



Cortez Ore Transportation Project
Project Introduction
April 1, 2021

Background



What?

- NGM is proposing to construct either a conventional rail or private rail (ABER) system to transport ore from Cortez to both Gold Quarry and Goldstrike

Why?

- Improves safety by reducing over the road haulage on public highways
- Reduces operating costs
- Extends life of process facilities, makes new mining areas feasible and extends mine life by allowing flexibility in processing locations

Where?

- Conventional Rail (operated by UPRR)
 - Cortez through Crescent Valley, join existing UPRR line at Beowawe, heads east to a new siding at Carlin, heads north to Gold Quarry
 - Goldstrike line heads west at Beowawe, exits the UPRR line at the TS Power Plant and heads north through Boulder Valley to Goldstrike
 - Loading and unloading facilities may include stockpiles, rail loops, and conveyors
- ABER (Autonomous Battery Electric Rail) (private rail operated by NGM)
 - Cortez through Crescent Valley, crosses Humboldt River and UPRR in Beowawe, crosses I-80 near Rose Canal, heads north through Boulder Valley to Goldstrike with a spur off to the east over Marys Mountain to Gold Quarry
 - Loading and unloading facilities may include stockpiles and conveyors
 - Also includes maintenance shop
 - ABER allows steeper grade and ability to get closer to stockpile locations
- Both options will include
 - Borrow sources for rail construction
 - Temporary depots along the route that will be used as laydown yards for construction and will be reclaimed after construction is complete

When?

- Conventional Rail is in business plan to start operation in mid-2026

Permitting Strategy/Schedule



- Permit entire route under a Right-of-Way
- Involvement of Safety Transportation Board will depend on rail technology and route that is selected by NGM
- Complete Baseline Studies during 2021
 - Filter data from baseline studies to only submit information for NGM approved method (decision should be made mid-2021)
- Begin Preparation of Plan of Development mid to late 2021
- NEPA ROD Q1 2024
- Begin Construction Mid-2024, with operation commencing early 2026

Baselines Strategy



- Prepare Work Plan – finalize by April 30
- Conduct Fieldwork – Commence fieldwork May 1
- Noise Survey – Include both wildlife impacts and impacts of rail noise on local communities and residential areas
- Report Preparation

- Land Access Agreements
 - Still completing access agreements for private parcels– need approach for surveying parcels if agreements are not in place

Transportation Alternatives

Conventional Rail



ABER



Routes

Legend

Carlin Transload Siding Westbound

Carlin to GQ Private Bush Street

Segment #1 - Range Front to UP

Segment #2 TS Power Plant Loop to GS

Goldstrike Unloading Loop

Range Front Loading Loop

GS Conveyor

ABER Rail Bed

GS Conveyor

Aggregate Access Route

Borrow Sources

BV Target

Beowawe Alluvial Target

Dean Ranch Target

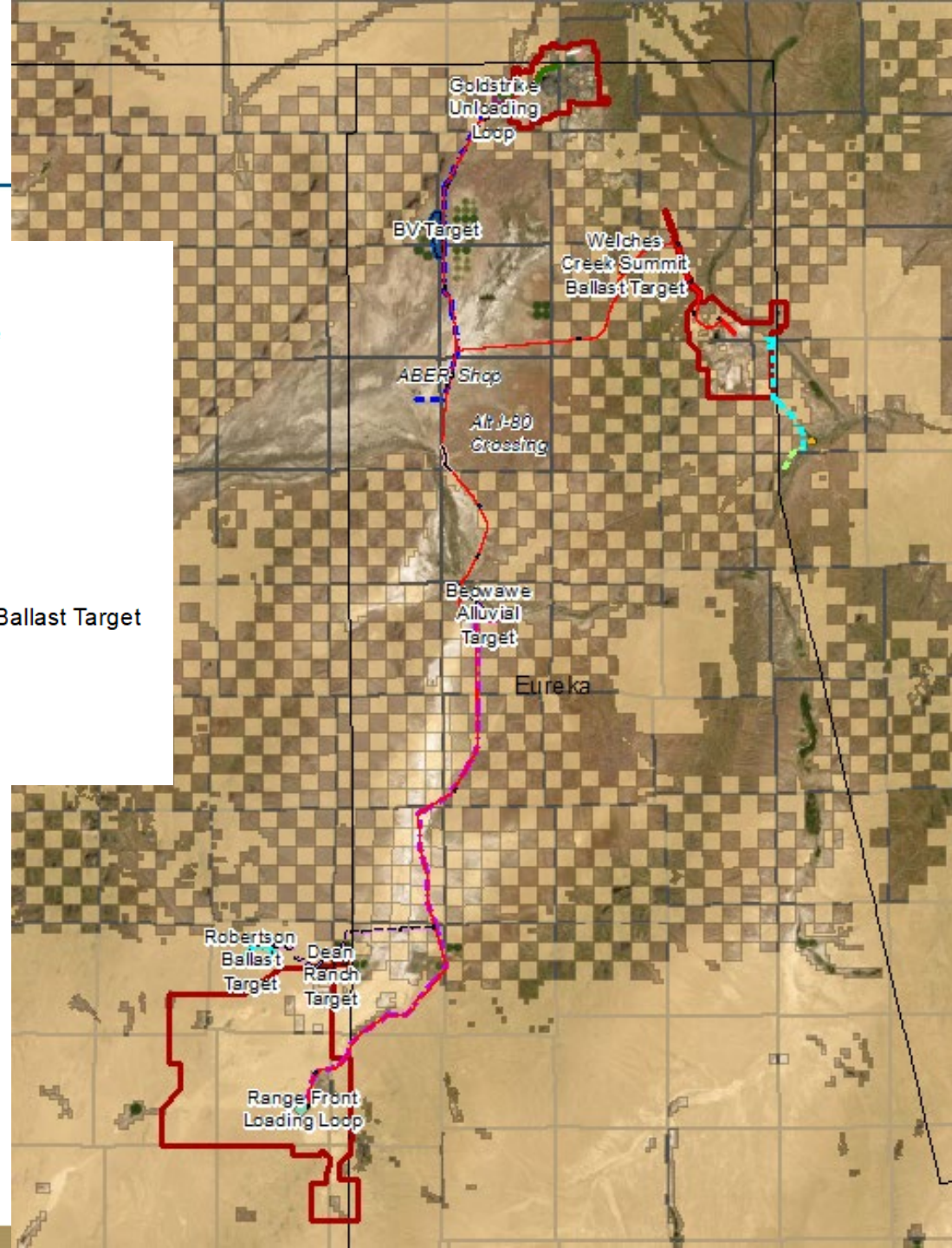
Robertson Ballast Target

Welches Creek Summit Ballast Target

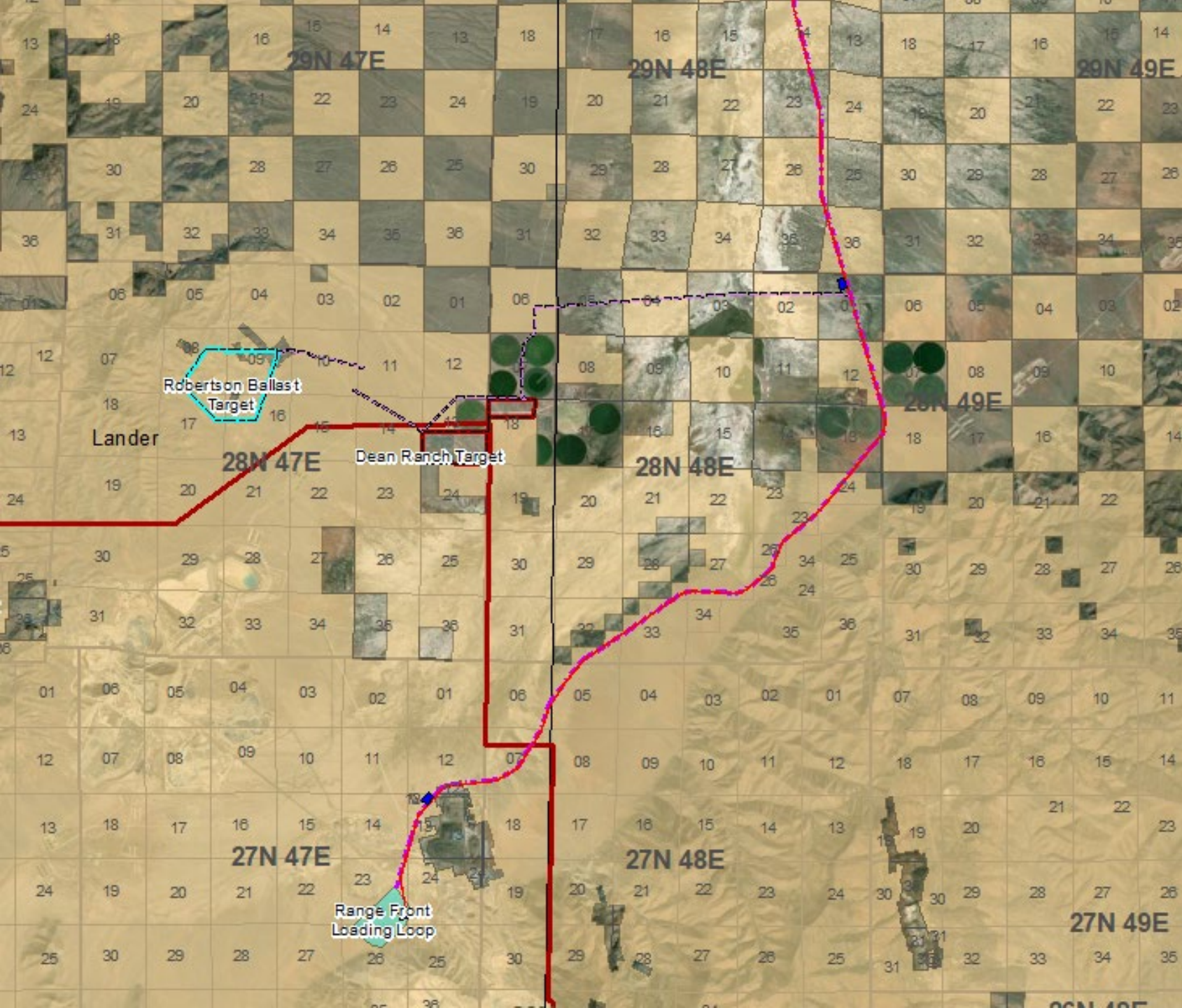
PoO Boundary

nv_county

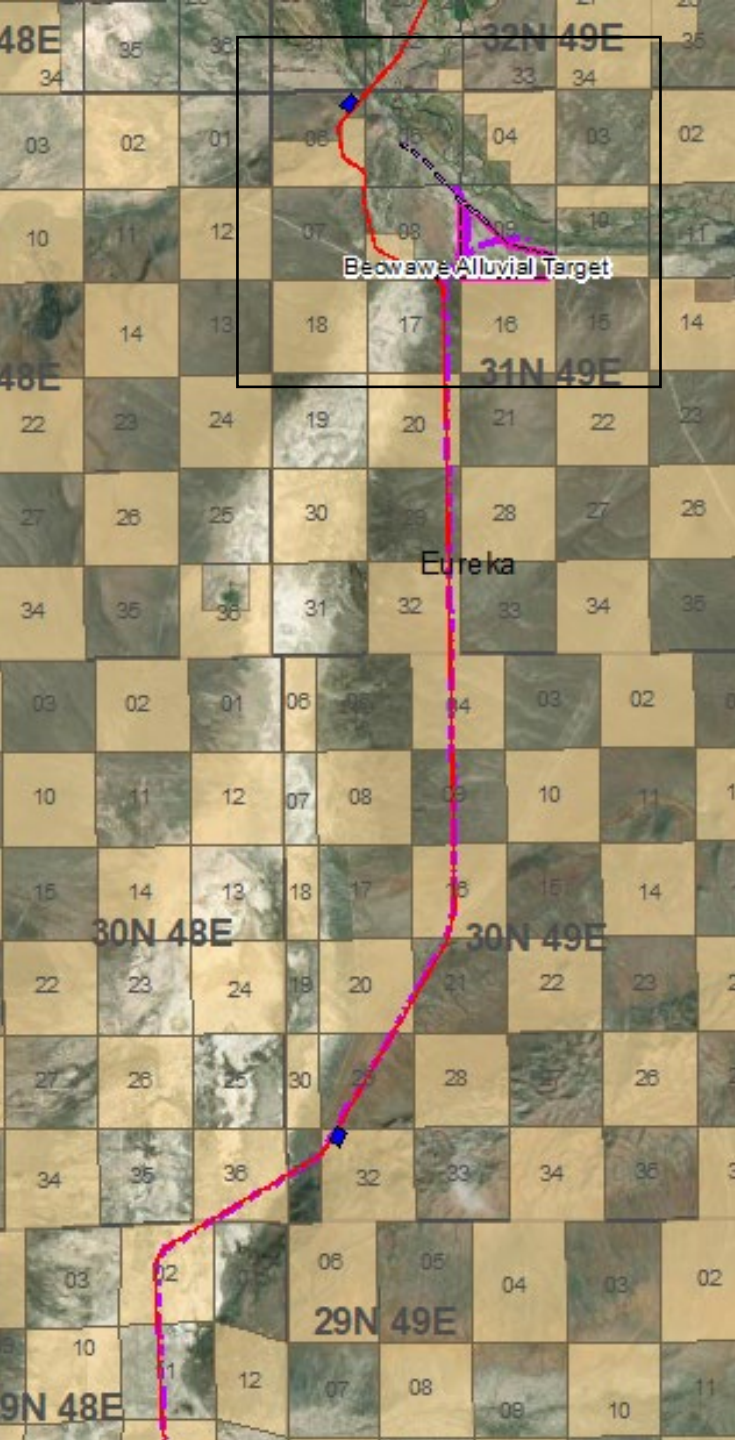
Bureau of Land Management



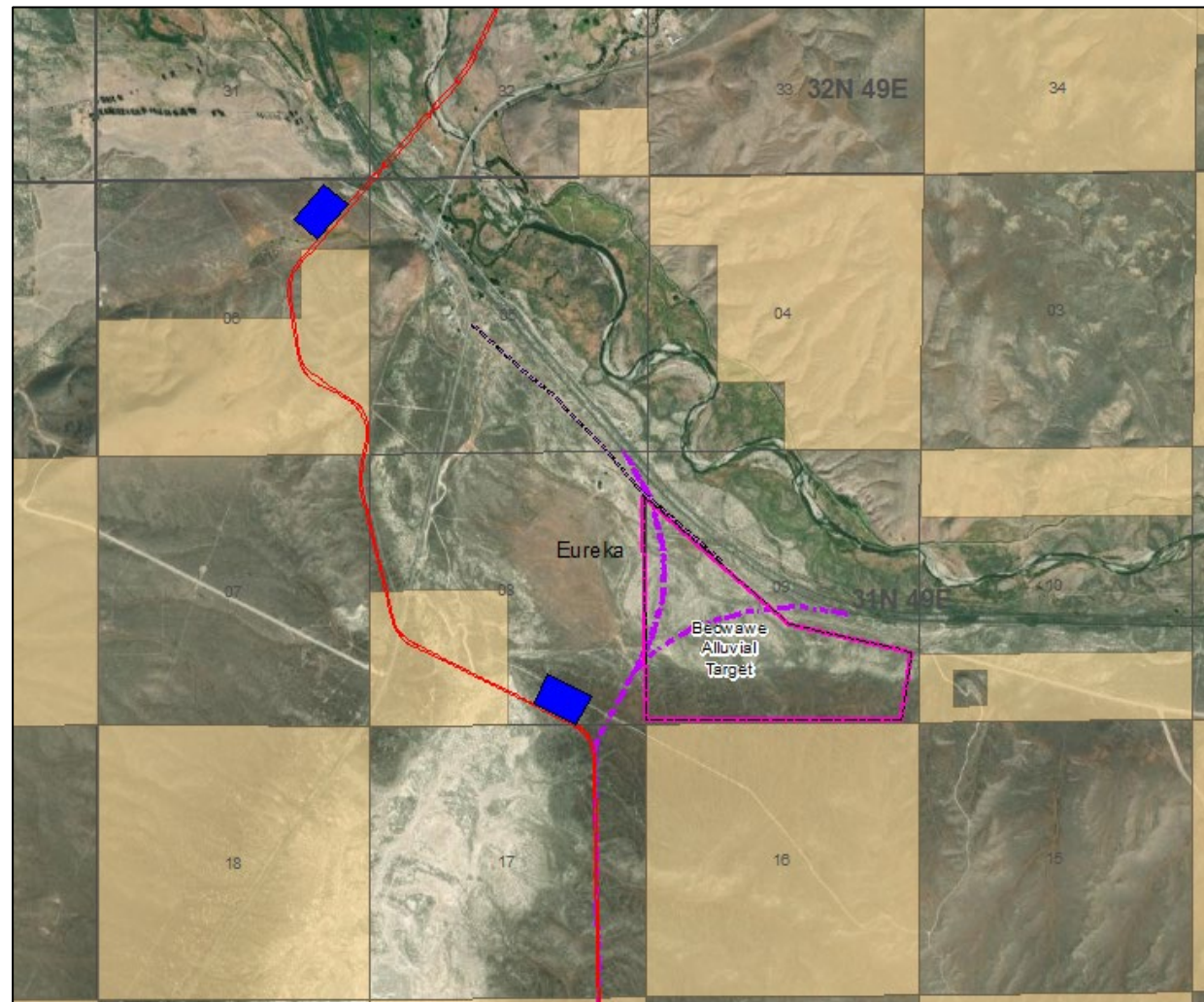
Cortez



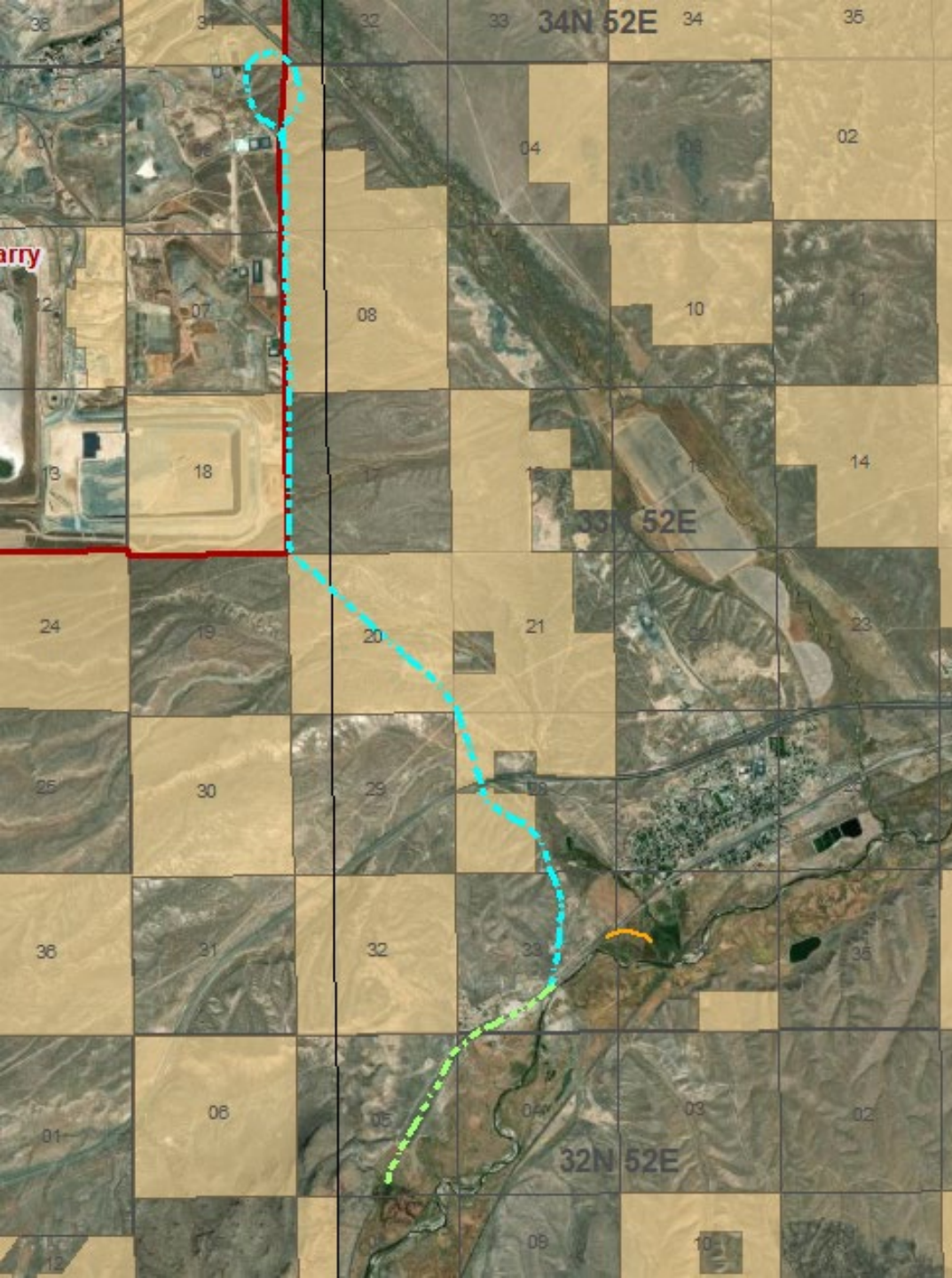
- Range Front Loading Loop
- Robertson Ballast Source
- Dean Ranch Aggregate Source
- Conventional Rail and ABER follow same route



Crescent Valley to Beowawe



- Conventional Rail and ABER Diverge
- Beowawe Aggregate Source



Carlin to Gold Quarry



- Conventional Rail Only
- Siding SW of Carlin
- Route crosses I-80
- Route follows outside of Gold Quarry PoO fence line
- Unloading Loop at Gold Quarry
- Conveyor to Mill 6 Roaster Stockpiles

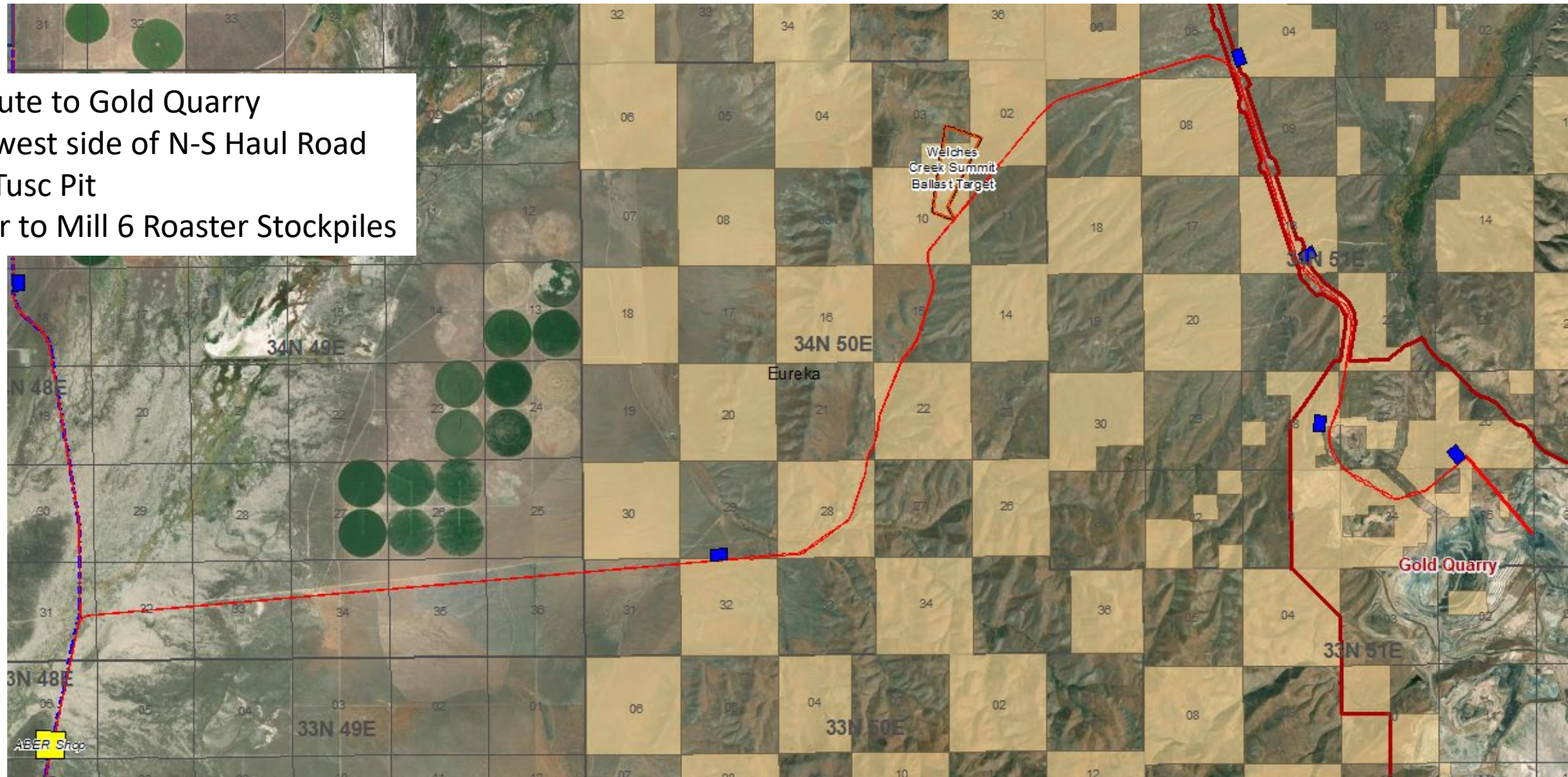
Beowawe to Boulder Valley



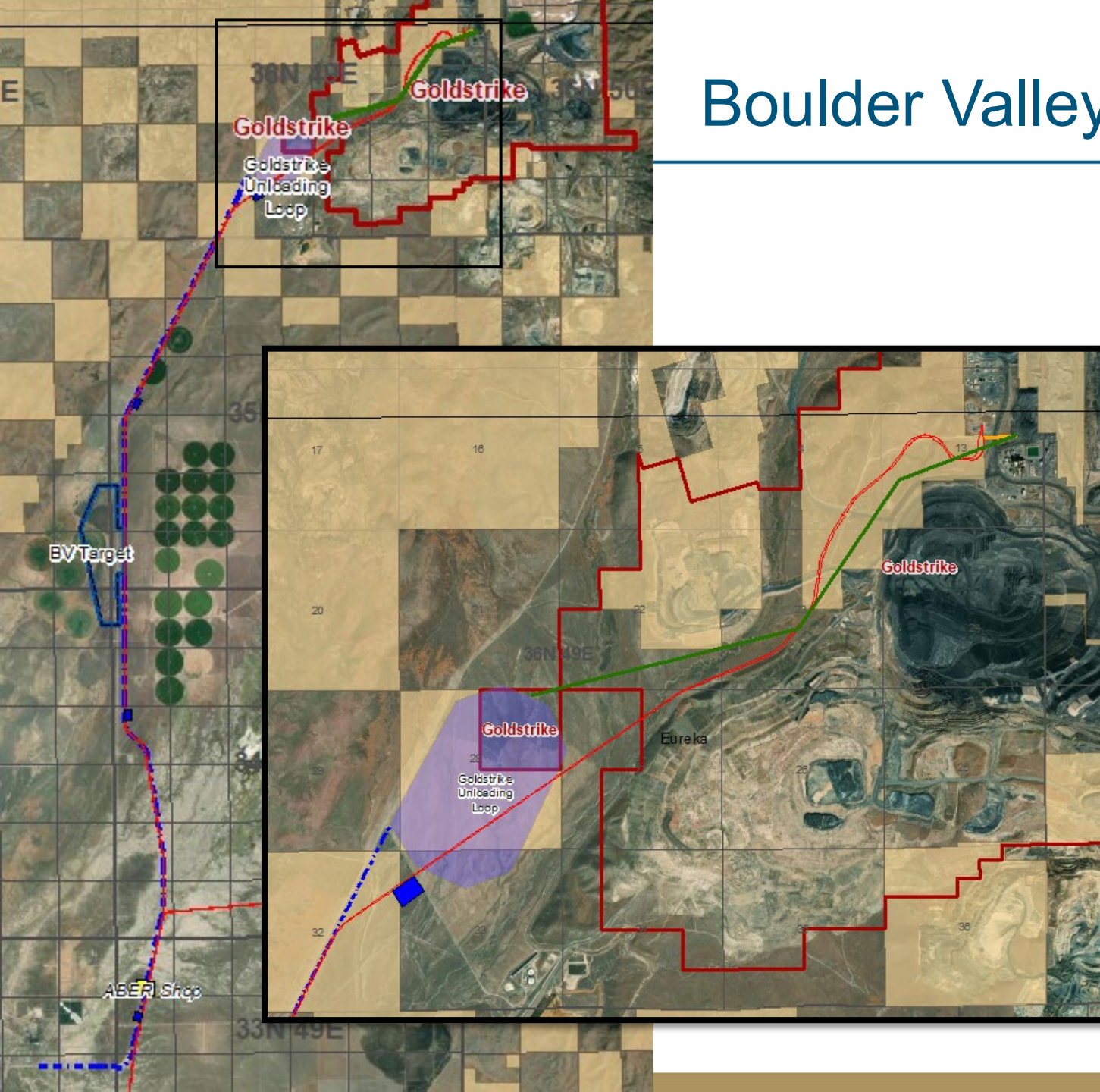
- I-80 Crossing Options
 - Rose Canal
 - Overpass
- ABER Recharging and Maintenance Shop east of TS Power Plant

Boulder Valley to Gold Quarry

- ABER Route to Gold Quarry
- Follows west side of N-S Haul Road
- Around Tusc Pit
- Conveyor to Mill 6 Roaster Stockpiles



Boulder Valley to Goldstrike



- Conventional Rail and ABER Diverge
- ABER – red line to conveyor (yellow line)
- Conventional Rail – Unloading loop to conveyor (green line)