

SUMMARY AUDIT REPORT

Name of Cyanide Transportation Facility: Stiglich Transportes S. A.
Name of Facility Owner: Stiglich Transportes, S. A.
Name of Facility Operator: Stiglich Transportes, S. A.
Name of Responsible Manager: Cesar Silva Lan
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Location detail and description of operation:

Stiglich Transportes S. A. (Stiglich) is a company specialized in the transport of hazardous materials and oversized loads. It provides sodium cyanide transportation services from Orica, Mercantil, and DuQuimica, to the different gold and other mineral mines.

Stiglich can receive the cyanide directly in the port facilities or in other storage facilities. It can be transported in iso-tanks or standard containers. Stiglich does not have storage facilities and does not remove the product from the tanks.

Among the mines served by Stiglich are:

- Compañía Minera Antamina
- Compañía Minera Ares
- Minera Yanacocha SRL
- Sociedad Minera Cerro Verde
- Minera Cerro Corona
- Minera Gold Fields

This audit comprises the ground transportation operations from the moment the Port Authority or the storage facilities release the cyanide for its delivery in the client facility.

Cyanide is received from the manufacturer or consigner in either of the following packaging presentations:

- Poly-propylene super-sack filled up to 1 ton and placed inside a wooden box.
- Tuff-pack of 48 kg, 20 of these packs are placed inside a wooden box.
- 55-gallon metallic drums; four per pallet and plastic wrapped.
- Iso-tank.

No less than 20 boxes or 165 drums are placed in standard 20-foot shipping containers (the containers); the exact number of boxes or drums is to prevent lateral movement of the boxes within the container; when drums are transported, these are fastened using belts. The containers are received locked and tagged. These tags are only removed at the user site.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

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.

Audit Company: ERM Mexico, S. A. de C. V.

Audit Team Leader: Juan Carlos Rangel Lopez E-mail: juancarlos.rangel@erm.com

Names and Signatures of Other Auditors: none

Date(s) of Audit: 18-19 February 2010

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.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

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

TRANSPORT PRACTICE 1.1: SELECT CYANIDE TRANSPORT ROUTES TO MINIMIZE THE POTENTIAL FOR ACCIDENTS AND RELEASES.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 1.1
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich has the procedure IC-04-13 for routes identification and update (dated 6 June 2005, rev. 1.0) which establishes that all the transport routes (not only those for cyanide) must be assessed and described. The route must be described in terms of distances, route shape, bridges, tunnels, wires crossing the road (telephone, electricity, etc.), tolls, service stations, rest and feed locations, weather, and water bodies.

Although it is not written in the procedure, the route assessment is performed through an inspection. An inspection report is generated, which includes pictures, identification of available communication services (e.g. signal from different mobile phone providers), alternative routes, the conditions mentioned above, and potential risk (type of accident).

Procedure IC-04-13 establishes that the route assessment must be reviewed at least once per year.

The route assessment report includes identifies the potential risk in the route due to the road conditions (traffic, curves, traffic intensity, etc.). This is also included in the route specific contingency plan which in section 5.2 establishes the risk reduction measures including:

- Performing the shipment in convoy modality of 1 to 3 units with one escort vehicle and from 4 to up to 9 units with two escort vehicles. No convoys of more than 9 units are allowed.
- Maintaining communication between the units that participate in the convoy and the escort vehicle, which must have also a satellite phone.
- Training and competence evaluation for the operators and convoy supervisor (who travels in the escort vehicle).
- Programmed route inspection, and
- Preventive maintenance of the units, among others.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

Additionally, the contingency plan establishes the speed limits per route section,

The contingency plans and the routes update procedure establish that the routes must be assessed at least once per year. The reviewed contingency plan and routes analysis were less than one year old (March, September, and October 2009)

Additionally, the emergency response procedures establish that the convoy supervisor will report the progress of the shipment when arriving to urban areas or at least each hour (ploteo de ruta). This is used as shipment report where the additional information provided by the driver (e.g. weather conditions) is included.

According to Stiglich personnel, the periodic assessment of the route is performed with the mine representative or the cyanide supplier, depending on who is the owner of the material that is being transported.

For instance, the route to one of the mines (Gold Fields Cerro Corona) was assessed with the supplier (Mercantil S. A.) during the period of 2 to 11 February 2010; the report was available for review and the integration of the findings to the route specific contingency plan was pending.

Additionally one of the contingency plans (for the route from the port to the Yanacocha mine) was submitted to the Transports and Communications Ministry (MTC, Ministerio de Transportes y Comunicaciones) for review and Stiglich was attending the comments to this contingency plan. This plan is being use as model for all other routes.

When Stiglich transports hazardous materials (including sodium cyanide), the transport is performed in convoys with escort vehicle: one escort for convoys of up to 3 units and two escorts for convoys of 4 to 9 units. Stiglich policies do not allow convoy of more than 9 units.

As part of the activities performed during the annual route assessment, Stiglich notifies the firefighters and hospitals of their role during an emergency. Stiglich started to document this practice through stamped letters in 2010.

A sample of three route assessments and three contingency plans were reviewed. According to the reviewed emergency plans, the routes were last assessed in 2009 and the assessment included the elements described above.

Stiglich does not subcontract the transport of sodium cyanide.

TRANSPORT PRACTICE 1.2: ENSURE THAT PERSONNEL OPERATING CYANIDE HANDLING AND TRANSPORT EQUIPMENT CAN PERFORM THEIR JOBS WITH MINIMUM RISK TO COMMUNITIES AND THE ENVIRONMENT.

The operation is

Stiglich Transportes, S.A.
Name of Facility



Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

- in full compliance with
- in substantial compliance with Transport Practice 1.2
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich has established the following profile for driver that transports hazardous materials:

- To have the AIII license (the mandatory required for hazardous materials)
- To have at least 3 years of experience as driver
- Previous training in firefighting
- Previous training in defensive driving
- Previous training in first aid
- Previous training in HAZMAT basic awareness.
- Age between 28 and 65.

And for the convoy supervisor:

- At least 1 year experience in transport supervision
- Previous training in Hazardous Materials handling
- Previous training in first aid
- Previous training in firefighting
- A-I driver license
- Junior high school studies.

A sample of five drivers and two supervisors' files were reviewed and they contained:

- A copy of the job position profile
- Records of the induction process
- Certificate of non criminal records
- First hiring driving test (only drivers)
- Curriculum vitae.

According to the reviewed sample the drivers and supervisors comply with the required profile.

In different files, Stiglich keeps record of the annual medical test performed to the employees and the training provided, and electronic files of the training provided.

A sample of three drivers and two supervisors that were preparing a cyanide convoy were interviewed and they were familiar with the preventive measures implemented by Stiglich (inspections, speed limits, etc.) and with their role in the emergency response. They also confirmed the training and alcohol policies of the company.

The contingency plans establish the annual training requirements including: defensive driving, HAZMAT operations, HAZMAT level II (basic operations), HAZMAT level III (for supervisors), personal protection equipment, transport of hazardous materials, basic firefighting, among others.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

Training records are kept in electronic format in the company's server. There is folder for each employee where electronic copies of the training certificates are kept.

Stiglich does not subcontract other companies to transport cyanide.

TRANSPORT PRACTICE 1.3: ENSURE THAT TRANSPORT EQUIPMENT IS SUITABLE FOR THE CYANIDE SHIPMENT.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 1.3
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich uses Kenwork trucks of 380 HP. Additionally, all cyanide shipments are performed in low-bed trailers acquired from FAMECA with a maximum load capacity of 27 tons (the maximum weight of a full container is 23 tons, including the net weight, the packaging material and the container itself).

Stiglich has a maintenance procedure (PC-06) that establishes the levels of preventive maintenance that must be performed to each truck and trailer based on the mileage traveled by the unit. The procedure establishes three levels of preventive maintenance: PM 1 every 15,000, PM 2 every 75,000, and PM3 every 150,000 km. The procedure has a specific program for tires inspection.

The trailers receive preventive maintenance prior to each travel (PM1, including breaks, and lights, lubrication, structure), and every 20,000 km axis inspection (air system, electric system, oil system seals, among others). Additionally, on an annual basis non destructive test (magnetic particles) are performed to the wheel axis and the kin ping of the trailer.

The drivers must fill an inspection report when returning from a transport operation; this includes the total mileage of the truck and the trailer and observations regarding required repairs. The maintenance department performs the corrective maintenance (or preventive when corresponds according to the mileage) the day before the following scheduled shipment where the unit will be used.

The maintenance manager maintains a data base with the dates when the different preventive maintenances were performed for each truck and trailer. This database also includes the mileage when the last maintenance was performed, the mileage when the next one is schedule, and the mileage after the last shipment.

Files are kept for each truck and trailer with the checklist of the preventive maintenance performed and the work orders for corrective maintenance.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

To comply with Peru's Hazardous Materials and Waste Transportation National Regulation, all units (truck and trailer) are inspected on a yearly basis by workshops authorized by the Transport and Communications Ministry (MTC, Ministerio de Transportes y Comunicaciones). However, this inspection is only to comply with the law.

Additionally to the driver report that goes to maintenance, Stiglich has the safety procedure PC-7 (dated 13 March 2009) that establishes that convoy supervisor must perform an inspection of each unit prior to each transport operation.

A sample of 10 of these checklists were reviewed and found to be consistently filled.

Stiglich does not have trucks with the capacity to haul two trailers at a time and its trailers can only carry one container. Stiglich only transport one container per truck and trailer. The container does not have volumetric capacity to transport more than 22 tons of cyanide.

Stiglich does not subcontract other companies to transport cyanide.

TRANSPORT PRACTICE 1.4: DEVELOP AND IMPLEMENT A SAFETY PROGRAM FOR TRANSPORT OF CYANIDE.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 1.4
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich receives the sodium cyanide in containers/iso-tanks that are locked and tagged. The tag is recorded in the bill of lading issued by the provider/consigner to ensure that it is the same when arrives to the client site. The client would not receive the container if the tag has been broken or is not coincident with that established in the bill of lading.

The vehicle inspection checklist that is filled prior to the departure of the convoy requires confirming the presence of the placards in the container that identify the product. Additionally, according to the interviewed convoy supervisors, Stiglich has a stock of placards to ensure that these are in the container during the shipment. According to the reviewed sample of historical checklist the supervisor has consistently confirmed the presence of the placards.

Stiglich has the safety procedure PC-7 that establishes that convoy supervisor must perform an inspection of each unit prior to each transport operation. The use of this checklist was confirmed during the interview with the supervisors and the historical records review.

Stiglich has a maintenance procedure (PC-06) that establishes the levels of preventive maintenance that must be performed to each truck and trailer based on the mileage traveled by

Stiglich Transportes, S.A.
Name of Facility



Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

the unit. Maintenance records were reviewed and the practice was confirmed during the interview with the maintenance manager.

The route preparation procedure and the route specific contingency plan establish that the hazardous materials are transported only from 6:00 am to 6:00 pm. Additionally, Stiglich drivers have two one-hour rest periods every day for breakfast and lunch. According to the reviewed shipment progress reports (see practice 1.6), the from 6:00 am to 6:00 pm schedule is complied most of the time; only when there were delays in the departure time and the convoy had not arrived to the night stop location the operation extended over the 6:00 pm; however, in none of these cases the operators drove more than 10 hrs in a day. According to the interviewed operators, they are allowed two one-hour breaks: one for breakfast and another for lunch.

The containers are filled in way that prevents lateral movement of the materials (exact number of wooden boxes or drums). According to the interviewed drivers and supervisors, when transporting cyanide, besides the use twist locks, the containers are fixed to the trailer with four chains.

According to the route specific contingency plan, when the weather conditions are adverse or there are demonstrations in the route, the supervisor selects a non-programmed stop point. According to the interviewed supervisors, they travel approximately 200 m ahead of the convoy to assess the road conditions and prevent accidents.

Stiglich has a policy of zero tolerance of the use of drugs and alcohol; it bans their consumption prior, during, and after any transport operations. It also requires the employees to notify the use of any medication to confirm that it would not affect the driver performance. Additionally, at the beginning of every journey, the convoy supervisor runs an alcohol breath test to each driver and supervisor.

Alcohol test and vehicle inspection checklist were available from 2005 to date. Maintenance records were available from 2008 to date, and previous years were reported to be in the company archive. Bills of lading are kept for two years.

Stiglich does not subcontract other companies to transport cyanide.

TRANSPORT PRACTICE 1.5: FOLLOW INTERNATIONAL STANDARDS FOR TRANSPORTATION OF CYANIDE BY SEA AND AIR.

The operation is

THIS PRACTICE DOES NOT APPLY TO THE OPERATION

- in full compliance with
- in substantial compliance with Transport Practice 1.5
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

The scope of this audit was only for the ground transportation operations performed by Stiglich.

TRANSPORT PRACTICE 1.6: TRACK CYANIDE SHIPMENTS TO PREVENT LOSSES DURING TRANSPORT.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 1.6
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

All drivers and supervisors are provided by Stiglich with a cellular phone that has a private network service, and radios. The convoy supervisor has also a satellite phone for the areas where there is no cellular phone service coverage. The coverage of cellular service by different companies is assessed during the route selection and update trip

Communication equipment is reviewed prior to the departure of the convoy; this inspection is registered in the vehicle checklist. Additionally, the base has a stock of spare phones to replace any that would fail during this inspection.

As established in the contingency plan the convoy supervisor must report the progress of the convoy to the base by phone when ever they arrive to pre-established check points. This notification is recorded in a software that generates an email to the interested parties (the clients and the suppliers).

As required by local regulations, a bill of lading is issued by Stiglich which includes the number of container and the net content. Additionally, the cyanide supplier issues its own bill of lading including the same information and the tag number. Both bills of ladings are carried by the driver.

The bill of ladings and the MSDS must be carried by each driver this is confirmed by the supervisor through the vehicle inspection checklist.

Stiglich does not subcontract other companies to transport cyanide.

Stiglich Transportes, S.A.
Name of Facility



Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

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

**TRANSPORT PRACTICE 2.1: STORE CYANIDE IN A MANNER THAT MINIMIZES THE POTENTIAL
FOR ACCIDENTAL RELEASES.**

The operation is: **THIS PRACTICE DOES NOT APPLY TO THE OPERATION**

- in full compliance with
- in substantial compliance with Transport Practice 2.1
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

The ground transport operations performed Stiglich do not involve the use of interim storage facilities. For routes that take two or more days, the route assessment identifies the places where the vehicles can stay overnight; these consist of properties completely fenced with safety guards. As previously mentioned, the containers are only open at the mine and have placards indicating that they contain cyanide

Stiglich Transportes, S.A.
Name of Facility



Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

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

TRANSPORT PRACTICE 3.1: PREPARE DETAILED EMERGENCY RESPONSE PLANS FOR POTENTIAL CYANIDE RELEASES.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 3.1
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich has prepared route-specific contingency plans that consider all the hazardous materials that Stiglich transports to each mine. These are detailed documents of approximately 120 pages and include: general information on the company; the plan organization; the vehicle specifications; responsibilities for the cyanide supplier, for the mine, for the transporter, and external responders; the route risk assessment, and instructions for the specific scenarios identified.

According to the reviewed contingency plans and the interviewed personnel, Stiglich only performs first response consisting of isolation of the area, containment and initial communications. Second response (spill clean up) responsibilities are on the suppliers or the mine (depending on the arrangements for each route); however, Stiglich personnel can participate and provide support in clean up activities.

The contingency plans include the route assessment and instructions to respond to the different scenarios identified, including actions to be taken and material requirements. As previously noted the order of the information differed among the contingency plans as the mines have different additional requirements; however, the inclusion of the information was consistent.

The plan includes as an attachment the sodium cyanide MSDS, and the instruction for the isolation of the area and other safety precautions during the emergency response (e.g. wind in the back). There are instructions for spills, which include reviewing the MSDS for additional considerations during the emergency response.

The plan includes specific instructions for the different emergency scenarios relate to ground transport of hazardous materials, it also includes prevention and mitigation instructions, as well as specific response instructions.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

The plans are based on the route risk assessment which includes the identification of the road design and characteristics (steep slopes, curves, bridges, traffic intensity) in different sections of the route.

Stiglich transports hazardous materials only in containers in low bed trailers either in iso-tanks or containers. This information, and the technical characteristics of the vehicles, is included in the plans.

The plans have a section named Responsibilities Identification, which establishes the responsibilities for the members of the response team. It establishes that the police department will provide information regarding the road conditions, and will control the transit in case of accident. It establishes that the firefighters may take control of the emergency (as established in Peru's hazardous materials regulations). It also includes responsibilities for the mine's and suppliers emergency response teams.

TRANSPORT PRACTICE 3.2: DESIGNATE APPROPRIATE RESPONSE PERSONNEL AND COMMIT NECESSARY RESOURCES FOR EMERGENCY RESPONSE.

- in full compliance with
- in substantial compliance with Transport Practice 3.1
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

The contingency plans establish the annual training requirements including: defensive driving, HAZMAT operations, HAZMAT level II (basic operations), HAZMAT level III (for supervisors), personal protection equipment, transport of hazardous materials, basic firefighting, among others.

Training records are kept in electronic format in the company's server. There is folder for each employee where electronic copies of the training certificates are kept.

The contingency plans have a section named Responsibilities Identification, which establishes the responsibilities for the members of the response team

The plans have a section called Emergency and Personal Protection Equipment which has a list of the required emergency response equipment. The availability of this material was verified during the audit.

The contingency plan establishes that the emergency equipment must be carried by the convoy leader, and that each driver must have its own personal protective equipment. A checklist is used to verify that it is available and it is documented in the convoy report.

Stiglich Transportes, S.A.
Name of Facility


Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

The plans state that Stiglich policy is to provide periodic training in emergency response to the personnel involved in hazardous materials handling.

The contingency plans establish that the emergency equipment must be carried by the convoy leader. A checklist is used to verify that it is available and it is documented in the convoy report.

Stiglich does not subcontract other companies to transport cyanide

TRANSPORT PRACTICE 3.3: DEVELOP PROCEDURES FOR INTERNAL AND EXTERNAL EMERGENCY NOTIFICATION AND REPORTING.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 3.3
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

The contingency plans include a section named Communications Program, which includes a classification of the emergency levels (level 1 can be attended by the drivers and convoy leader, level 3 out of control emergency) a communications flow diagram which can be summarized as follows: the convoy supervisor must first inform the client control center, then the medical assistance, then the Stiglich's central, and finally the police. Annex C includes a list of external emergency responders (police, firefighters, hospitals, authorities, etc.). A sample of three phone numbers was dialed to confirm that the directory was up to date.

The emergency notification and reporting procedures are included within the Communications Program section of the plans (including notifications to the mine, to the authorities, and internally). Annex E includes the report format for the notification to MTC.

TRANSPORT PRACTICE 3.4: DEVELOP PROCEDURES FOR REMEDIATION OF RELEASES THAT RECOGNIZE THE ADDITIONAL HAZARDS OF CYANIDE TREATMENT CHEMICALS.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 3.4
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

Stiglich Transportes, S.A.
Name of Facility



Signature of Lead Auditor

18-19 February 2010
Date

SUMMARY AUDIT REPORT

Annex A of the plans have specific procedures for the identified emergency scenarios. The scenario with spill is covered by Annex A-10 which states that the attached MSDS must be reviewed. The sodium cyanide MSDS is included in Annex B which additionally includes a specific procedure to clean a cyanide spill and the decontamination of the area.

Annex A-10 establishes that the MSDS of the substance must be consulted to identify the special conditions to attend the spill and the sodium cyanide MSDS with additional instructions for spill containment. These instructions establish that chemicals should not be added in water bodies, and the use of sodium hypochlorite, oxygen peroxide and iron sulfate is limited only to puddles, and artificial water reservoirs. Additionally, it includes instructions for assessing the impact on surface water bodies and to prevent the population to be poisoned by contaminated water.

TRANSPORT PRACTICE 3.5: PERIODICALLY EVALUATE RESPONSE PROCEDURES AND CAPABILITIES AND REVISE THEM AS NEEDED.

The operation is

- in full compliance with
- in substantial compliance with Transport Practice 3.5
- not in compliance with

Summarize the basis for this Finding/Deficiencies Identified:

As part of its own responsibilities, Stiglich establish in the Responsibilities Identification section of the plans, that the plan must be reviewed by Stiglich whenever modifications are required or, at least, once a year. The sample plans reviewed were less than one year old.

The plans Risk Minimization section establishes that periodical emergency drills must be performed. Stiglich participated in a drill with DuQumica on 18 December 2009. The scenario consisted in a third party truck crashing from behind with a truck loaded with sodium cyanide resulting in a small spill from a wood box without injured persons. In the drill the second response team was called; however it arrived after the first response team (Stiglich personnel) had controlled the emergency.

The Plan's Section 2.1 establishes that it must be reviewed whenever modifications are required or, at least, once a year and send it to the MTC for approval. According to Stiglich representatives, no accidents have taken place.

Stiglich Transportes, S.A.
Name of Facility



Signature of Lead Auditor

18-19 February 2010
Date