

3. Description of Amendments

3.1 Introduction

This section presents a description of the proposed amendments to the Project. Aspects of the Project that would remain unchanged as a result of the proposed amendments are not discussed in this section. For the avoidance of doubt, **Appendix 1** presents an updated project description with all changes since exhibition of the EIS identified in red text.

3.2 Overview of Proposed Amendments

Table 3.1 and Figures 3.1 and 3.2 present an overview of the proposed amendments.

Table 3.1
Amended Project Summary Table

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Project Element	Summary of the Project	Original Project ¹	Amended Project ²
Project Site	<ul style="list-style-type: none"> Mine Site Linear Corridor 	30,549ha 352ha	19,506ha 219ha
Mining	<ul style="list-style-type: none"> Extraction Area Mining Method <ul style="list-style-type: none"> Overburden (material above the water table) Interburden and ore (material below the water table) 	2,431ha Free dig, load and haul Dredge mining	1,983ha Unchanged Unchanged
Life of Mine Production	<ul style="list-style-type: none"> Overburden Interburden Ore 	344Mt 612Mt 406Mt	473Mtp 469Mtp 421Mtp
Annual Production (maximum)	<ul style="list-style-type: none"> Overburden Interburden Ore 	28.2Mtpa 48.0Mtpa 27.7Mtpa	46.8Mtpa 44.1Mtpa 27.1Mtpa
Mine Life	<ul style="list-style-type: none"> Project life (total) <ul style="list-style-type: none"> Construction Mining Post-mining Rehabilitation <p><i>Note: Construction and mining operations would be partially undertaken concurrently</i></p>	26 years 2 years 17 years 7 years	26 years 3 years 18 years 5 years
Disturbance Area	<ul style="list-style-type: none"> Mine Site Limit of Disturbance Linear corridor (Infrastructure Area to Silver City Highway) Rail Facility (existing disturbance, nil additional) 	5,622ha 352ha 3.0ha	3,798ha 219ha Unchanged

Table 3.1 (Cont'd)
Amended Project Summary Table

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Project Element	Summary of the Project	Original Project¹	Amended Project²
Annual Mine products (maximum)	<ul style="list-style-type: none"> • Combined (inclusive of Monazite Product) • Monazite Product 	511,000tpa 7,500tpa	475,000tpa 7,500tpa
Transportation Operations	<ul style="list-style-type: none"> • Public road closure and realignment <ul style="list-style-type: none"> – Anabranh Mail Road – Nulla Road 	Realigned Closed (years 11 to 13) and realigned (post year 13)	Unchanged No closure or realignment
	<ul style="list-style-type: none"> • Intersection upgrades <ul style="list-style-type: none"> – Silver City Highway / Anabranh Mail Road – Patton and Comstock Streets – Comstock and Eyre Streets – Rail Facility entrance 	BAR/BAL Type 2 road trains Type 2 road trains Type 2 road trains	CHR/AUL Unchanged Unchanged Unchanged
	<ul style="list-style-type: none"> • Transportation Routes (road) <ul style="list-style-type: none"> – Mine products (ex Monazite Product) – Monazite Product (maximum 7,500tpa) 	Mine Site to Rail Facility Mine Site to Rail Facility	Unchanged Mine Site to South Australian border via Broken Hill
General Infrastructure	<ul style="list-style-type: none"> • Infrastructure Area (Mine Camp, Power Station, Rare Earth Concentrate Plant, Worksop and Stores, Solar Farm/Laydown Area) • Linear corridor (Site Access Road and 66kV transmission line) 	All within Infrastructure Area 90m wide	Internal layout amended and Solar Farm replaced with Laydown Area 42m wide
Note 1: See Figures 1.2 and 1.3			
Note 2: See Figures 3.1 and 3.2			

3.3 Amended Project Site

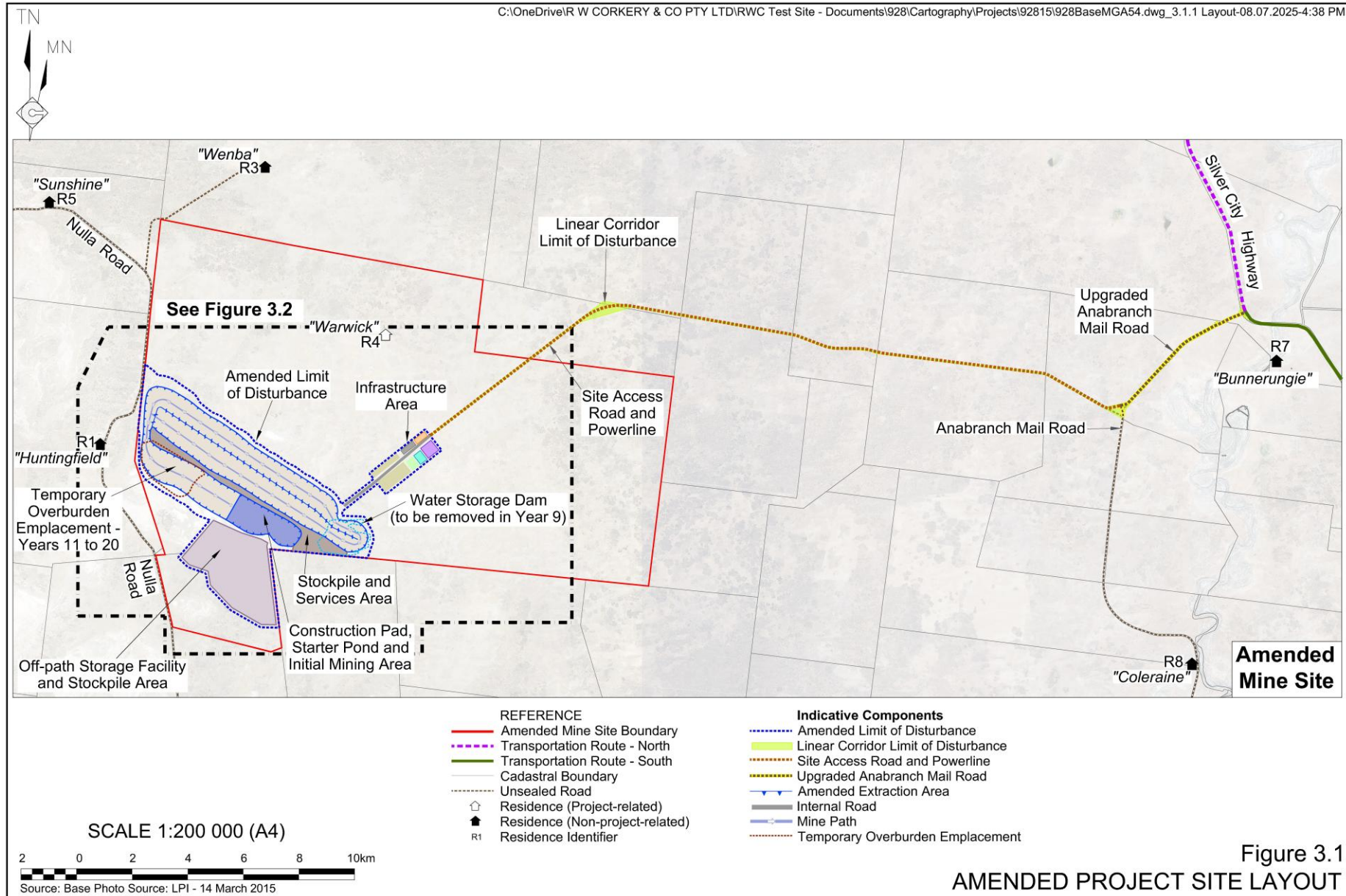
Consistent with the Project as exhibited, the Amended Project would comprise:

- the Mine Site;
- the Linear Corridor;
- the transportation routes; and
- the Rail Facility.

The Applicant proposes to amend the Mine Site and Limit of Disturbance to exclude the following properties.

- Huntingfield Station.
- Sunshine Station.
- Belmore Station.

The road reserves for Nulla, Springwood and Pine Camp Roads would also be excluded from the Mine Site and Limit of Disturbance.



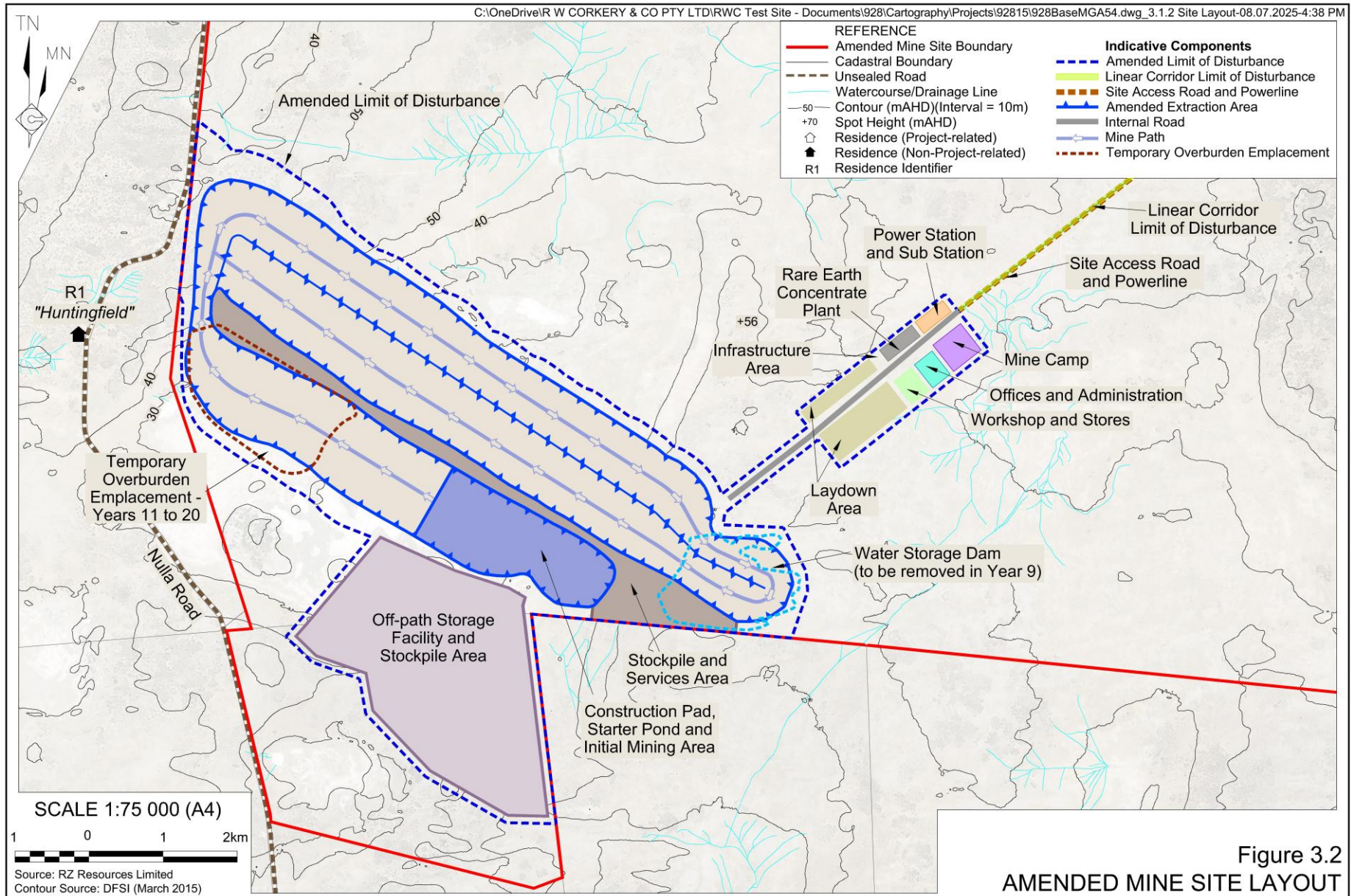


Figure 3.2
AMENDED MINE SITE LAYOUT

In addition, the Applicant has excluded an area of approximately 5.1ha within Nulla Station (Lot 4069, DP766544) from the Mine Site (**Figure 3.3**).

Finally, an additional transportation route, namely “Transportation Route – Monazite,” would be utilised for direct road transportation of up to 7,500tpa of Monazite Product from the Mine Site direct to port in South Australia. As a result, the following road reserves would in included within the Project Site.

- Kanandah Road.
- Ryan Street.
- Creedon Street.
- Barrier Highway.

Table 3.2 and **Figure 3.2** present the land titles associated with the Amended Project Site.

Table 3.2
Project Site Land Titles

Lot	Deposited Plan	Lot	Deposited Plan	Lot	Deposited Plan
Amended Mine Site		Linear Corridor			
4068	766543	4068	766543	3423	765712
1 ¹	1255308	4117	766622	1908	763764
Rail Facility		3421	765710	1910	763766
1	1112089	3422	765711		
1	1062254				
7479	1200701				
Transportation Routes					
C	377667 ¹	Road reserves for Anabranh Mail Road, Silver City Highway, Wentworth Road, Patton, Comstock and Eyre Streets, Holten Drive, Kanandah Road, Ryan and Creedon Streets and the Barrier Highway.			
Note 1: A small section (approximately 5.1ha) of Lot 1, DP1255308 has been excluded from the Mine Site (Figure 3.1)					
Note 2: The use of an approximately 1.5m ² of Lot C, DP377667 is dependent on the final design for the intersection of Patton and Comstock Streets.					

3.4 Amended Infrastructure Area Layout

The Applicant has identified the following which has necessitated an amendment to the layout of the Infrastructure Area.

- Potential habitat for the Painted Burrowing Frog (see Section 3.4).
- Additional mineral sand strandlines underlying southern section of the Infrastructure Area.
- The Solar Farm is no longer proposed. However, the footprint of the proposed Solar Farm would be used as a laydown area.

As a result, the Applicant proposes to amend the layout of the Infrastructure Area as presented on **Figure 3.2**. The limit of disturbance for the Infrastructure Area and the activities undertaken within each of the component areas would remain as described in the EIS.

3.5 Amended Mining Operations

3.5.1 Amended Extraction Area

Following exhibition of the EIS, a range of matters arose that necessitated the requirement to amend the Extraction Area, including but not limited to the following.

- Land access issues.
- Finalisation of an updated geological model based on additional exploration drilling.
- Minor changes to the proposed processing operations.
- Receipt of updated project costs.

In response to these changes, the Applicant re-optimised the proposed mining operations using the Datamine Studio NPVS utilising the Lerchs Grossman algorithm. The re-optimisation resulted in an amended Extraction Area and mine schedule that did not require disturbance of land within the Huntingfield and Sunshine Stations (**Figure 3.2**).

The amended Extraction Area is largely consistent with the Extraction Area as presented in the EIS. **Table 3.3** presents a comparison of the Extraction Area as presented in the EIS and as amended.

Table 3.3
Extraction Area Design Comparison

Design Component	Extraction Area as Exhibited	Extraction Area as Amended
Mine path (approximate) <ul style="list-style-type: none"> • Length • Width 	39km Up to 800m	25km Up to 1,000m
Extraction Area (approximate) <ul style="list-style-type: none"> • Length • Width • Area 	17km Up to 3.3km 2,431ha	9.5km Up to 3.0km 1,983ha
Slope angles (from horizontal) <ul style="list-style-type: none"> • Above the water table <ul style="list-style-type: none"> – Clay and silty clay – Sand and gravel • Below the water table <ul style="list-style-type: none"> – Dredge face and side walls – Reject and interburden deposition slope 	60° 32° 17° 6°	60° 32° 17° 6°

The Limit of Disturbance within the amended Mine Site is unchanged from the Limit of Disturbance within Warrick and Nulla Stations presented in the EIS.

3.5.2 Amended Extraction Area Establishment

The Extraction Area would be established as described in the EIS as exhibited, including the following.

- Removal of overburden using conventional free dig, load and haul open cut mining methods.
- Establishment of a construction pad to permit construction of the initial mining dredge
- Establishment of a starter pond and installation of a small, temporary dredge to deepen and enlarge the pond sufficiently to allow the first dredge to be launched.
- Management of the water table within the starter pond and construction pad to permit construction and subsequent floating each of the dredges and the Wet Concentration Plant.

Given the complexity of the proposed initial establishment operations, the Applicant continues to optimise this aspect of the Project. As a result, the exact location of the construction pad and starter pond has yet to be determined. **Figure 3.2** therefore presents an amended construction pad, starter pond and initial mining area within which the initial Extraction Area establishment and Yeas 1 and 2 mining operations would be undertaken.

3.5.3 Amended Mining Schedule

Figure 3.4 presents the mining schedule for the amended Project. In summary, following an initial 3 year construction period, mining is expected to continue for a further 18 years. Table 3.4 presents the amended material movement schedule.

3.6 Amended Transportation Operations

3.6.1 Introduction

Transportation operations would remain largely as described in Section 3.6 of the EIS. In summary:

- access to the Mine Site would continue to be via the Site Access Road, realigned and upgraded Anabranth Mail Road and upgraded Silver City Highway;
- mine products would continue to be transported towards Broken Hill via the Silver City Highway; and
- other light and heavy vehicles accessing the Mine Site would access the Mine Site via the Silver City Highway, with approximately 90% from the south and 10% from the north.

Aspects of the proposed transportation operations that have been amended since finalisation of the EIS include the following.

- Width of the linear corridor for the Site Access Road has been reduced.
- Design of the intersection between the Silver City Highway and Anabranth Mail Road.
- Transportation of the Monazite Product direct to port in South Australia by road rather than via the Rail Facility.

3.6.2 Site Access Road Linear Corridor

The Limit of Disturbance for the Site Access Road and 66kV transmission line has been reduced from 90m wide in the EIS as exhibited to 42m wide. This has reduced disturbance associated with the Site Access Road and 66kV transmission line from 352ha to 219ha.

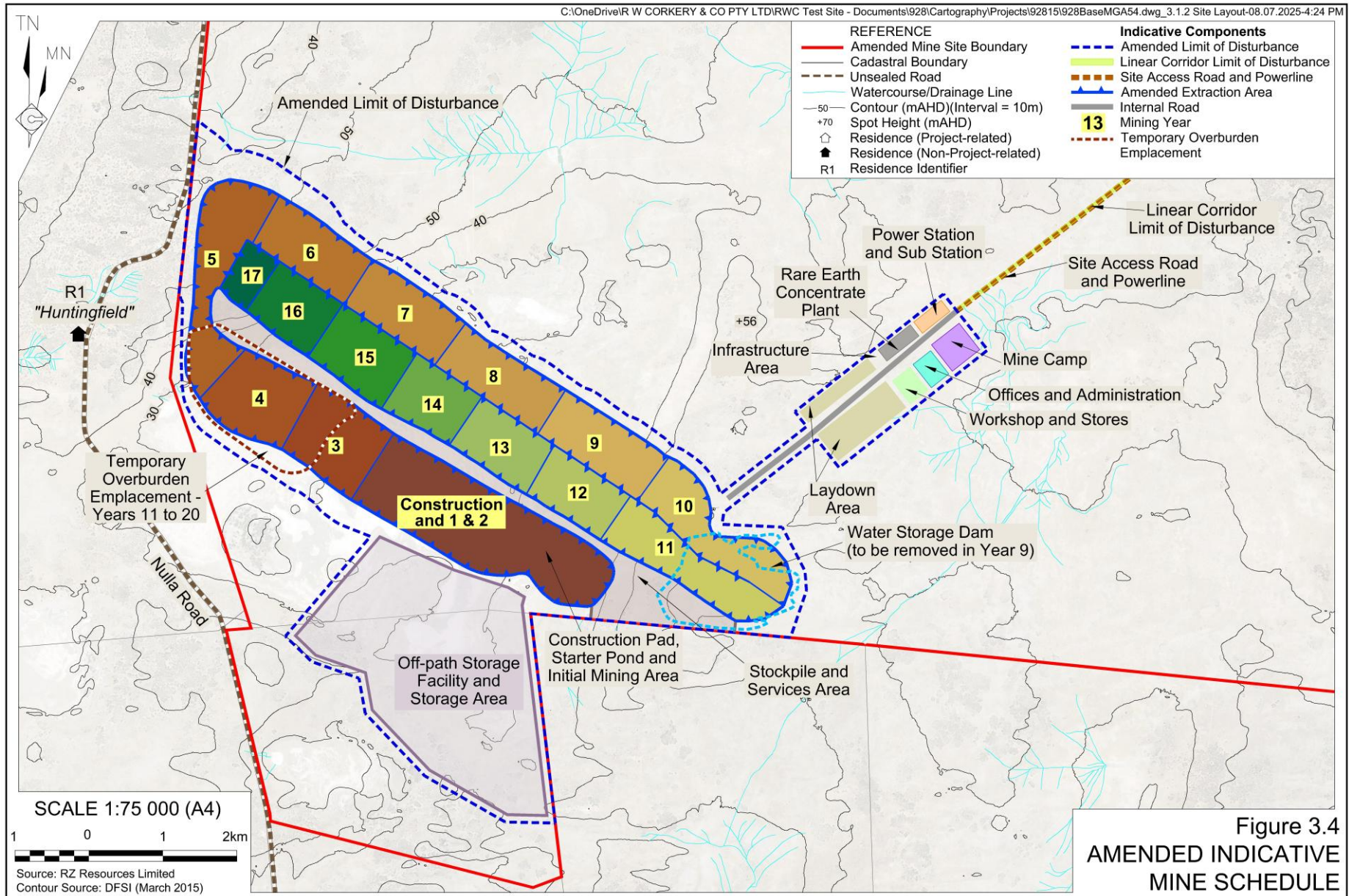


Table 3.4
Amended Material Movement Schedule

	Units	Construction			Operations								
		Year -3	Year -2	Year -1	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9
Overburden (dry mining)	t	8,800,000	600,000	10,920,000	12,150,000	10,100,000	15,850,000	26,330,000	35,380,000	38,330,000	38,720,000	30,070,000	44,370,000
Interburden (dredge mining)	t	-	4,410,000	2,910,000	27,430,000	41,070,000	38,150,000	44,060,000	34,680,000	17,680,000	26,560,000	22,880,000	27,380,000
Ore (dredge mining)	t	-	-	-	18,330,000	20,640,000	20,320,000	20,640,000	20,260,000	26,120,000	22,870,000	26,340,000	26,550,000
Overburden (rehandle) ¹	t	-	-	-	-	18,200,000	18,200,000	-	-	-	-	-	-
Total Material Movements	t	8,800,000	5,010,000	13,830,000	57,910,000	90,010,000	92,520,000	91,030,000	90,320,000	82,130,000	88,150,000	79,290,000	98,300,000

	Units	Operations										Rehabilitation		Total
		Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20		
Overburden (dry mining)	t	44,350,000	46,840,000	45,960,000	17,220,000	7,820,000	11,680,000	27,750,000	10,000	-	-	-	473,250,000	
Interburden (dredge mining)	t	26,110,000	29,400,000	27,960,000	16,250,000	18,680,000	22,450,000	20,580,000	20,240,000	-	-	-	468,880,000	
Ore (dredge mining)	t	26,290,000	27,070,000	27,000,000	27,000,000	27,000,000	27,070,000	27,000,000	27,000,000	3,960,000	-	-	421,460,000	
Overburden (rehandle) ²	t	-	-	-	-	-	-	-	-	-	31,730,000	31,730,000	99,860,000	
Total Material Movements	t	96,750,000	103,310,000	100,920,000	60,470,000	53,500,000	61,200,000	75,330,000	47,250,000	3,960,000	31,730,000	31,730,000	1,463,450,000	

Note 1: Material rehandle Years 2 and 3 for capping of the Off Path Storage Facility
Note 2: Material rehandle Years 18 and 19 for backfilling of the final void
Source: RZ Resources Limited - as at April 2025

3.6.3 Anabranh Mail Road and Silver City Highway Intersection

The Applicant in the EIS proposed to upgrade the intersection between Anabranh Mail Road and the Silver City Highway to a Basic Right / Basic Left (BAR/BAL) standard. However, following consultation with Transport for NSW, the Applicant proposes amend the Project to include a Channelised Right / Axillary Left (CHR/AUL) intersection. **Figure 3.5** presents the amended design prepared by Tonkin (2025) in consultation with Transport for NSW. In summary, the design criteria included the following.

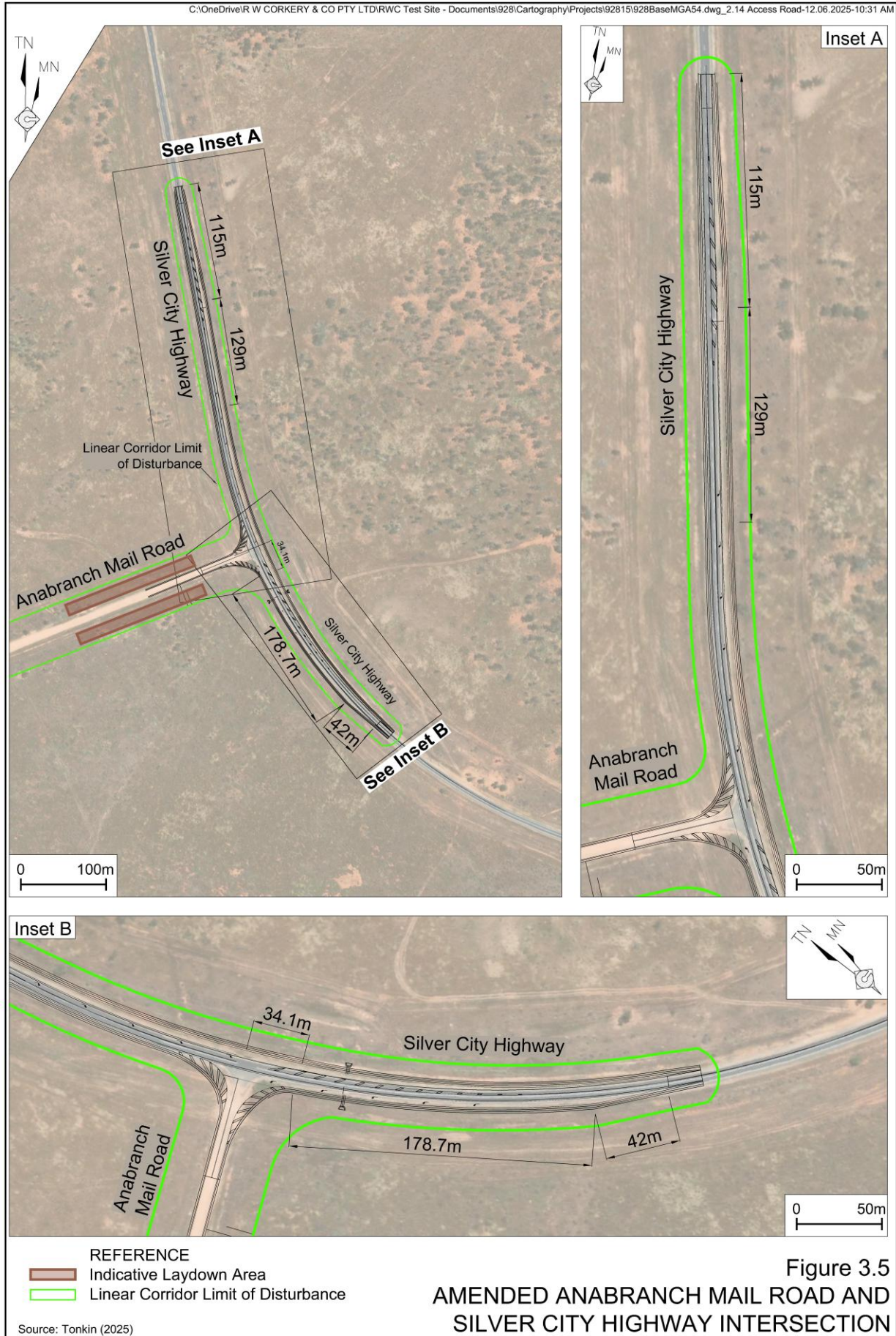
- Intersection type CHR/AUL
- PavementAnabranh Mail Road sealed for a minimum of 50m
- Design Speed 120km/h
- Signposted speed 110km/h
- Design vehicle BAB-quad (Type 2) Road Train

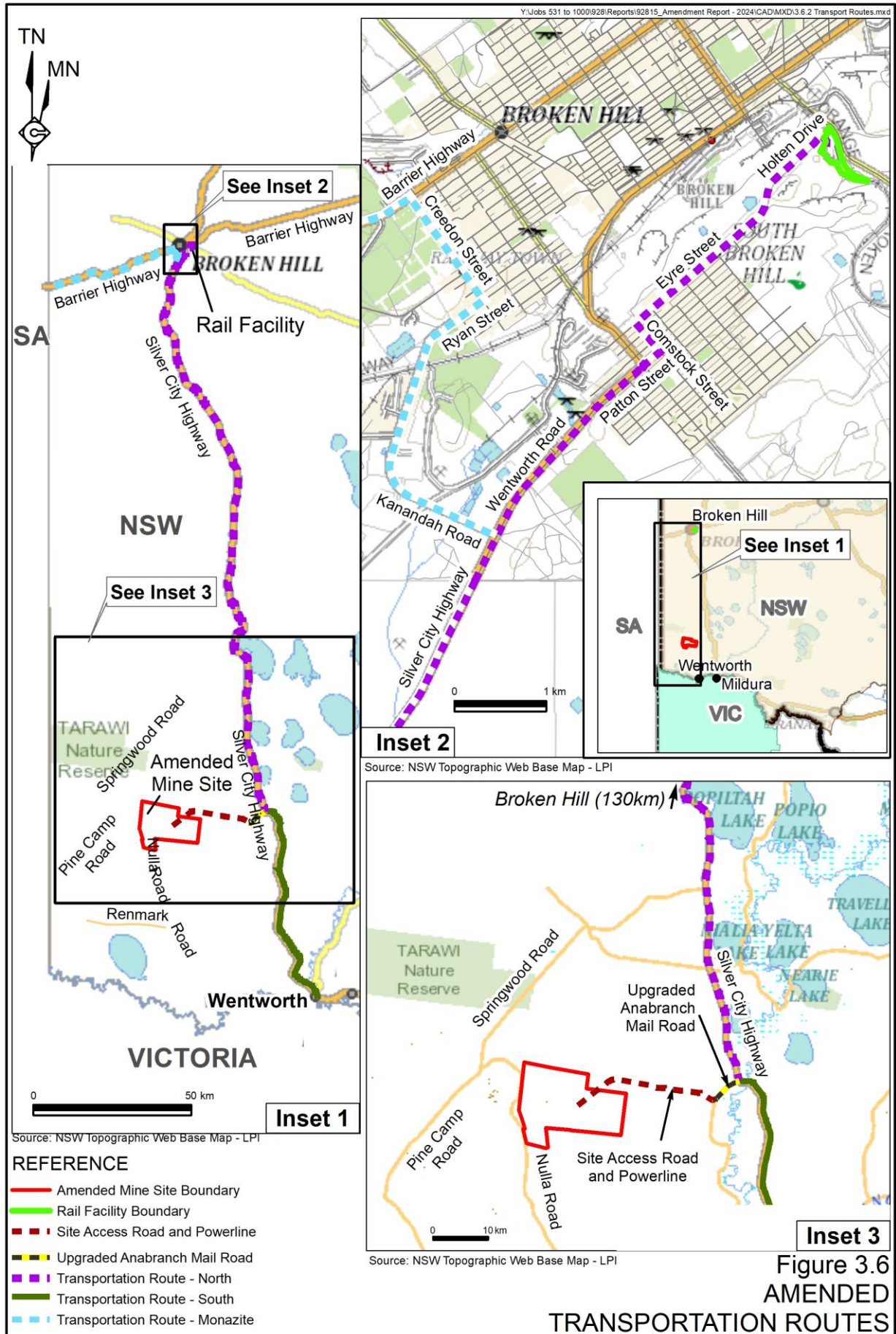
3.6.4 Transportation of Monazite Product

Section 3.6.2.1 of EIS states that all mine products would be transported from the Mine Site to the Rail Facility in Broken Hill. However, Section 3.7.3 states that shipping containers containing Monazite Product may be transported by road direct from the Mine Site to port via the existing approved heavy vehicle routes through Broken Hill.

For the avoidance of doubt, the Applicant proposes that up to 7,500tpa of Monazite Product would be transported via road from the Mine Site to port in South Australia via Broken Hill. The Monazite Product would be transported via Transportation Route – North to the intersection of the Silver City Highway and Kanandah Road on the western outskirts of Broken Hill (**Figure 3.6**). From there the Monazite Product would be transported using an approved heavy vehicle route via Kanandah Road, Ryan Street, Creedon Street and the Barrier Highway to the South Australian border (Transportation Route – Monazite). Vehicles returning from the South Australian border would travel via the same route.

Transportation of Monazite Product within South Australia would be undertaken in accordance with a licence to Transport a Radioactive Substance issued under the *Radiation Protection and Control Act 2021* (SA). The material would be transported using a vehicle with a suitable National Heavy Vehicle Registration by a driver with a suitable Dangerous Goods Licence.





The Monazite Product would be classified as a Class 7 Dangerous Good and would be transported in accordance with the following procedures.

- Monazite Product would be placed in sealed 205L drums or bulka bags which would be placed in shipping containers inside the Rare Earth Concentrate Plant.
- Once sealed, the shipping containers would be stored within a secure area adjacent to the Plant.
- The shipping containers containing Monazite Product would be loaded onto a suitably licenced semi-trailer truck driven by a suitably licenced driver trained in the transportation of this material.
- A detailed management plan for transportation of this material, including management of emergencies and accidents, would be prepared and approved, if required, prior to the commencement of transportation of Monazite Product.

3.7 Amended Water Management

Sections 6.2 and 6.7 present an assessment of groundwater and surface water related impacts associated with the amended Project. However, the following presents the principal water-related amendments to the Project. All other water-related Project components would remain as described in the EIS.

- The amended Limit of Disturbance would result in Project-related disturbance being largely limited to the Eastern Salt Pan Catchment (see Section 6.7). No activities are proposed within the Western Salt Pan Catchment and only a small section of the Central Catchment would be disturbed.
- The proposed Water Storage Dam would be removed by mining operations, indicatively during Year 11.

Amended groundwater modelling (see Section 6.2) indicates that the maximum licensable groundwater inflows would be approximately 7.81GLpa in Year 1 when the dredge pond water level is being managed to permit construction of the dredges and Wet Concentration Plant. During steady state operations, licensable groundwater inflows would be between 2.44GLpa and 2.87GLpa.

At the time of finalisation of this document Applicant was in commercial negotiations with a third party in relation to a range of matters, including acquisition of sufficient groundwater allocation for the Project. In the event that those negotiations are unsuccessful, the Applicant would apply for a suitable allocation under the next Controlled Allocation Order under the *Water Management Act 2000*.

Surface water harvested for mining-related purposes would not require licencing under the Applicant's harvestable right.

3.8 Amended Life of the Project

Since finalisation of the EIS, the Applicant has undertaken significant exploration within the Amended Mine Site and has revised the mine plan and schedule for the Project in light of that additional information. That review has resulted in an amended Extraction Area and mining schedule. As a result, the amended life of the Project would be 26 years, comprising the following.

- Construction operations¹ 3 years
- Mining operations 18 years
- Rehabilitation establishment 5 years

It is noted that some time will be required for ecosystems on the rehabilitated the final landform to become fully established and for the relevant completion criteria to be achieved. As a result, no time limit has been placed on the rehabilitation completion phase of the Project. Rehabilitation would, however, be undertaken progressively throughout the life of the Project and that final rehabilitation would be undertaken as soon as reasonably practicable following the completion of mining operations.

3.9 Amended Final Landform and Land Use

Figure 3.7 presents the amended final landform for the Project. In summary, the design criteria for the final landform would remain as described in Section 3.12.2.1 of the EIS as exhibited. However, the amended Extraction Area and material movement schedule would result in a final landform that varies from that presented in the EIS.

Figure 3.7 also presents the amended final land use domains for the Project would include the following.

- Domain A – Native Ecosystem – Nature Conservation
This domain would include the constructed sections of the final landform within Warwick Station and would comprise areas of native vegetation suitable for nature conservation.
- Domain B – Native Ecosystem - Agriculture
This domain would include the Off-path Storage Facility within Nulla Station, as well as the Infrastructure Area within Warwick Station. This domain would comprise areas of native vegetation suitable for grazing.
- Domain F – Water Management Area
This domain would include areas of lower topography associated with existing salt pans. Typically, vegetation does not grow in the salt pans, with the surface protected by a salt-rich crust. These areas would be subjected to occasional inundation as a result of surface water flows or rising groundwater.

¹ Including establishment of the Site Access Road, Infrastructure Area, starter pond, construction pad and initial dredge pond, construction of the dredges and Wet Concentration Plant and establishment of the Off Path Storage Facility.

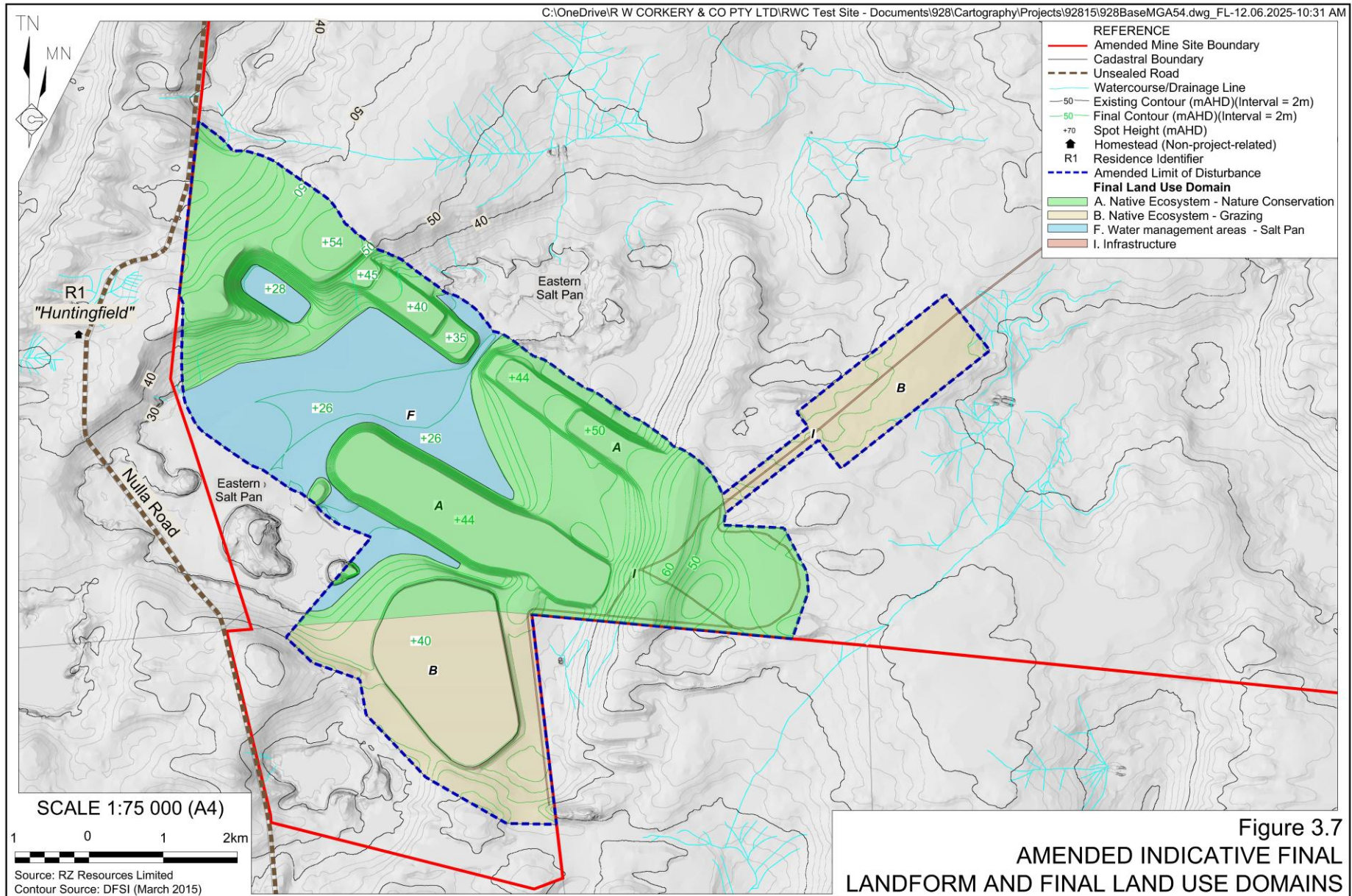


Figure 3.7
AMENDED INDICATIVE FINAL
LANDFORM AND FINAL LAND USE DOMAINS

- Domain I – Infrastructure Area
Comprising those items of infrastructure that would remain following mine closure for a lawful final land use. In the absence of further approvals, this would indicatively include the Site Assess Road and minor access tracks, with some sheds or other buildings required for post-mining land management.

Finally, as Nulla Road would no longer be disturbed, a realigned Nulla Road is no longer proposed for the final landform.