



Cortez Ore Transportation Project
June 3, 2021

Background



What?

- NGM is proposing to construct a conventional rail 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 on new private rail line owned by NGM, join existing UPRR line at Beowawe, heads east to a new siding at Carlin, heads north to Gold Quarry on new private rail line owned by NGM
 - 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
 - Also looking at other potential transportation corridor from Carlin to Gold Quarry
- Ancillary Facilities
 - Temporary borrow sources for rail construction materials, borrow sources will be reclaimed after construction is complete
 - 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
 - Permit conveyors at Goldstrike and Gold Quarry as PoO Amendments
- Surface Transportation Board (STB) involvement being evaluated with NGM's legal team
- Complete most of the Baseline Studies during 2021
 - Golden Eagle Survey in 2022
 - Supplement any missing data in 2022 (e.g. required small mammal trapping)
- Begin Preparation of Plan of Development mid to late 2021
- Anticipating NEPA ROD Q1 2024
- Begin Construction Mid-2024, with operation commencing early 2026

Baselines Strategy



- Fieldwork – Ongoing
- Noise Survey – ERM is working on the Noise protocol, should have ready for BLM review next week
- Report Preparation – submit to BLM in January 2022

- Land Access Agreements
 - Still completing access agreements for private parcels– will skip parcels where access agreements are not in place in time for field surveys
 - Potential to modify route due to land access agreements

Interactions with other Agencies



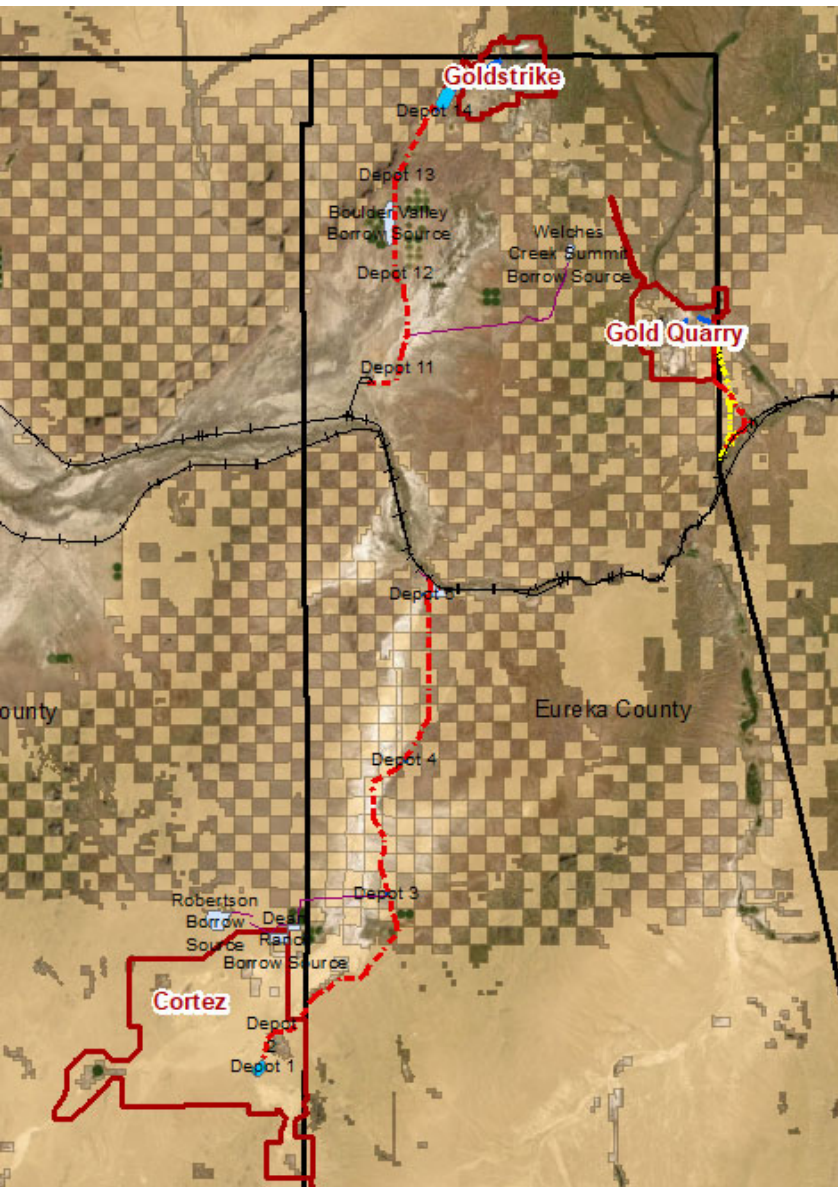
➤ NDOW

- Presented project to NDOW
- Field Visit June 2 to initiate discussions regarding big game impact concerns and potential impacts and mitigation

➤ UPRR

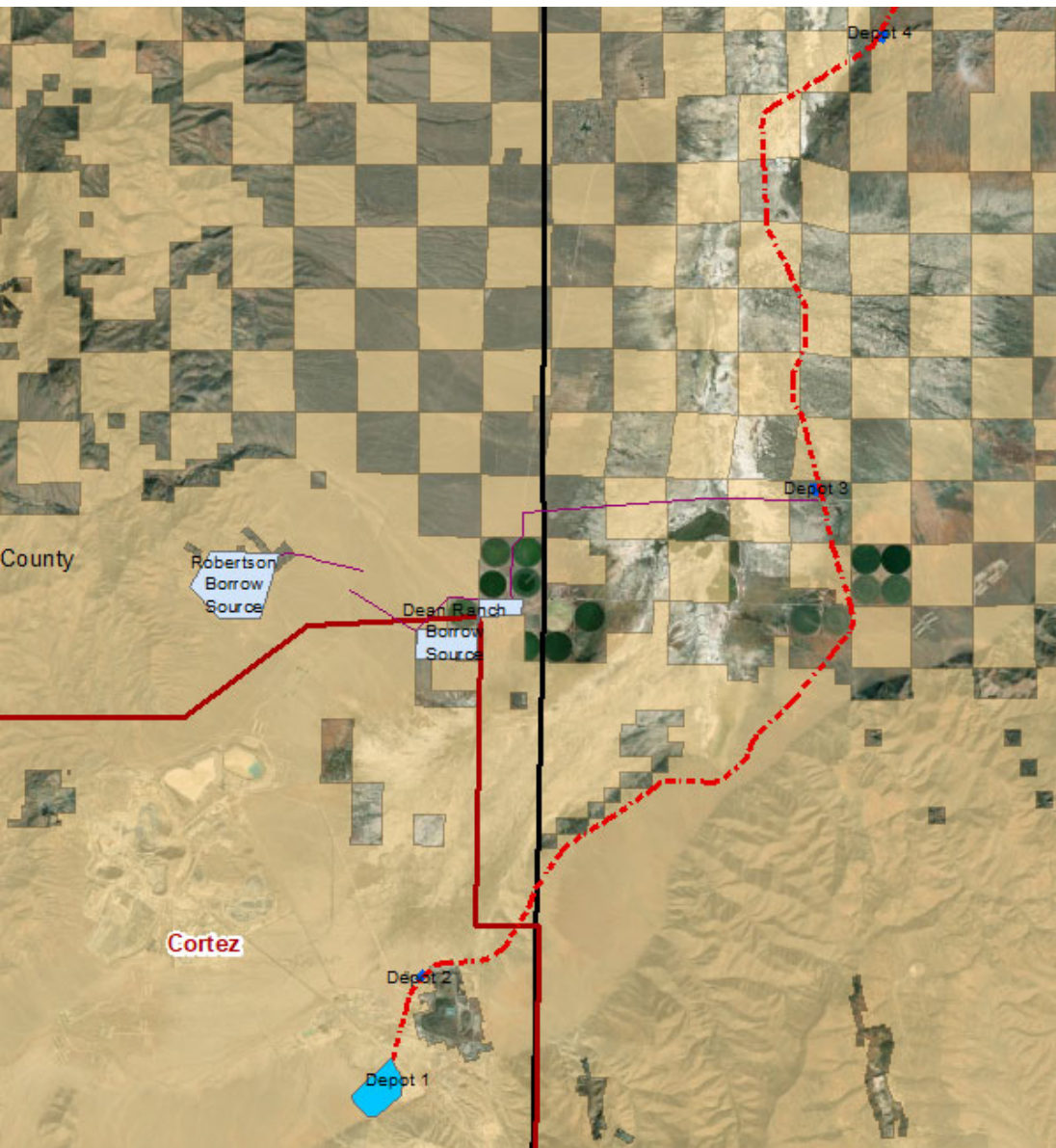
- NGM team is currently in negotiations with UPRR regarding operating model for the rail line

Associated Facilities



Legend

- PoO Boundaries
- BLM
- USA Railroads
- Railbed
- Loading/Unloading Loops
- Conveyors
- Alternative Transportation Corridor
- Depots
- Borrow Sources
- Access Roads

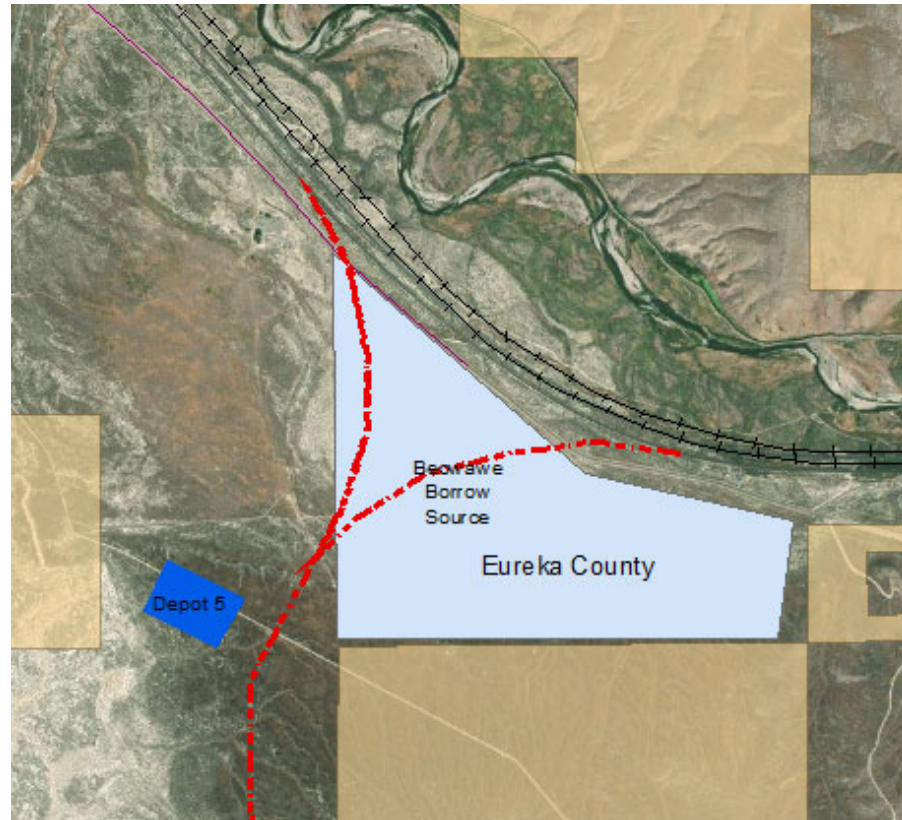


Cortez

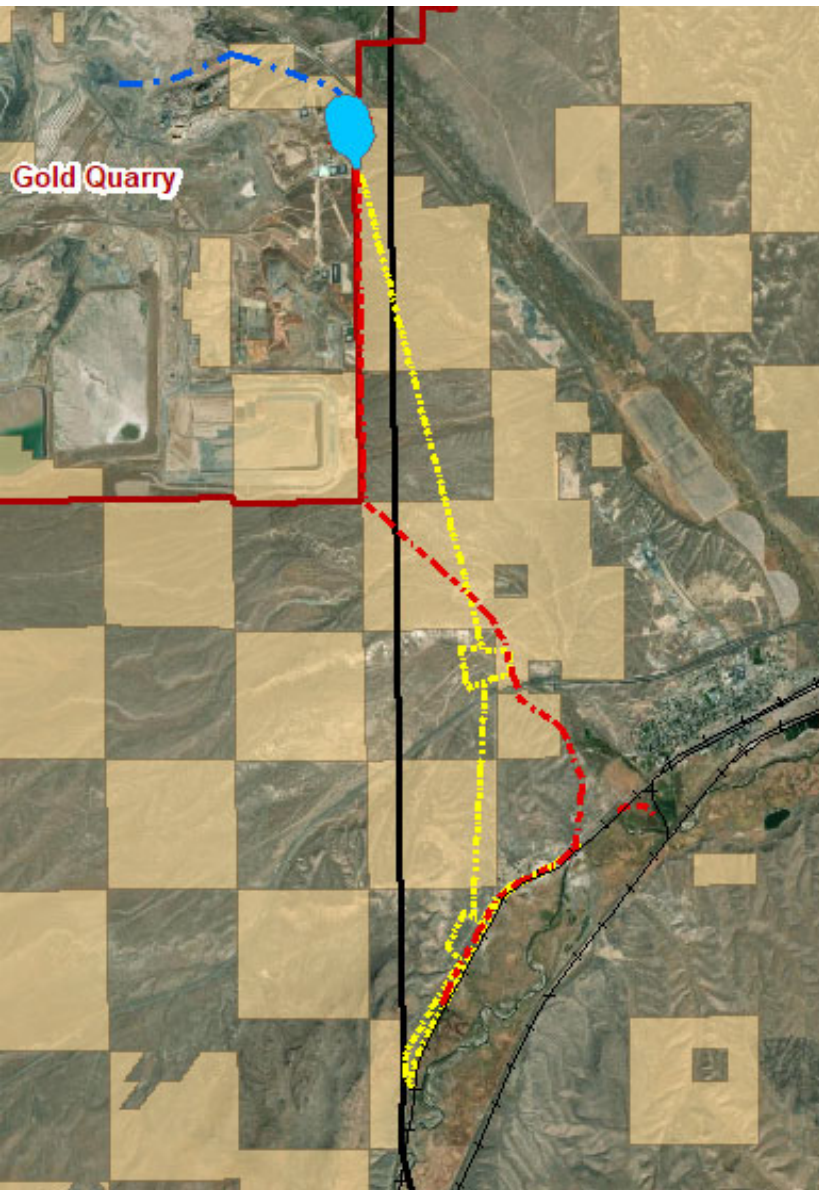


- Range Front Loading Loop
- Robertson Borrow Source
- Dean Ranch Borrow Source
- Several Construction Depots

Crescent Valley to Beowawe



- Rail line spur joins with UPRR
- Option to haul ore west to Goldstrike or east to Carlin
- Beowawe Borrow Source



Carlin to Gold Quarry



- Siding SW of Carlin
 - Rail Route crosses I-80
 - Rail Route follows outside of Gold Quarry PoO fence line
 - Unloading Loop at Gold Quarry
 - Conveyor to Mill 6 Roaster Stockpiles
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- Optional Transportation Corridor in baseline studies (yellow lines)

Boulder Valley to Goldstrike



- Rail line north through Boulder Valley towards Goldstrike
- Unloading Loop west of Goldstrike PoO
- Conveyor to Goldstrike Roaster
- Access Road up Welches Creek to Welches Borrow Source

