Hillside EFS Overview

Copper-gold operation
- Open Pit
- Shallow orebody
- Copper flotation processing plant
- Quality Cu-Au (copper & gold) concentrate
- 27% copper concentrate with no arsenic

Advantages
- Low CapEx start-up
- Low capital intensity (~US$9,650/annual copper equivalent payable tonne of production)
- Competitive cash costs (US$1.61/lb Cu) net of by product

Average Output (first 12 years)
- Payable copper (Cu) 35,000+ tpa
- Payable gold (Au) ~25,000+ ozpa
EFS mine plan – key variations to MLP

- Copper / gold concentrate only – iron to tailings
- 6 Mtpa ore throughput vs 15 Mtpa
- Less total mining equipment
- Smaller tailings dam
- Smaller total footprint – land west of Redding Rd continues farming – no Redding Rd closure
- Less water and fuel usage
- Lower dust and noise impact extent
- No Ardrossan port infrastructure
- Essentially – smaller start up project with potential to expand depending on economics
EFS mine plan – key similarities MLP

• Open pit mining
• Drill and blast the same
• Excavator and truck mining
• Processing – crushing, grinding, flotation, concentrate drying
• Rock storage rehab design parameters the same
• Fresh water supply through SA Water pipeline
• Road and power infrastructure the same
• Similar total number of logistics trucks on highway
• Same focus on local employment and businesses
EFS mine plan – copper gold
Excavator and truck equipment

Previous fleet ↓
Cat 6060 excavator
Cat 793 218t trucks x 62

New fleet ↑
Hitachi EX8000 excavator
Hitachi EH5000 296t trucks x 16
Physical infrastructure

- **Power**: (no change)
- **Road upgrades**: (no change)
- **Water**: Seawater intake not required
  - **Saline Groundwater**
  - **Freshwater (SA Water)**
  - **Seawater (seawater intake)**

Not required as less water is needed for smaller mine
Road infrastructure – Previous approval process

The Hillside Cu / Au deposit lies beneath the current position of the Yorke highway, and close to the St Vincent Highway.

Rex consulted with the Yorke Peninsula Council (YPC) since 2011 for input during the early conceptual considerations. The Department of Planning Transport and Infrastructure (DPTI) has care and control for all highways and was consulted by Rex from late 2011. DPTI have formally endorsed the road plans as required by the statutory processes. It is the YPC and DPTI that ultimately share ownership and control for the operation of the public roads associated with the Hillside project. Rex funds the new roads.

The road configuration put forward for approval was determined in consultation with YPC, DPTI, Tonkin Consulting (design engineers) and the CCG. Consideration was given to safety, practicality (eg distances associated with alternative routes), minimising impacts to existing farmland and the general community, environmental and vegetation management, traffic volumes and noise considerations. Final layout approved in Feb 2014 through Section 49 of Development Act by Development Assessment Commission.
Road infrastructure – Proposed overall layout

- MLP Western
- MLP Tailings Dam
- MLP Pit
- Upgraded & sealed road
- Upgraded intersection
- Realigned St Vincent Hwy (s49 approval)
- Upgraded & sealed road
- New section of Yorke Hwy (s49 approval)
- Upgraded intersection

Rex Minerals Ltd Hillside Project
Site Layout
Road infrastructure – Proposed main intersections

Typical example of upgraded intersections (Sandy Church Rd / Yorke Hwy)
What this means in operation...

Previously...  

<table>
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<th>Previously</th>
<th>Now...</th>
<th>75% less</th>
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<td>62</td>
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Total trucks on roads are the same
Copper concentrate transport
Dust Management
Progressive rehabilitation

| Year 0 |

```
Flat
10 Deg.
15 Deg.
20 Deg.
Staged RT Shells
Topsoil
Subsoil
```

![Progressive rehabilitation diagram](image-url)
Think about the possibilities...

Existing power, water, skilled people, close to highways, close to Adelaide...

Mined Pit to a Thriving Trout Habitat
Canada (Teck, Cardinal River Operation)
YP benefits

• Preference system for local employment and businesses.
• Education/training programs.
• Support of Aboriginal employment and training.
• Ongoing involvement in coordinated community pest control programs.
• Environmental benefits within region through native vegetation clearance offsets.
• Local and regional community engagement activities. Eg community grants fund.
• Vegetation of new highways and mine rehabilitation.
• Mine closure opportunities for tourism and business.
Potential impacts on immediate region

- Highway diversion – need to maintain access all directions – longer transit times – time of year.
- Management and mitigation of dust, noise, light impacts – mining lease conditions.
- Increased vehicle traffic – mitigated by busses to regional towns.
- Monitoring of groundwater, run off water, rainwater tanks, etc for impact mitigation.
- Visual amenity – modern progressive rehab as mining occurs – revegetation of road corridors.
- Use of approx. 0.3% of arable land on YP – depending on final use of landform – pit area is 0.05%
Sizeable deficits emerge later this decade

Global supply/demand balance* in refined copper, 2013-2019

*Balances after accounting for SRB buying