

HILLSIDE MINE PROJECT

SUMMARY OF PINE POINT COMMUNITY UPDATE

HELD ON 2 NOVEMBER 2024

NOTE: Since the meeting with REX on 10 October 2024, the Federal Court of Aust. sanctioned the acquisition of REX Minerals Hillside operations and their existing shareholders by MACH Metals.

The new owner is MACH Metals Aust. Pty Ltd who will now control further development and excavation of the Mine Site (see further information at the end of this update).

The Community Update details below were factual as immediately prior to the takeover certification and will be subject in the future to clarification by MACH Metals.

COMMUNITY UPDATE SUMMARY

Our PPPA Representative Ray Greig on 2 October 2024 emailed REX requesting a meeting to discuss the following points:

- 4 stages of roadworks are identified, what is the estimated timeframe for each construction to completion
- can you provide a detailed layout drawings of each of the road intersections and alignments (eg. roundabouts, slip roads etc)
- in particular the proposed road passage along the east coast is of particular interest when, how close to the cliff and alignment with connecting / existing roads
- is the existing poor quality road from Ardrossan to Pine Point / Black Point considered for upgrade as part of the Mine activities
- in regards to the current road intersection construction near Pine Point, where will the rainfall run-off be channelled - it seems the road will be very close to the natural creek which runs down to Billy Goat Flat and could flood

The meeting occurred on 10 October 2024 attended by REX Chief Engineer, REX Road Site Manager, REX Community Manager and McMahon Services Site Manager and PPPA Rep. Ray Greig

REX representatives appreciated the opportunity to discuss the questions and provided comprehensive feedback as follows.

ROADS

- Four roads were identified to be constructed in phases as per McMahon's previous community flier, Namely:
 - Pine Point Road and intersection
 - St Vincent Highway adjacent Sandy Church Road intersection
 - Portion of Sandy Church Road from the intersection to the Mine entrance and into the Mine site
 - New coastal road (St Vincent Highway) from approximately the existing intersection of St Vincent Highway and progressing to and along the coast and re-joining St Vincent Highway just north of the Pine Point Road intersection
- **Pine Point Road and roadworks at the intersection of Pine Point Road and St Vincent Highway** to be Phase 1 with estimated completion Easter 2025
 - The intersection is large and comprehensive with right and left hand turning lanes into the new Pine Point Road and uninterrupted slip roads to and from Pine Point township
 - Extensive floodlighting, road drainage capable of handling rainfall run-off to catch and slow flows and mitigate some water prior to reaching the intersection
 - Two large drains under the road intersection will channel water from Pine Point Road to the intersection drains which terminate into the existing creek Billy Goat Flat
 - Upon completion of the Pine Point roadworks and intersection, the existing intersection of St Vincent Highway and Yorke Highway ('the big dipper') will be permanently closed to **all traffic** which will then proceed to the Pine Point Road intersection where a new non-stop Slip Road will have traffic through to the township and an additional right hand lane for traffic South through to Yorketown and beyond (the intersection will be similar to 'the big dipper' but on a much larger scale)
 - Redding Road from Sandy Church Road to the new Pine Point Road (West near intersection of Pine Point Road and Yorke Highway) will be permanently closed)
 - The Yorke Highway through the Mine Site from 'the big dipper' intersection to Pine Point Road will be permanently closed to all traffic
 - The new Pine Point Road and Yorke Valley Highway intersection with curve to avoid protected Native Vegetation and a merge lane will connect to the existing Yorke Highway for traffic to proceed South
- The **St Vincent Highway and Sandy Church Road intersection** and road will be similar build to that at Pine Point but on a smaller scale
 - This intersection is the main entrance / exit for the Mine Site, when the Mine is operation there is expected to be some four fully load semi-trailers per day entering the intersection to travel north through Ardrossan to Port Adelaide
- **St Vincent Highway adjacent Sandy Church Road**
 - a **small portion** of road either side (north and south) of the new intersection will be upgraded to serve semi-trailer entrance / exit to the Mine site

- The **new coast road** (Phase 4) is scheduled for completion in February 2026
 - The north entrance and south exit of the coast road will be merge lanes to the existing St Vincent Highway - the exit point (South) is just prior to the new Pine Point road intersection
 - The coast road will have uninterrupted views of the sea (east), the continuation of the Walk-the-Yorke trail, vegetation along the western side before the boundary of the Mine Site

- **Ardrossan to Pine Point / Black Point** road upgrade
 - The existing St Vincent Highway roads either side is of the Hillside Mine site is not part of REX's responsibility and will not be part of McMahon Services contract (Yorke Peninsula Council is responsible for the Highway roads)
 - McMahon Services has an independent contract to undertake roadworks at Black Point adjacent to the water storage tanks to enable the underground placement of a water pipeline

- **All Roads** are to be constructed by McMahon Services:
 - will be constructed according to commonwealth regulations pertaining to a 110km/hr speed limit (but will remain locally limited to a public speed limit of 100km/hr)
 - the 110 km/hr regulations to be applied necessitate a more comprehensive road construction incorporating deeper sub base, upgraded filling material and compaction, wider verges and substantial road runoff / drainage handling methods
 - the roads are owned and financed by REX until their completion and then will be handed over to the ownership of SA Government, Department of Infrastructure and Transport (DIT)

DETAILED DRAWINGS

- Detailed layout drawings have been provided to the PPPA for the **intersections** of:
 - the new Pine Point Road and St Vincent Highway
 - Sandy Church Road and St Vincent Highway

WATER RUN-OFF

- There are two natural watercourses (creeks) which run through approximately the centre of the mine site and find their way to the Pine Point creek at Bill Goat Flat
- The new Pine Point road drainage network and intersection drains will have run-off to the Pine Point creek at Billy Goat Flat (a natural creek)
- All of the run-off will flow down the creek and could reach the seaside end which is currently blocked off
- The road drains, intersection drains and the creek capacity has been designed / checked to withstand a 1 in 100 year flood

- The creek is the responsibility of the Yorke Peninsula Council and there remains some concern that:
 - The creek has become overgrown in the upstream section and would require some earthworks so as not to impede the flow of the natural run-off
 - The creek downstream to Billy Goat Flat crosses **Main Street** which may flood in a high rainfall run-off as it is low lying and has small blocked drains underneath - this may prevent vehicular traffic from crossing the creek
 - When the creek water build-up in high rainfall run-off event occurs, it will not be able to empty into the sea as the creek outlet is permanently blocked – this may cause the creek to flood, inundating the surrounding area
 - All of the above is responsibility of Yorke Peninsula Council
- REX stated that the natural watercourse through the Mine Site will eventually be cut off by the Mine construction preventing the run-off from reaching the creek – however, this timing is some years away

MINE SITE WATER

- All water required for the Mine site operations will be drawn from one selected **Bore Site** with the saline water pumped to a Desalination Plant within the Mine site which will reduce the mineral salts by 70%
- The desalinated water will be used exclusively for washdown of Plant, infrastructure, road surface and slurry as necessary for mine operations
- A 50mm pipe will provide potable water SA Water (filtered) to the Mine Site for exclusively drinking purposes and ablutions

EMPLOYEE CAMPSITE

- A residential workforce is planned with a direct workforce of over 400 people and over 500 people during construction
- The employee campsite accommodation during the Mine construction to be built near Ardrossan, approximately 12km away from Hillside
- Employees will be transferred to and from to the Mine site each day

END OF SUMMARY

- For any further information regarding the above, PPPA Secretary
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MACH Metals Aust. Pty Ltd.

On 15 October 2024, the Federal Court Aust. approved the acquisition of REX Minerals Hillside project by MACH Metals Aust. Pty Ltd (MACH Metals).

The genesis of MACH Metals is from Indonesia, the owner being the SALIM Group. The diagram below shows the path of the subsidiary relationship to MACH Metals.

MACH Metals is now the owner of the entire Hillside Mine project and all its property and infrastructure, including the previous shareholders held by REX Minerals.

All of the McMahon Services roadworks described above will continue as scheduled.

REX Minerals has ceased all control of the Hillside project hence all future community contact regarding the Mine's operations will be to MACH Metals.

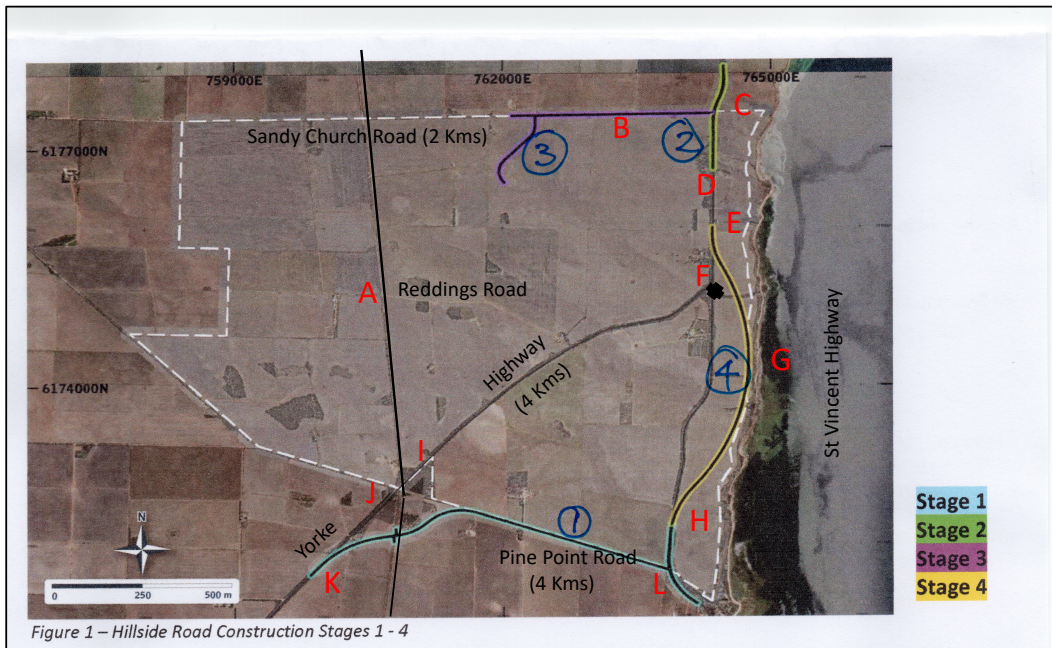


Diagram of Hillside Mine site and Road Construction



Diagram of Natural Water Courses Leading to creek at Billy Goat Flat

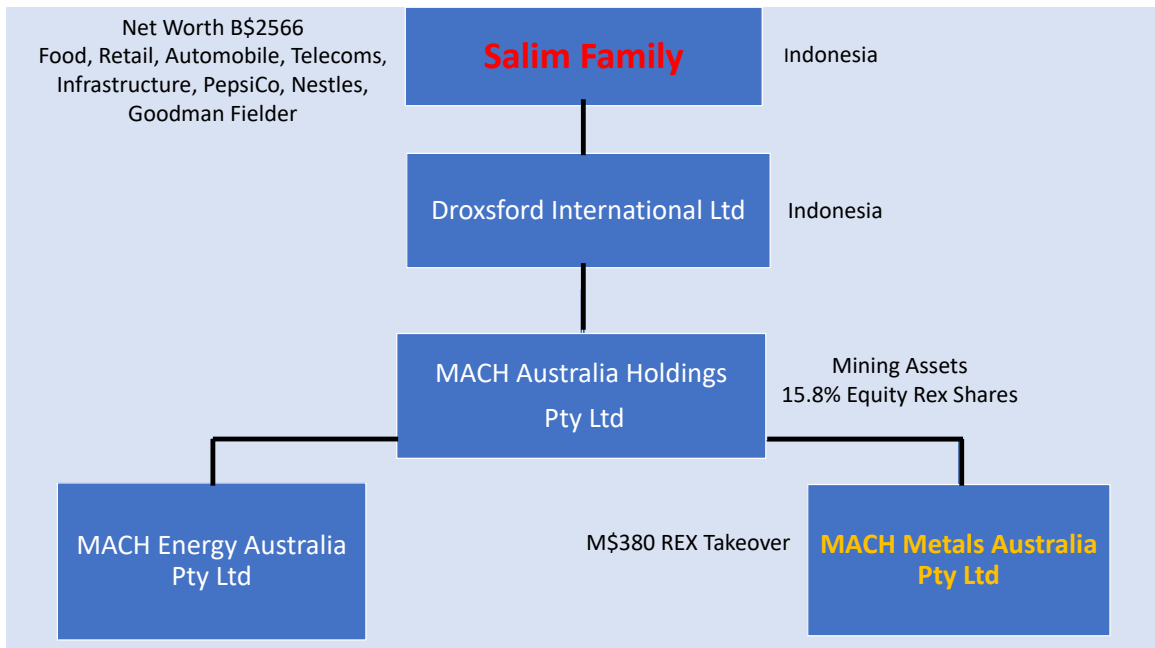


Diagram of Subsidiary Relationships to MACH Metals Aust Pty Ltd