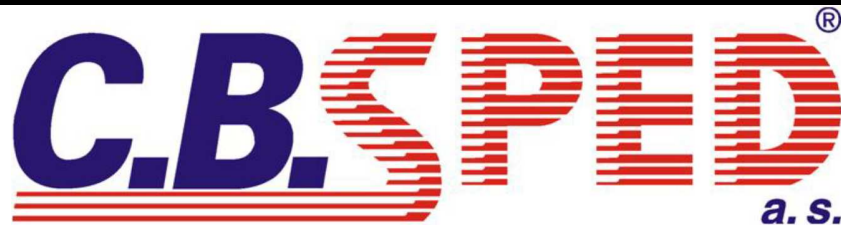

**ICMI Cyanide Code Transportation
Summary Certification Audit Report**



**Ceske Budejovice
Czech Republic**

**Submitted to:
International Cyanide Management Institute
1400 I Street, NW – Suite 550
Washington, DC 20005
USA**

2015 Audit Cycle



www.mss-team.com

Company Information:

Name of Operation Audited: C.B. SPED a.s.
David Uhlř
Name and contact information for C.B. SPED: J.S. Baara 80
370 21 Ceske Budejovice
Czech Republic
Contact: Email: duhlir@cbsped.cz

Location detail and description of operation:

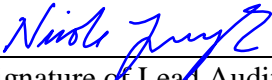
C.B. SPED is located in Ceske Budejovice, a city located approximately two hours south of Prague, in the Czech Republic. C.B. SPED is a full-service trucking and 3rd-Party Logistics (3PL) Provider. The company achieved ISO 9001 certification in 2001 and ISO 14001 certification in 2005. C.B. SPED has been in operation since 1997 and has been transporting cyanide throughout Europe since 2000.

The cyanide that is used in the gold mining sector is transported in semi-bulk bag-in-box packaging using dry van trailers. The shipments originate in the Czech Republic and are bound for European customers and international destinations.

Neither C.B. SPED nor its sub-contractors have experienced any cyanide incidents at any time, before or since the initial ICMC certification in 2012.

C.B. SPED is responsible for route determination, shipment tracking, truck inspections, preventive maintenance, training, safety program management, and emergency response planning. All of these activities and functions were reviewed during the certification audit. The ICMI-approved Transportation Auditor verified that C.B. SPED operations are in FULL COMPLIANCE with ICMC requirements for transporters.

C.B. SPED a.s.
Name of Operation


Signature of Lead Auditor

September 30, 2015
Date

Auditor's Finding

This operation is

- in full compliance
- in substantial compliance *(see below)
- not in compliance

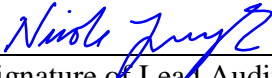
with the International Cyanide Management Code.

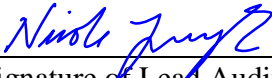
The operation has not experienced any cyanide spills or releases since its original certification audit in 2012.

Audit Company:	MSS Code Certification Service www.mss-team.com
Lead / Technical Auditor:	Nicole Jurczyk E-mail: CodeAudits@mss-team.com
Date(s) of Audit:	August 3-4, 2015

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 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.

C.B. SPED a.s.		September 30, 2015
Name of Operation	Signature of Lead Auditor	Date

C.B. SPED a.s.		September 30, 2015
Name of Operation	Signature of Lead Auditor	Date

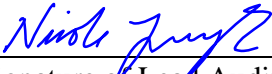
According to interviews with drivers, dispatchers, and ADR Transportation Specialists, acceptable Dangerous Goods routes and truck stops are designated by each country in the European Union. This information is referenced by C.B. SPED during the designation of acceptable routes. Additionally, only Dangerous Goods routes allowed by the governments through which the load is transported are used, which ensures adherence to local requirements regarding hazardous materials. No parts of the routes present special or additional security concerns.

C.B. SPED does not have any specific responsibilities to inform external responders and medical facilities of their role in an emergency. The European infrastructure for managing emergency situations is very mature. Additionally, interviews were held with the ICMC Coordinator from the cyanide producer and C.B. SPED management to confirm that the cyanide producer and C.B. SPED interact with local emergency responders and hospitals. The cyanide producer is ICMC-certified and been found to be compliant with ICMC requirements.

C.B. SPED does use subcontract trucking companies for the transport of cyanide. A sample of sub-contractor drivers, management personnel, and ADR Specialists were interviewed during the audit and sub-contractor equipment was observed during the audit. All personnel interviewed demonstrated good awareness of ICMC requirements. The loading process at the ICMC-certified cyanide producer, Lucebni zavody Draslovka a.s. (Draslovka) in Kolin, Czech Republic was included in the audit.

Procedures and contractual agreements are in place to ensure that subcontract trucking operations fulfill all ICMC requirements. Signed ICMC-related agreements, transportation orders (contracts) with ICMC requirements stated in them, records of communications between C.B. SPED and its subcontract transportation partners, and legal authorizations were confirmed during the audit.

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cyanide producer and the drivers, the proper use of placards is confirmed during the pre-trip inspections.

According to driver interviews, pre-trip inspections are conducted prior to each departure. Additionally, interviews with a contracted driver and the cyanide producer also confirmed that trucks are visually inspected prior to each movement. Vehicles used for transportation of Dangerous Goods in Europe must meet certain technical specifications and must be regularly maintained. ADR vehicle technical certificates are issued for each piece of equipment (tractors and trailers). The vehicle certificates are renewed annually. C.B. SPED equipment is maintained regularly, maintenance records were found to be acceptable.

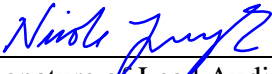
The Safety Program includes limitations on drivers' hours in accordance with ADR regulations. Driver's hours are logged and are monitored to ensure regulatory compliance and adherence to company policy.

Cyanide packages are loaded by the shipper. According to documented Safety Instructions, and interviews with Drivers, C.B. SPED drivers must confirm that the load has been properly secured after the cargo has been loaded.

Drivers are empowered and directed to pull over whenever weather, fatigue or other conditions are unsafe to continue the trip. The Security / Route Plan designates which truck stops are acceptable for stopping and resting during the transport. According to interviews, the drivers maintain close communication with the dispatcher and personnel at the point of delivery. If upset conditions arise, the driver would call the dispatcher to inform him or her of the situation.

Procedures and contractual agreements are in place to ensure that subcontract trucking operations fulfill all ICMC requirements. Signed ICMC-related agreements, transportation orders (contracts) with ICMC requirements stated in them, records of communications between C.B. SPED and its subcontract transportation partners, and legal authorizations were confirmed during the audit. Contractor equipment and contractor driver awareness were evaluated as part of this audit and were found to be acceptable.

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Trailers are sealed upon loading and are not opened by C.B. SPED. Shipping paperwork was reviewed and the seal numbers on containers and the weight of the shipment are confirmed at the point of transfer of custody. Shipping paperwork was found to be conformant to Code requirements, including chain of custody requirements.

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

Summarize the basis for this Finding:

This requirement is not applicable to the operation. C.B. SPED does not have any cyanide interim storage responsibilities. At the time of the audit C.B. SPED was not storing any cyanide. Cargo was being transported directly from the Cyanide Producer to customers and to customer or consignor warehouses in Europe.

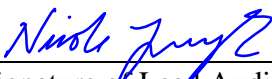
3. EMERGENCY RESPONSE: *Protect communities and the environment through the development of emergency response strategies and capabilities*

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:

C.B. SPED has documented emergency response procedures for transportation accidents. Emergency preparedness documents were first developed in 2012 and were most recently updated in 2015. These documents were evaluated by the auditor. The information was found to be appropriately detailed. C.B. SPED drivers have emergency response procedures, the Safety

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Data Sheet, and emergency telephone numbers with them during all deliveries. C.B. SPED only transports cyanide via truck and all scenarios considered in the emergency planning documents were related to truck accidents or small cyanide spills from packaging. Solid sodium cyanide (the only physical form transported), roadway infrastructure differences, and the roles of emergency responders are discussed in the planning information.

Transport Practice 3.2: *Designate appropriate response personnel and commit necessary resources for emergency response.*

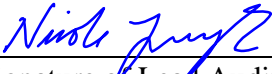
The operation is in full compliance with
 in substantial compliance with Transport Practice 3.2
 not in compliance with

Summarize the basis for this Finding:

All drivers receive emergency response training through a government-approved Dangerous Goods training program every five years. This training is required as part of the license renewal process and includes hands-on emergency response training. Additionally, C.B. SPED personnel (dispatchers and office personnel) are trained and refreshed on company emergency procedures periodically. The information in the emergency and security plans was reviewed and was found to be appropriately detailed.

European ADR regulations define what emergency response equipment must in a truck at all times during the transport of Dangerous Goods. Emergency equipment maintained on a cyanide shipment truck that was evaluated during the audit and was found to be in excellent condition and was found to be suitable for the type of transport and road conditions. Driver awareness of the need to regularly inspect the equipment as part of the pre-trip inspection process and have it available at all times was excellent. Additionally, the driver indicated that government authorities check for this equipment during routine truck stops and inspections. Dispatching of subcontracted drivers and equipment was including in the audit. Activities and records were found to be acceptable.

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Signature of Lead Auditor

September 30, 2015
Date

