



August 2010



INTERNATIONAL CYANIDE MANAGEMENT CODE CYANIDE TRANSPORTATION AUDIT

Australian Gold Reagents West Africa Supply Chain - Guinea, Summary Report

Submitted to:

International Cyanide Management Institute
888 16th Street, NW - Suite 303
Washington, DC 20006
UNITED STATES OF AMERICA

Australian Gold Reagents Ltd
PO Box 345
Kwinana, WA 6167
AUSTRALIA

REPORT



A world of
capabilities
delivered locally

Report Number. 097641060 007 R Rev2

Distribution:

- 1 Copy - International Cyanide Management Institute (+1 Electronic)
- 1 Copy - Australian Gold Reagents (+1 Electronic)





Table of Contents

1.0 INTRODUCTION.....	1
1.1 Operational Information	1
1.2 Description of Operation	1
1.2.1 CSBP Ltd and AGR Australia Limited	1
1.2.2 Transport Terrassement Minier	1
1.2.3 Sodium Cyanide Transportation.....	2
1.2.4 Transit Storage	2
1.3 Auditors Findings and Attestation	3
1.4 Name and Signatures of Other Auditors:	3
1.5 Dates of Audit:	3
2.0 CONSIGNOR SUMMARY.....	4
2.1 Principle 1 – Transport.....	4
2.1.1 Transport Practice 1.1	4
2.1.2 Transport Practice 1.2.....	5
2.1.3 Transport Practice 1.3.....	5
2.1.4 Transport Practice 1.4.....	5
2.1.5 Transport Practice 1.5.....	6
2.1.6 Transport Practice 1.6.....	6
2.2 Principle 2 – Interim Storage	8
2.2.1 Transport Practice 2.1	8
2.3 Principle 3 – Emergency Response.....	9
2.3.1 Transport Practice 3.1	9
2.3.2 Transport Practice 3.2.....	9
2.3.3 Transport Practice 3.3.....	10
2.3.4 Transport Practice 3.4.....	10
2.3.5 Transport Practice 3.5.....	10
3.0 SEA TRANSPORT SUMMARY	11
3.1 Maersk Australia Pty Ltd.....	11
3.1.1 Audit and Operational Information	11
3.1.2 Scope and Summary of Due Diligence Investigation	11
3.2 Port of Conakry, Republic of Guinea and Maersk Stevedores.....	11
3.2.1 Audit and Operational Information	11



AGR WEST AFRICA SUPPLY CHAIN - GUINEA, SUMMARY AUDIT REPORT

3.2.2	Scope and Summary of Due Diligence Investigation	12
4.0	TRUCK TRANSPORT SUMMARY	13

APPENDICES

APPENDIX A

Limitations



1.0 INTRODUCTION

1.1 Operational Information

Name of Transportation Facility:	Australian Gold Reagents West Africa Supply Chain - Guinea
Name of Facility Owner:	Not Applicable
Name of Facility Operator:	Australian Gold Reagents Pty Ltd
Name of Responsible Manager:	Peter Cooper, Commercial Manager - Sodium Cyanide
Address:	Australian Gold Reagents Pty Ltd PO Box 345 Kwinana 6167
State/Province:	Western Australia
Country:	Australia
Telephone:	+61 8 9411 8660
Fax:	+61 8 9411 8282
E-Mail:	peter.cooper@csbp.com.au

1.2 Description of Operation

1.2.1 CSBP Ltd and AGR Australia Limited

AGR is the management company of the unincorporated joint venture between CSBP Ltd (CSBP) and Coogee Chemicals Pty Ltd (Coogee Chemicals). CSBP, a subsidiary of Wesfarmers Ltd., is the major participant in the venture and acts as both plant operator and sales agent. Coogee Chemicals is a local manufacturer and distributor of industrial chemicals.

The AGR cyanide production facility is located within CSBP's fertiliser and chemicals complex at Kwinana, some 40 km south of Perth within the state of Western Australia. AGR produces and transports two different forms of sodium cyanide from the Kwinana production facility, namely solution and solids. Sodium cyanide solution is produced as a 30% liquid and solid sodium cyanide as a >97%, white briquette.

AGR in its capacity as the sales agent for is the consignor and is responsible for the overall management of the sodium cyanide transportation activities including emergency response.

1.2.2 Transport Terrassement Minier

Transport Terrassement Minier (TTM) is a Guinean company with its head office located in the Matoto region of Conakry. Further support offices and workshops are spread through Guinea to service the company's three core areas of business.

TRANSPORT - Transportation. Specialised transport services handling dangerous goods and other transport services to the mining and resource industries.

TERRASSEMENT - Earthworks. TTM operate a fleet of earth moving equipment which service contracts with the Government for road building and repairs, the mining industry for building of haul roads and access roads as well as earthworks at mining operations for tailings dams and heap leach installations.

MINIER - Mining. This section of the business services mining contracts for movement of ore from mining operations to processing plants. This includes the provision of a full service agreement which includes the supply of labour, equipment and plant servicing.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



TTM was founded in 1997, and has 348 employees. As a company based in the developing country of Guinea, TTM prides itself in its opportunity of employing locally based personnel and assisting in the development of their skills. TTM was certified as being fully compliant with the Code on August 18, 2009.

1.2.3 Sodium Cyanide Transportation

AGR's West Africa Supply Chain - Guinea is defined as cyanide transportation from the Fremantle Port, Western Australia, using a shipping line to the Port of Conakry, Guinea, including ICMI signatory transporter TTM for transport to end user mines in Guinea.

At the time of the audit, cyanide transported by TTM originated from the AGR cyanide production facility at CSBPs Kwinana complex. At AGR, solid cyanide is packaged in intermediate bulk containers (IBCs), which are in turn packed into a freight (shipping) container to be transported by sea from the Port of Fremantle to the Port of Conakry, Guinea. A maximum of 20 IBCs are packed into a freight container with a maximum gross weight of 28 tonnes.

Shipping between the Port of Fremantle and the Port of Conakry is conducted by Maersk Australia Pty Ltd (Maersk).

Prior to the arrival at the Port of Conakry, TTM ensures that the shipping documentation is in order and the goods are pre-cleared to allow prompt handling of the product through the Port. Upon arrival at Port of Conakry, the off loading of all containers is performed by the Port. TTM collects the containers within four to five days of arrival and transports the containers to the designated area at TTM's Transport Yard where the containers are stored on the trailer in preparation for departure to the customer mine site the following morning. At the time of the audit, this mine site was:

- AngloGold Ashanti's Siguiri Gold Mine in Mali. This mine is located three days travel from the Port of Conakry.

1.2.4 Transit Storage

Storage in transit does occur at the Port of Conakry for four to five days while formalities such as customs clearance and carrier releases are performed. Once formalities are complete, the cyanide containers are collected from the Port and taken to the TTM Transport Yard where they are stored on the truck overnight in preparation for convoy departure at 0500 hrs the following morning. At no stage is cyanide removed from the trucks or containers prior to unloading at customer mine sites.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



1.3 Auditors Findings and Attestation

in full compliance with

AGR West Africa

Supply Chain – Guinea

is:

in substantial compliance with

not in compliance with

The International
Cyanide Management
Code

Audit Company:

Golder Associates

Audit Team Leader:

Edward Clerk, CEnvP (112), RABQSA (020778)

Email:

eclerk@golder.com.au

1.4 Name and Signatures of Other Auditors:

Name	Position	Signature	Date
Edward Clerk	Lead Auditor and Technical Specialist		9 August 2010

1.5 Dates of Audit:

The AGR West Africa Supply Chain – Guinea Certification Audit was assessed in August 2010 based on the following audit and due diligence reports:

- Due diligence of Maersk shipping between the Port of Fremantle and the Port of Conakry. The due diligence was undertaken by AGR in December 2008.
- Due diligence of the Port of Conakry including Maersk Stevedores. The due diligence was undertaken by AGR in October 2008.
- ICMC Summary Audit Report for TTM in Guinea. The audit was undertaken by Golder Associates on 2-3 April 2009.

I attest that I meet the criteria for knowledge, experience and conflict of interest for Code Verification Audit Team Leader, 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 Verification Auditors.

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

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



2.0 CONSIGNOR SUMMARY

2.1 Principle 1 – Transport

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

2.1.1 Transport Practice 1.1

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

in full compliance with

The operation is

in substantial compliance with

Transport Practice 1.1

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea, is in FULL COMPLIANCE with Transport Practice 1.1 requiring cyanide transport routes to be selected to minimise the potential for accidents and releases.

AGR has implemented a procedure for the selection of transport routes that minimises the potential for accidents and releases or the potential impacts of accidents and releases.

The supply chain routes are assessed prior to commencement of the initial transport. The route selection process includes an assessment of ports and shipping companies along the supply chain. AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from the Port of Fremantle to the destination country or continent. AGR do not consign any product on a vessel that is not a container vessel. No product is shipped by barge, ferry or other means

A due diligence of Maersk between Port of Fremantle in Western Australia and the Port of Conakry in Guinea was conducted by AGR in December 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide is conducted in accordance with the International Maritime Dangerous Goods Code (IMDG Code). AGR concluded in the due diligence, that no issues of concern were noted with regards to Maersk management and shipping of the sodium cyanide product.

A due diligence of the Port of Conakry and Maersk Stevedores was conducted by AGR Ltd in October 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide through Port of Conakry using Maersk Stevedores is to acceptable standards. AGR concluded that it would continue to review and monitor Maersk Stevedores' performance.

AGR has a selection criteria which encourages road transport companies to become signatories to the Code and ultimately compliant with the Code in their own right. AGR maintains a contract with TTM requiring them to comply with Code requirements and periodic inspections (typically annual) are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

AGR are consulted by TTM in the implementation of TTM's route selection procedure for transportation within Guinea.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



2.1.2 Transport Practice 1.2

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

in full compliance with

The operation is

in substantial compliance with

Transport Practice 1.2

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea, is in FULL COMPLIANCE with Transport Practice 1.2 requiring that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.

AGR requires that TTM uses trained, qualified and licensed operators to operate transport vehicles through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

2.1.3 Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

in full compliance with

The operation is

in substantial compliance with

Transport Practice 1.3

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 1.3 requiring that transport equipment is suitable for cyanide shipment.

AGR requires that TTM uses transport equipment is suitable for cyanide shipments through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

2.1.4 Transport Practice 1.4

Develop and implement a safety program for transport of cyanide.

in full compliance with

The operation is

in substantial compliance with

Transport Practice 1.4

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 1.4 requiring the development and implementation of a safety program for transport of cyanide.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



AGR requires that TTM develop and implement a safety program for transport of cyanide through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

2.1.5 Transport Practice 1.5

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

The operation is **in full compliance with** **Transport Practice 1.5**
 in substantial compliance with
 not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 1.5 requiring the following of international standards for transportation of cyanide by sea and air.

As a Code-certified cyanide producers, AGR has systems in place to ensure their containers are labelled in accordance with the International Maritime Dangerous Goods (IMDG) Code and as required by local regulations or international standards.

A due diligence of Maersk Shipping between Port of Fremantle in Western Australia and the Port of Conakry in Guinea was conducted by AGR in December 2008. The due diligence noted AGR’s solid sodium cyanide (briquettes) are packed in a 1000 kg approved bulk bag, hermitically sealed in a plastic liner, placed in a wooden box on pallet base or IBC. As per the IMDG Code this packaging is referenced as UN 11HD2/X/. Approval of AGR’s sodium cyanide packaging has been granted by the regulator and AGR has been given the approval reference AGR 6012, which is to be displayed on the packaging label.

AGR’s label states the product name, UN Number and marine pollutant mark. Product class and subsidiary risk labels are placed on two sides of the IBC (specifically the sides that allow fork-lift access). Placards stating the UN 1689 Number / Class 6 (Toxic) Diamond and Marine Pollutant Mark are placed on each side and on each end of the cargo transport unit (sea container).

AGR has determined that Maersk complies with the stowage and separation requirements of Part 7 of the IMDG Code.

2.1.6 Transport Practice 1.6

Track cyanide shipments to prevent losses during transport.

The operation is **in full compliance with** **Transport Practice 1.6**
 in substantial compliance with
 not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 1.6 requiring the tracking of cyanide shipments to prevent losses during transport.

AGR requires that TTM track cyanide shipments to prevent losses during transport through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

<u>AGR West Africa Supply Chain – Guinea</u>		<u>9 August 2010</u>
Name of Facility	Signature of Lead Auditor	Date



AGR WEST AFRICA SUPPLY CHAIN - GUINEA, SUMMARY AUDIT REPORT

A due diligence of Maersk Shipping between Port of Fremantle in Western Australia and the Port of Conakry in Guinea was conducted by AGR in December 2008. All Maersk vessels have continuous means of tracking and communication during their voyages and the Global Customer Service System (GCSS) monitors the containers through the handling and shipping. AGR utilises Maersk for part of its international ocean freight as Maersk offers complete service from AGR's despatch Port of Fremantle to the destination port required by AGR. The documentation during shipment remains with AGR and Maersk. AGR contracts directly with Maersk and does not go through a third party or Freight Forwarder.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



2.2 Principle 2 – Interim Storage

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

2.2.1 Transport Practice 2.1

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

in full compliance with

The operation is

in substantial compliance with

Transport Practice 2.1

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea, is in FULL COMPLIANCE with Transport Practice 2.1 requiring the design, construction and operation of cyanide trans-shipping depots and interim storage sites to prevent release and exposures.

Within the scope of this Supply Chain, Storage in transit does occur at the Port of Conakry for four to five days while formalities such as customs clearance and carrier releases are performed. A due diligence of the Port of Conakry and Maersk Stevedores was conducted by AGR Ltd in October 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide through Port of Conakry using Maersk Stevedores is to acceptable standards.

AGR concluded in its due diligence that there are issues of concern in regards to the Port of Conakry and Maersk Stevedores awareness and management of the handling and systems in place for the sodium cyanide product. In response to the issue identified, AGR has:

- Convened and discussed the issues of awareness and management of sodium cyanide at relevant meetings with port and stevedore personnel.
- Made available a sodium cyanide training package (in French).
- Implemented a system of clearing the containers from the Port of Conakry as soon as possible to limit the risks associated with cyanide storage within the Port of Conakry.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



2.3 Principle 3 – Emergency Response

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

2.3.1 Transport Practice 3.1

Prepare detailed Emergency Response Plans for potential cyanide releases.

The operation is in full compliance with **Transport Practice 3.1**
 in substantial compliance with
 not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 3.1 requiring the preparation of detailed Emergency Response Plans for potential cyanide releases.

AGR requires that TTM prepare detailed Emergency Response Plans for potential cyanide releases through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

In the event of an incident, AGR provide technical support to TTM.

2.3.2 Transport Practice 3.2

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

The operation is in full compliance with **Transport Practice 3.2**
 in substantial compliance with
 not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain –Guinea is in FULL COMPLIANCE with Transport Practice 3.2 requiring the designation of appropriate response personnel and commit necessary resources for emergency response.

AGR requires that TTM designate appropriate response personnel and commit necessary resources for emergency response through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



2.3.3 Transport Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

in full compliance with

The operation is

in substantial compliance with

Transport Practice 3.3

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea, is in FULL COMPLIANCE with Transport Practice 3.3 requiring the development of procedures for internal and external emergency notification and reporting.

AGR requires that TTM develop procedures for internal and external emergency notification and reporting through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

2.3.4 Transport Practice 3.4

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

in full compliance with

The operation is

in substantial compliance with

Transport Practice 3.4

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 3.4 requiring the development of procedures for remediation of releases that recognise the additional hazards of cyanide treatment.

AGR requires that TTM develop procedures for remediation of releases that recognise the additional hazards of cyanide treatment through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

2.3.5 Transport Practice 3.5

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

in full compliance with

The operation is

in substantial compliance with

Transport Practice 3.5

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Guinea is in FULL COMPLIANCE with Transport Practice 3.5 requiring the periodic evaluation of response procedures and capabilities and revise them as needed.

AGR requires that TTM periodically evaluate response procedures and capabilities and revise them as needed through its contract with TTM. Periodic inspections are conducted by AGR to ensure TTM remains compliant with Code requirements and AGR transporter selection criteria.

AGR West Africa Supply Chain – Guinea

9 August 2010

Name of Facility

Signature of Lead Auditor

Date



3.0 SEA TRANSPORT SUMMARY

3.1 Maersk Australia Pty Ltd

3.1.1 Audit and Operational Information

Maersk is a carrier service providing International shipping of containers on a fleet of their container vessels.

A due diligence investigation of compliance with the ICMI Transport Code of Practice of Maersk shipping between the Port of Fremantle in Western Australia and the Port of Conakry in the Republic of Guinea was conducted by AGR in December 2008. The due diligence investigation was undertaken within one year of the October 26 2009 Code changes and hence qualifies pursuant to ICMI's Transition Process for inclusion in this supply chain audit.

3.1.2 Scope and Summary of Due Diligence Investigation

The purpose of the due diligence was to ensure AGR's shipping of sodium cyanide is conducted in accordance with the International Maritime Dangerous Goods Code (IMDG Code). The following items were addressed within the AGR due diligence:

- Background information on Maersk
- Compliance with ICMC:
 - Transport Practice 1.1
 - Transport Practice 1.5
 - Transport Practice 1.6
 - Dangerous Goods Management.
- Australian Shipping Regulatory Framework:
 - Australian Maritime Safety Authority (AMSA)
 - International Convention for the Safety of Life at Sea (SOLAS)
 - Port State Control.
- Australian Department of Defence.

AGR concluded in the due diligence, that no issues of concern were noted with regards to Maersk management and shipping of the sodium cyanide product. The due diligence also noted that the report is not a final acceptance of Maersk by AGR for future work and, as with all service providers; AGR will continue to review and monitor Maersk's performance. In particular, AGR noted that any changes in state, national or international regulations, standards or laws can result in a total review of the international shipping requirements.

The due diligence review in May 2009, undertaken by the audit team's transport technical expert, Edward Clerk, found the AGR due diligence report to be a comprehensive evaluation of Maersk Australia Pty Ltd.

3.2 Port of Conakry, Republic of Guinea and Maersk Stevedores

3.2.1 Audit and Operational Information

A due diligence of the Port of Conakry and Maersk Stevedores was conducted by AGR in October 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide through Port of Conakry using Maersk Stevedores is to acceptable standards. The due diligence investigation was undertaken within

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



one year of the October 26 2009 Code changes and hence qualifies pursuant to ICMI's Transition Process for inclusion in this supply chain audit.

The Port of Conakry is the only container Port servicing Guinea and AGR has the ability to ship sodium cyanide product to this Port from the Port of Fremantle in Western Australia using Maersk Lines. The Port of Conakry allows unloading of the shipments for the final road transport section to AngloGold Ashanti's Siguiri Gold Mine.

Maersk is the stevedoring company which manages the on shore (port) operations for their vessels. The stevedores are responsible for handling containers (full or empty) on and off the vessels, container storage areas, security, control systems for companies and their vehicles collecting and or delivering containers, and software programs control container movement through the Port.

3.2.2 Scope and Summary of Due Diligence Investigation

The following items were addressed within the due diligence:

- Background information on Port of Conakry
- Background information on Maersk Stevedores
- Compliance with ICMC:
 - Transport Practice 1.1
 - Transport Practice 1.5
 - Transport Practice 1.6
 - Dangerous Goods Management.

AGR concluded in its due diligence of the Port of Conakry that it has concerns relating to the awareness and management of appropriate systems for handling cyanide or hazardous goods in general. In response to the issue identified, AGR has undertaken the following:

- Convened and discussed the issues of awareness and management of sodium cyanide at meetings with:
 - Directuer National – Port Operations
 - Harbour Masters, Director of Dangerous Goods
 - Maersk Terminal Operator.
- Made available a sodium cyanide training package (in French)
- Implemented a system of clearing the containers from the Port of Conakry as soon as possible to limit the risks associated with cyanide storage within the Port of Conakry.

Moving forward, AGR has committed to the following:

- Conduct periodic inspections
- Monitor the expansion of the terminal and its handling of containers
- Assist the Port of Conakry in the development of appropriate training and emergency response plans.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



This due diligence report was reviewed by the audit team's transport technical auditor, Edward Clerk, who found that the operations of the Port of Conakry and Maersk Stevedores had been comprehensively evaluated through the due diligence and that actions identified had been addressed.

4.0 TRUCK TRANSPORT SUMMARY

TTM are certified under the International Cyanide Management Code for the Manufacture, Transport, and Use of Cyanide In the Production of Gold as of August 18, 2009.

No truck transporters, outside of TTM, are used in this part of the supply chain.

AGR West Africa Supply Chain – Guinea

Name of Facility

Signature of Lead Auditor

9 August 2010

Date



Report Signature Page

GOLDER ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to read 'E. Clerk'.

Edward Clerk
ICMI Lead Auditor, Associate and Manager Mining Environmental Services

EWC/ST/lgs

A.B.N. 64 006 107 857

m:\jobs409\mining\097641060 - csbp cn audits west africa\reports\guinea\097641060 007 r rev2 agr west africa supply chain - guinea summary audit report.docx



APPENDIX A

Limitations



LIMITATIONS

This Document has been provided by Golder Associates Pty Ltd ("Golder") subject to the following limitations:

This Document has been prepared for the particular purpose outlined in Golder's proposal and no responsibility is accepted for the use of this Document, in whole or in part, in other contexts or for any other purpose.

The scope and the period of Golder's Services are as described in Golder's proposal, and are subject to restrictions and limitations. Golder did not perform a complete assessment of all possible conditions or circumstances that may exist at the site referenced in the Document. If a service is not expressly indicated, do not assume it has been provided. If a matter is not addressed, do not assume that any determination has been made by Golder in regards to it.

Conditions may exist which were undetectable given the limited nature of the enquiry Golder was retained to undertake with respect to the site. Variations in conditions may occur between investigatory locations, and there may be special conditions pertaining to the site which have not been revealed by the investigation and which have not therefore been taken into account in the Document. Accordingly, additional studies and actions may be required.

In addition, it is recognised that the passage of time affects the information and assessment provided in this Document. Golder's opinions are based upon information that existed at the time of the production of the Document. It is understood that the Services provided allowed Golder to form no more than an opinion of the actual conditions of the site at the time the site was visited and cannot be used to assess the effect of any subsequent changes in the quality of the site, or its surroundings, or any laws or regulations.

Any assessments made in this Document are based on the conditions indicated from published sources and the investigation described. No warranty is included, either express or implied, that the actual conditions will conform exactly to the assessments contained in this Document.

Where data supplied by the client or other external sources, including previous site investigation data, have been used, it has been assumed that the information is correct unless otherwise stated. No responsibility is accepted by Golder for incomplete or inaccurate data supplied by others.

Golder may have retained subconsultants affiliated with Golder to provide Services for the benefit of Golder. To the maximum extent allowed by law, the Client acknowledges and agrees it will not have any direct legal recourse to, and waives any claim, demand, or cause of action against, Golder's affiliated companies, and their employees, officers and directors.

This Document is provided for sole use by the Client and is confidential to it and its professional advisers. No responsibility whatsoever for the contents of this Document will be accepted to any person other than the Client. Any use which a third party makes of this Document, or any reliance on or decisions to be made based on it, is the responsibility of such third parties. Golder accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this Document.

At Golder Associates we strive to be the most respected global group of companies specialising in ground engineering and environmental services. Employee owned since our formation in 1960, we have created a unique culture with pride in ownership, resulting in long-term organisational stability. Golder professionals take the time to build an understanding of client needs and of the specific environments in which they operate. We continue to expand our technical capabilities and have experienced steady growth with employees now operating from offices located throughout Africa, Asia, Australasia, Europe, North America and South America.

Africa	+ 27 11 254 4800
Asia	+ 852 2562 3658
Australasia	+ 61 3 8862 3500
Europe	+ 356 21 42 30 20
North America	+ 1 800 275 3281
South America	+ 55 21 3095 9500

solutions@golder.com
www.golder.com

Golder Associates Pty Ltd
Level 2, 1 Havelock Street
West Perth Western Australia 6055
Australia
T: +61 8 9213 7600

