide is packed into sea containers by the Consignor at site of manufacture. Cyanide in briquettes are packed in waterproof polyethylene bags that has been heat sealed to provide a moisture barrier. This is enclosed in a woven polyethylene bag that is encased in a custom-designed one-ton wooden intermediate bulk container (IBC). These IBC containers consist of a pallet base to provide for lifting and further protection during storage and transit. The wooden intermediate bulk containers is used for transport and storage. Trailers are fitted with four container twist locks that are used for the securement of the sea containers. Before shipment departs from the Walvis Bay port it is the responsibility of the driver of each vehicle as well as the Convoy Leader to check the condition of each container as well as if the container seal is still intact on the container doors. Seal number and findings of physical inspection of the container recorded on a "Container Collection register". A Cyanide Container Loading and Offloading Procedure is in place. Transport signage format and dictated by the Namibian Legislation that refers to the labelling of transport vehicles transporting of hazardous substances. This requires format to be in line with IMDG-International Marine Dangerous Goods Code and the South African National Standards. Sea containers are marked/placarded with split placards on all four sides of each container. These marking are in place when the containers are offloaded from the sea transport vessel. Once the container is loaded onto the trailer and before departure on route, an orange diamond sign will be displayed to the front of the truck tractor cab for the entire period of transportation. Split placarding consists of the UN number of the product, the hazard class diamond. The Orange diamond remains displayed and will be removed once container is off-loaded. Placards will remain on the container until containers are unpacked and decontaminated. The removal of the markings/placards on the sea container is the responsibility of the consignee once the containers have been inspected to ensure there is no cyanide spillage or contamination in each container. Cyanide Transportation Protocol & Management Procedure includes requirements that a daily pre-trip vehicle inspection Pre-Trip Inspection-Cyanide to be conducted by the driver and findings are recorded on a check sheet.



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Truck tractors and trailers are maintained according to manufacturer's specifications as well as in accordance to South African National Standard (SANS). This SANS standard has been adopted into Namibian legislation. Skeletal trailers are subjected to a service at least once per quarter, daily pre-trip inspections are carried out by the driver and faults identified are repaired immediately. Daily pre-trip checks performed by drivers included in Trip Logs pack. The maintenance procedure refers to the servicing of truck tractor and trailers. Service matrix sighted where current kilometres travelled are updated against required service intervals. Information on records was found to be within the required service intervals as per Company's Preventative Maintenance Procedure and OEM specifications for services intervals. Services are outsourced to a maintenance service provider in Walvis Bay. Daily pre-trip inspections are conducted by drivers on vehicles prior to departing from depot. Annual vehicle roadworthy test are conducted on all truck tractors and trailers by Government Roadworthy test centres. Truck tractors that are under warranty or service contract are serviced by the OEM or and documents are kept at the OEM workshop in Walvis Bay. Trailers are maintained by Kingpin Trailers in Windhoek and Henred Fruehauf in Walvis Bay. Cyanide Transportation Protocol & Management Procedure – details the Operators' limitations: Drivers are instructed to start driving half an hour after sunrise and to stop driving half an hour before sunset to minimise the potential for incidents during night time. Drivers will seek suitable stopovers (dedicated truck/vehicle stops) for safe parking and securing loads only. Discretion must be used by the lead escort vehicle in cases where environmental conditions may not be deemed suitable for driving on the roads, such as heavy rainstorms or fog. The lead escort vehicle will also warn drivers of any potential hazards observed along the route, e.g., cattle alongside the road edges, wild game observed, and specific areas. Cyanide Container Loading and Offloading Procedure is in place. The procedure which refers to load securement. Trailers are fitted with four (4) twist locks with which the sealed containers are secured onto the trailer. During the on route stops the twist locks will be checked to ensure the sea containers are properly secured. The service records of the trailers onto which containers are loaded were checked and found that the twist locks are included and checked on service sheet. Cyanide Transportation Protocol & Management Procedure includes Modification or suspension of transport: This may include any abnormal circumstances, such as civil unrest, unforeseen and unusual road conditions, environmental influences, road accidents, etc. The lead escort, in conjunction with the depot manager, will decide whether to continue or stop the transporting vehicles. Cyanide Transportation Protocol & Management Procedure contains an clause on Drug abuse prevention program: Drivers are assessed for drug abuse during their annual medical assessments with a registered medical practitioner. Fitness certificates are provided to the employer, ensuring that their alcohol and drug screening medicals are clean. All drivers will be tested for alcohol before leaving the depot. Zero tolerance towards an employee or visitor being under the influence of drug or alcohol when reporting for duty, being on the premises or the consuming of an alcohol substance whilst on duty. Daily alcohol screening is conducted on all staff and visitors entering the depot. Cyanide Transportation Protocol & Management Procedure – Clause stating Management is responsible for ensuring the retention of records documenting the above activities that have been conducted, communicated to affected parties and employees, and for ensuring that inspection records and files are easily accessible, service and maintenance records are available, details of services performed on trucks and trailers are recorded, training conducted is documented, and attendance records are maintained. Only vehicle, trailer and tyre maintenance services are outsourced as described in Practice 1.3 above. Onelogix Hardcore Logistics does not employ sub-contractors for the movement of cyanide.



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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:*

The transporter will only transport solid Cyanide by road and is not involved in cyanide transport by sea. Road transport only.

**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:*

Cyanide Transportation Protocol & Management Procedure – Clause 2.7: Cyanide Shipment Tracking - The convey will be tracked by the Controller or Depot Manager from Walvis Bay Depot. All operators have direct mobile phone contact with the company depot, lead escort vehicle, mining operation, and emergency response divisions. Route Emergency Contact Numbers will be made available to each operator. Operators are responsible for ensuring that all mobile phones are in good working order, funds are available to make necessary calls, and that they are fully charged before departure, and remain charged along the entire transport route. Apart from mobile phones being checked on the pre-trip inspection sheet, all other installed communications equipment will be periodically tested for effectiveness and efficiency, and a record of inspections will be maintained. Operators must report any concerns to the depot manager or the lead escort driver in the event of equipment failure or any other problems. Vehicles are tracked by use of installed vehicle GPS tracking systems. There are limited blackout zones along the route. Not all blackout zones are high-risk areas, and this procedure will only apply to those zones which may include populated places, substandard road conditions, and or other risks identified within the road risk assessment. Vehicles are tracked to determine their progress along the route. The Controller at Walvis Bay Depot will contact the lead escort vehicle if any transport vehicle is observed to be running outside of standard time or deviating from its route progress move off their set delivery routes. Cyanide Transportation Protocol & Management Procedure – Clause 2.7.9: inventory controls and/or chain of custody documents are maintained to prevent loss of cyanide during transportation will be the responsibility of the transporter. There will be no transfer of containers by the transporter, and the product will be loaded in Walvis Bay and offloaded at the Mine. All containers will be sealed/locked out to prevent unauthorised access to the containers. A visual inspection of the containers will be done by the operators and recorded in the pre-trip check sheet before departure, if they have to stop overnight, to ensure that all locks are in place and no tampering has occurred. The operator must inform the depot and/or the lead escort vehicle of any concerns regarding the safety of the container. The mass of cyanide in each sea container is indicated on the shipping documentation which is handled by Clearing & Forwarding Agent. From this documentation a Landing Order is generated by the Clearing Agent and sent to the Transporter. The Landing Order details the mass and contents of each container.



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The contents of the Landing Order and the waybill serves as a Dangerous Goods Declaration. Transport Emergency Cards (TEC) related to the consignment and product SDS is issued by Consignor. Vehicle will carry a TEC, trip sheet, dangerous goods declaration, driver's Dangerous Goods training certificate, delivery document and current SDS. National legislation requires that the aforementioned documents must be available in the designated space in the vehicle. Designated space (orange container) must be in each vehicle cab as well as in the convoy vehicle. A copy of the product SDS is kept in the office of the Depot Manager in Walvis Bay. Onelogix Hardcore Logistics does not employ sub-contractors for the movement of cyanide

**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.*

**X 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:*

Interim storage is only expected to be conducted over weekends and will be located at the transporter's depot facility in Walvis Bay. Ideally loaded containers move directly from loading at port to the transport route and on to the offloading point on the same day. Loaded vehicles with cyanide containers are planned will be parked in a segregated area in the depot yard in Walvis Bay. Parking Area will be cordoned off with signage in place – Beware Cyanide; No smoking, open flames, eating and drinking allowed and 3) Personal protective equipment (PPE) for any person entering the cordoned off area will be specified and worn. The depot yard gates will be locked and manned by Security Company to prevent unauthorised access. Cyanide briquettes will be contained in locked sea containers for overnight storage Container seals will also be checked when entering the depot and before departure the next day. No other chemicals are stored in the yard premises and cyanide containers will not be opened while in the yard or in transit. Cyanide briquettes will be securely contained in locked sea containers for overnight storage and cyanide containers will not be opened while in the yard or in transit.

**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

*The basis for this Finding/Deficiencies Identified:*



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Emergency Response Plan (ERP) - Cyanide is in place The purpose of this document is to ensure all employees understand the procedure to follow in case of an emergency applicable to the transportation of Cyanide. Together with SpillTech Emergency Spill Response Plan and Emergency Spill Response Procedure. The ERP includes the actions to be taken by the drivers, Convoy Leader and first responders at the scene of a cyanide incident on route and the transporter contracted response teams in the form of SpillTech. The ERP stipulates the roles of each of the emergency responders from Drivers, Convoy Leader, Consignor, Transporter and Mine. In the case of remote site incidents, the transporter has entered into an agreement with SpillTech and is currently in discussions with Gold mine's emergency team to react when requested. Emergency equipment is available on lead convoy vehicle. Procedure stipulates that medical, emergency staff and traffic officers be provided with cyanide awareness information to understand cyanide emergencies. The ERP is developed for the use by the first responders at the scene of a cyanide (in solid form) incident on route. The SDS for Sodium Cyanide is available. The plan is structured to handle sodium cyanide (solid form) (UN 1689). ERP refers to Sodium Cyanide in briquette form as well as appearance of being white colour with bitter almond odour. On-route & on-site Spillage / Accident / Incident / Response procedure / Spill clean-up procedure addresses this chemical form of cyanide. Cyanide Transportation Protocol & Management Procedure 3.4.2. The use of chemicals such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide to treat cyanide is banned from being used once it has entered surface waters. It is both counterproductive and of limited effectiveness. These materials/chemicals may be available during transport, carried in the lead escort vehicle. The Emergency Response Plan documents the prohibited use of these chemicals in surface water (where the potential exists for releases to reach surface water). Small quantities of Ferrous Sulfate will only to be used to detect any traces of sodium cyanide on dry land. Cyanide Transportation Protocol & Management Procedure Plan focuses on the road transportation of sodium cyanide packed in a one ton bags stacked inside a wooden crate (IBC) packed inside a sea container. Transportation of cyanide is done by following primary routes of which the road surface is generally in a good condition. Secondary routes were also assessed and findings documented. RRAs have been conducted and documented and under "General Comments" on the RRA document is detailed the condition of road surfaces, rivers, bridges, prevailing winds. Cyanide Transportation Protocol & Management Procedure requirements were taken into consideration during the conducting of the RRA. All cyanide is transported by road vehicle. Sodium Cyanide enters Namibia by ship through the Port of Walvis Bay. Only skeletal and flat deck trailers built by accredited trailer manufacturers in South Africa will be used for the transport of cyanide. Trailers have been built according to the international standard for the transportation of sea containers. Trailers are fitted with four twist locks with which a 6 metre sea container is centre loaded on the trailer and secured to trailer chassis with twist locks. Interim / overnight storage may occur from time to time. Emergency Response Plan (ERP) - Cyanide Clause 6.8 Incident Protocol describes the actions of the response team members with actions as documented as per clause 6.8 (flow diagram) in the ERP. Many potential hazards on route were noted in the RRA. Additional precautionary measures to be taken by Convoy Leader and drivers are noted in the RRA. The hazards as noted on the RRA are conveyed to the Convoy Leader as well as the drivers. As the transport of cyanide is not be a regular operation, the Convoy Leader and drivers will be briefed on the hazards before each cyanide transport operation. The roles and responsibilities of outside responders, medical facilities and or communities during an emergency situation have been detailed in the Company's ERP. Clause 6.8. Emergency calls will be directed to the Transporter's Depot Manager or Health and Safety Manager who are accessible by cellular phone 24 hours per day and 7 days per week. All persons listed on the EPR flowchart will be made aware of their roles and responsibilities.



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**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:*

Drivers have all attended a course on the transportation and handling of dangerous goods. This training is a requirement by Namibian legislation. Before a driver will be issued with a Professional Driving Permit, drivers to present training received in the handling of dangerous goods as well as a valid medical certificate. During Dangerous Goods handling course, basic firefighting is also presented. Cyanide Transportation Protocol & Management Procedure. 3.2.1 Hazardous materials management training will be provided to all transport drivers, ensuring they understand their duties and responsibilities regarding cyanide transport and emergency protocol. The training will, at a minimum, include anticipated response activities, such as calling for emergency support, the use, application, and limitations of personal protective equipment, first aid for cyanide exposures, and measures to halt the flow of cyanide from the transport vehicle. Attendance registers will be retained, demonstrating that transport personnel have received the necessary training. Some of the required training is still to take place as no transport of cyanide has taken place to date. Cyanide refresher training is planned to take place before every shipment of cyanide. The responsibilities of response personnel been identified and displayed in the Emergency Response Plan. Clause 6.7 "Responsibilities" and 6.8 "Incident Protocol" of the ER Plan spells out the responsibilities of each role player during an emergency situation. Emergency Equipment Checklist – Cyanide is in place and emergency response equipment is kept in locked store at the depot. Prior to dispatch of a new consignment of cyanide the required equipment is checked and then loaded onto the lead convoy vehicle. Convoy driver and heavy vehicle driver been issued with a basic kit of PPE. (Hard hat, gloves, overall fitted with reflective strips, reflective vest, safety boots, safety goggles and respirator with appropriate canister. The PPE issued is in line with that specified on the by SDS. The list forms part of the Emergency Response Plan. Equipment check list sheet in place for inventory keeping. Equipment is stored in sealed in plastic storage crates and locked in a storeroom between cyanide loads. Before departure it is Convoy Leader will check the availability and condition of the equipment carried by the transporter. Discussions are currently taking place with the Gold Mine as regards the responsibility of providing and administering the cyanide antidote. Emergency response equipment is kept in locked store at the depot when not in use. Prior to dispatch of a consignment of cyanide the required equipment is checked and then will be loaded onto lead convoy vehicle. Convoy driver and heavy vehicle driver will issued with a basic kit of PPE. (Hard hat, gloves, overall fitted with reflective strips reflective vest, safety boots, safety goggles and respirator with appropriate canister) The PPE issued is in line with that as specified on the SDS. The list forms part of the Emergency Response Plan. Equipment check list sheet are in place for inventory keeping. Equipment is stored in sealed in plastic storage crates and locked in a storeroom between cyanide loads. Before departure the Convoy Leader will check the availability and condition of the equipment. Convoy Leader will inspect emergency equipment before each shipment. Inspections will be focused on the availability and condition of the equipment. Inspection findings are recorded on the appropriate inspection checklist - Document Ref C028 . The checklist forms part of the Emergency Response Plan. Cyanide Transportation Protocol & Management Procedure states that First aid kits will be routinely inspected to ensure that required equipment and materials are available and in good condition.



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A cyanide antidote acceptable under applicable laws and regulations will also be available before the transportation of cyanide. Discussions are currently taking place with the Gold Mine as regards the responsibility of providing and administering the antidote. Antidote kits will be stored and replaced with new antidote kits at intervals recommended by the manufacturer. Onelogix Hardcore Logistics are currently in negotiation with SpillTech, a part of the Séché Group of Companies, a large company which specialises in emergency spill response, hazardous waste management and contaminated land rehabilitation and related services. SpillTech has facilities, equipment and crews based in Namibia and South Africa and is well versed in the handling of cyanide as they provide services to other cyanide transporters in the region.

### 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:*

Procedures are in place for notification of appropriate parties in the event of a cyanide release or exposure during transport. Emergency Response Plan (ERP) - Cyanide 6.1 Stakeholder Notification 6.1.1 In case of an incident, all relevant stakeholders will be immediately informed. Emergency Contact Numbers – Cyanide, is in place listing all the contact persons who may need to be notified in the event of an emergency. The availability of such Emergency Contact Numbers list also forms part of Convoy Leader's checklist. Cyanide Transportation Protocol & Management Procedure Clause 3.5.2 - Annual mock emergency drills will be conducted and recorded. Emergency Contact numbers will be tested during the drill to ensure they are still active. Emergency Response Plan – Cyanide 6.1.2 states - The Director, Depot Manager or Safety Officer will notify the International Cyanide Management Institute (ICMI) within the first 12 hours of any significant cyanide incident. No significant cyanide incidents have occurred as no transport of cyanide has taken place to date.

### 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:*

The clean-up and rehabilitation process of an effected area is in the process of being contracted out to a commercial chemical remediation company, SpillTech, who is based in Walvis Bay. Their Emergency Spill Responder is responsible for the clean-up of the contaminated soil / product and to remove such to the Gold Mine site where the waste will be disposed of. A written contract between spill clean-up company SpillTech and the transporter will be entered into. Onelogix Hardcore Logistics are currently in discussion with the Gold Mine's emergency response team to assist with the clean-up of any spilt cyanide. Cyanide Transportation Protocol & Management Procedure Clause 3.4.2 - The use of chemicals such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide to treat cyanide is banned from being used once cyanide has entered surface waters.



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**Standard of Practice 3.5**

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

**X in full compliance with**

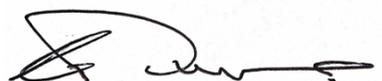
The operation is  in substantial compliance with Standard of Practice 3.5

not in compliance with

*The basis for this Finding/Deficiencies Identified:*

Cyanide Transportation Protocol & Management Procedure Clause 3.5.2 - Annual mock emergency drills will be conducted and recorded. The outcome of the mock drills will be used to evaluate the Plan's performance after its implementation and revise it as needed. Response procedures will be reviewed and assessed following any incident that triggers implementation of the Emergency Response Plan. No mock cyanide drills have been conducted as yet as no cyanide has been transported by the company to date. Management has committed that emergency cyanide drills will be conducted before the first cyanide is transported. Cyanide Transportation Protocol & Management Procedure Clause 3.5.2 - Annual mock emergency drills will be conducted as a minimum and recorded. 3.5.3 The outcome of the mock drills will be used to evaluate the Plan's performance after its implementation and revise it as needed. Response procedures will be reviewed and assessed following any incident that triggers implementation of the Emergency Response Plan. No significant cyanide incidents or cyanide emergencies have occurred since Onelogix Hardcore Logistics have not yet transported any cyanide.

End of Report



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Signature of Lead Auditor

Date  
03 November 2025