



August 2010



INTERNATIONAL CYANIDE MANAGEMENT CODE CYANIDE TRANSPORTER AUDIT

Australian Gold Reagents West Africa Supply Chain - Sénégal and Mali, Summary Audit Report

Submitted to:

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

Australian Gold Reagents Ltd
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AUSTRALIA

REPORT

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AGR WEST AFRICA SUPPLY CHAIN - SÉNÉGAL AND MALI SUMMARY AUDIT REPORT

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Limitations



1.0 INTRODUCTION

1.1 Operational Information

Name of Transportation Facility:	AGR West Africa Supply Chain – Sénégal and Mali
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
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State/Province:	Western Australia
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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 Bolloré Africa Logistics and SDV Sénégal

The Bolloré Group was founded in 1822, and is now a player in plastic films for capacitors and packaging, electric batteries, thin papers, transportation in Africa (freight forwarding and stevedoring, railways) and international Logistics, fuel distribution and dedicated terminals and systems.

The Africa transportation arm of the Bolloré Group is managed by Bolloré Africa Logistics which has been established for more than 50 years in 41 countries. The company has established some 200 agencies and is a key player in port activity, terrestrial transport and tailor-made logistics solutions. Bolloré Africa Logistics is actively expanding its integrated logistics network in Africa and is now the biggest transport and logistics operator in Africa.

SDV Sénégal (SDV) is a subsidiary of Bolloré Africa Logistics based in Dakar, Sénégal. SDV was certified as being fully compliant with the Code on 17 August 2009.

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1.2.3 Transport Consignation Sénégal

Transport Consignation Sénégal (TCS) is a Senegalese transport company that has been established and managed by SDV for the purpose of delivering hazardous cargos to destinations within Mali.

Sénégal and Mali are both member countries of CEDEAO (Communauté Economique des Etats d'Afrique de l'Ouest - West African Countries Economic Community). SDV assets are mostly foreign and as such, it is viewed as a company from a non-CEDEAO member country. As CEDEAO regulations do not allow companies from non-member countries to conduct cross boarder transport activities, SDV is not entitled to an international transport licence. To counter this, SDV founded TCS, a transport company with mostly Senegalese shares, in order to transport hazardous cargo between CEDEAO countries. TCS is 85% owned by SDV. TCS is managed by SDV as an integral part of SDV and employees and equipment are managed and maintained as part of the SDV Sénégal group.

1.2.4 Aices SA

Aices SA (Aices) is a Senegalese emergency response and training service provider that has been subcontracted by SDV to provide convoy escort duties, emergency response and training services for cyanide transportation.

1.2.5 Sodium Cyanide Transportation

AGR's West Africa Supply Chain – Sénégal & Mali is defined as cyanide transportation from the Fremantle Port, Western Australia, using a shipping line to Dakar Port, Sénégal, including Dakar Port stevedore operation and ICMI signatory transporter Bollore Africa Logistics SDV Sénégal for transport to end user mines in Sénégal and Mali.

At the time of the audit, cyanide transported by SDV 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 Dakar, Sénégal. 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 Dakar is conducted by Mediterranean Shipping Company (MSC).

Prior to the arrival at Dakar, SDV 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 Dakar Port, the off loading of all containers is performed by the Port. SDV collects the containers within 24 hours of arrival and transports the containers to the designated area at SDV's transport depot where the containers are stored on the trailer in preparation for departure to the customer mine sites the following morning. At the time of the audit, these mine sites were:

- AngloGold Ashanti's Sadiola Gold Mine in Mali. This mine is located three days travel from the Port of Dakar
- AngloGold Ashanti's Yatela Gold Mine in Mali. This mine is located three days travel from the Port of Dakar
- Mineral Deposit Limited's Sabodala Gold Mine in Sénégal. This mine is located three days travel from the Port of Dakar.

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1.2.6 Transit Storage

Within the scope of this audit, there are no trans-shipping depots or interim storage sites, as defined in the audit protocol. Storage in transit does occur at the Port of Dakar 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 of Dakar and taken to the SDV 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.

1.3 Auditors Findings and Attestation

in full compliance with

AGR West Africa Supply Chain – Sénégal and Mali
is:

in substantial compliance with

The International Cyanide Management Code

not in compliance with

Audit Company: Golder Associates

Audit Team Leader: Edward Clerk, CEnvP (112), RABQSA (020778)

Email: eclerk@golder.com.au

Name and Signatures of Other Auditors:

Name	Position	Signature	Date
Edward Clerk	Lead Auditor and Technical Specialist		6 August 2010
Jaclyn Goad	Auditing Support		6 August 2010

Dates of Audit:

The AGR West Africa Supply Chain – Senegal and Mali 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 Dakar. The due diligence was undertaken by AGR in December 2008.
- Due diligence of the Port of Dakar including DP World Stevedores. The due diligence was undertaken by AGR in September 2008.
- ICMC Summary Audit Report for Bollore Africa Logistics, SDV Senegal. The audit was undertaken by Golder Associates on 30 March and 1 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*

AGR West Africa Supply Chain – Sénégal and Mali
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Date



Cyanide Management Code Verification Protocol for Cyanide Transportation Operations and using standard and accepted practices for health, safety and environmental audits.

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 – Sénégal and Mali 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 MSC Shipping between Port of Fremantle in Western Australia and the Port Dakar in Sénégal 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 MSC management and shipping of the sodium cyanide product.

A due diligence of the Port of Dakar and DP World was conducted by AGR Ltd in September 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide through Port of Dakar using DP World is to acceptable standards. AGR concluded that it would continue to review and monitor DP World's 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 SDV requiring them to comply with Code requirements and periodic inspections (typically annual) are conducted by AGR to ensure SDV remains compliant with Code requirements and AGR transporter selection criteria.

AGR are consulted by SDV in the implementation of SDV's route selection procedure for transportation within Sénégal and Mali.

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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 – Sénégal and Mali 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 SDV uses trained, qualified and licensed operators to operate transport vehicles through its contract with SDV. Periodic inspections are conducted by AGR to ensure SDV 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 – Sénégal and Mali is in FULL COMPLIANCE with Transport Practice 1.3 requiring that transport equipment is suitable for cyanide shipment.

AGR requires that SDV uses transport equipment is suitable for cyanide shipments through its contract with SDV. Periodic inspections are conducted by AGR to ensure SDV 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 – Sénégal and Mali is in FULL COMPLIANCE with Transport Practice 1.4 requiring the development and implementation of a safety program for transport of cyanide.

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

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2.1.5 Transport Practice 1.5

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

in full compliance with

The operation is

in substantial compliance with

Transport Practice 1.5

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

The AGR West Africa Supply Chain – Sénégal and Mali 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 MSC Shipping between Port of Fremantle in Western Australia and the Port Dakar in Sénégal 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 MSC 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.

in full compliance with

The operation is

in substantial compliance with

Transport Practice 1.6

not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

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

A due diligence of MSC Shipping between Port of Fremantle in Western Australia and the Port Dakar in Sénégal was conducted by AGR in December 2008. All MSC Vessels have continuous means of tracking and communication during their voyages and the GCSS System monitors the containers through the handling and shipping. AGR utilises MSC for part of its international ocean freight as MSC offers complete service from AGR’s despatch Port of Fremantle to the destination port required by AGR.

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MSC has its own in-house software package (MSC Link) for booking container freight. Using this package, MSC is able to track empty containers from the time they are released for use by AGR, through the shipping process and right back to the MSC container yard. Goods can also be tracked via shipping records (Bill of lading) which state the vessel which the product is on as well as the container number.

AGR utilises MSC Shipping for its international ocean freight as it offers complete service from AGR's despatch Port of Fremantle to the destination ports required by AGR. The documentation during shipment remains with AGR and MSC. AGR contracts directly with MSC and does not go through a third party or Freight Forwarder.

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 – Sénégal and Mali 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 Dakar for four to five days while formalities such as customs clearance and carrier releases are performed. A due diligence of the Port of Dakar and DP World was conducted by AGR Ltd in September 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide through Port of Dakar using DP World is to acceptable standards.

AGR concluded in its due diligence that it has concerns relating to the management of cyanide or hazardous goods in general. In response to the issue identified, AGR has:

- Initiated dangerous goods training of DP World staff through Aices SA
- Implemented a system of clearing the containers from the Port of Dakar as soon as possible to limit the risks associated with cyanide storage within the Port of Dakar.

AGR have proposed to continue to review and monitor DP World's performance.

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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 – Sénégal and Mali is in FULL COMPLIANCE with Transport Practice 3.1 requiring the preparation of detailed Emergency Response Plans for potential cyanide releases.

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

In the event of an incident, AGR provide technical support to SDV and Aices.

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

2.3.3 Transport Practice 3.3

Develop procedures for internal and external emergency notification and reporting.


The operation is in full compliance with **Transport Practice 3.3**
 in substantial compliance with
 not in compliance with

Summarise the basis for this Finding/Deficiencies Identified:

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

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AGR requires that SDV develop procedures for internal and external emergency notification and reporting through its contract with SDV. Periodic inspections are conducted by AGR to ensure SDV 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 – Sénégal and Mali 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 SDV develop procedures for remediation of releases that recognise the additional hazards of cyanide treatment through its contract with SDV. Periodic inspections are conducted by AGR to ensure SDV 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 – Sénégal and Mali 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 SDV periodically evaluate response procedures and capabilities and revise them as needed through its contract with SDV. Periodic inspections are conducted by AGR to ensure SDV remains compliant with Code requirements and AGR transporter selection criteria.

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3.0 SEA TRANSPORT SUMMARY

3.1 Mediterranean Shipping Company Australia Pty Ltd

3.1.1 Audit and Operational Information

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

A due diligence of MSC shipping between Port of Fremantle in Western Australia and the Port Dakar in Sénégal 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

A due diligence of MSC Shipping between Port of Fremantle in Western Australia and the Port Dakar in Sénégal 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). The following items were addressed within the AGR due diligence:

- Introduction
- Background information on MSC
- 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 MSC management and shipping of the sodium cyanide product. The due diligence also noted that the report is not a final acceptance of MSC by AGR for future work and as with all service providers, AGR will continue to review and monitor MSC's performance. In particular, AGR note that any changes in state, national or international regulations, standards or laws can result in a total review of the international shipping requirements.

AGR also noted that it found MSC to be a professional organisation throughout its dealings with them.

This due diligence report was reviewed by the audit team's transport technical auditor, Edward Clerk, who found that the operations of MSC Shipping had been comprehensively evaluated through AGR's due diligence process.

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3.2 Port of Dakar and DP World Stevedores

3.2.1 Audit and Operational Information

The Dakar Port is the main container port servicing Sénégal and the western side of Mali. AGR has the ability to ship cyanide to this port from the Port of Fremantle Western Australia using MSC. The port allows unloading of the shipments for the final road transport section to AngloGold Ashanti's Sadiola and Yatela Gold Mines.

The container terminal at the port was previously managed by SDV Sénégal, the same company transporting the cyanide through to the mine sites in Mali. The company understood the product and had appropriate hazardous goods controls and systems. This was confirmed in 2001, when an audit of SDV Sénégal's handling systems by AGR noted that SDV Sénégal's handling systems ensured the product was segregated and secure. Consignments were unloaded from the vessel and placed in a designated storage area and barricaded and closed off by empty containers. Product was then removed promptly from the port once the consignment was cleared.

DP World took over as operator of the container terminal in 2008. AGR noted that problems with port operations initially arose when DP World did not have its handling equipment ready for the changeover. DP World were restricted by a limited amount of handling equipment and the port operations witnessed and discussed during AGR's visit to the port mid year noted they could not meet the container handling requirements. The limited handling capacity meant that the operation had to split their day between unloading/loading vessels and handling containers on and off transport. This resulted in MSC vessels being in the port for more than a week compared to a few days and backed up other vessels wanting to utilise the port.

The reduction in time given to handling transport in and out the port also resulted in a container storage problem as transporters returning empty containers to the port could not get access to unloading their trucks. This problem increased to the extent the port operations requested SDV to handle these containers as SDV had the required container handling equipment. The SDV transport yard became a major container depot. The overall outcome of this was that the port became extremely congested on the shipping as well as land side.

Once DP World received more of their handling equipment congestion has reduced, however the port expansion reorganisation is not complete, and the AGR visit in September 2008 showed although the port congestion had improved the port had not yet managed to arrange separate and segregated storage areas for dangerous goods and or hazardous products. DP Work advised AGR during the visit that DP World is in the process of implementing their management systems and upgrading the facilities of the port.

DP World operates numerous container ports around the world and manages these to standards accessed by Lloyds. In light of this AGR is of the opinion that conditions at the port will continually improve as DP World completes the upgrade and implements their container handling systems.

3.2.2 Scope and Summary of Due Diligence Investigation

A due diligence of the Port of Dakar and DP World was conducted by AGR Ltd in September 2008. The purpose of the due diligence was to ensure AGR shipping of sodium cyanide through Port of Dakar using DP World is to acceptable standards.

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The following items were addressed within the due diligence:

- Introduction
- Background information on Port of Dakar
- Background information on DP World
- 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 DP World that it has concerns regarding the use of DP World as a service provider. The principle concern relates to DP World's awareness and management of appropriate systems for handling cyanide or hazardous goods in general. AGR have proposed to continue to review and monitor DP World's performance.

In response to the issue identified, AGR has:

- Initiated dangerous goods training of DP World staff through Aices. Aices is a subcontractor of SDV Sénégal who provides training, emergency response and convoy escort services
- Implemented a system of clearing the containers from the Port of Dakar as soon as possible to limit the risks associated with cyanide storage within the Port of Dakar.

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 Dakar and DP World had been comprehensively evaluated through the due diligence and that actions identified had been addressed.

4.0 TRUCK TRANSPORT SUMMARY

SDV, under Bolloré Africa Logistics are certified under the International Cyanide Management Code for the Manufacture, Transport, and Use of Cyanide in the Production of Gold as of August 17, 2009.

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

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Signature of Lead Auditor

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Date



Report Signature Page

GOLDER ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to read 'E. Clerk', positioned below the company name.

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

EWC/ST/jlt

A.B.N. 64 006 107 857

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APPENDIX A

Limitations



LIMITATIONS

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