

WINGELLINA PROJECT

Project Update 4

June 2024



NICO RESOURCES

Nico Resources is developing the world class Wingellina Project, located near the triple junction point of the WA, SA and NT borders, approximately 225kms south-west of Uluru.

In 2021, Metals X de-merged its Central Musgrave Tenements to form Nico Resources which commenced trading on the ASX in 2022. The sole objective of Nico was to develop the Wingellina deposit.

Nico is seeking a strategic partner to assist in the development of the A\$3B Wingellina Project.

WINGELLINA PROJECT

Wingellina in Western Australia is a world-class oxide-type nickel-cobalt deposit which hosts an initial reserve of 1.56mt of contained nickel capable of producing approximately 40,000t of nickel and 3,000t of cobalt annually in a Mixed Hydroxide Precipitate (MHP) for at least 42 years.

The Wingellina deposit was discovered in 1956 by Inco Limited and since that time has been the subject of systematic exploration and development studies.

The Wingellina Project, based on recovering nickel and cobalt, entails:

- Development of the free-dig open pit nickel-cobalt limonite mining operation;
- Construction and operation of the high-pressure acid leaching plant;
- Construction and operation of associated infrastructure; and
- Transportation of goods and materials to the mine and of MHP from mine to port for domestic and export customers

Nico sustains the Wingellina camp and infrastructure comprising workshops, core yard, bore field and a 23-bed camp. It is approximately 4km from the Wingellina Aboriginal Community.

STATUS

The Wingellina Project Agreement with the Native Title holders, the Ngaanyatjarra People, covers 18,000 sq km and has been registered as an ILUA.

In December 2022, the pre-feasibility study confirmed a globally significant Tier 1 asset, characterised by long life, low cost and high operating margins.

Previously attained environmental approvals were extended in 2024 with an updated Ministerial Statement.

Wingellina was awarded Major Project Status by the Federal Government in November 2024, signifying its importance to Australia's critical mineral sector.

During 2025 Nico continues to advance the Project, notwithstanding current weak market conditions, to be ready to meet projected future nickel demand.

The current work programs, including geology, process and non-process engineering and metallurgy underpin Nico's plans to commence a Definitive Feasibility Study.

An upgraded independent Mineral Resource Estimate for the Wingellina Project has enabled the geometallurgical model to be developed and provides a framework for optimised mine planning.

Recently completed bench scale metallurgical testwork, delivering improved results, has been reviewed, analysed and interpreted.

The completion of a comprehensive Project logistics study underpins the current review of the option of a logistics route east or west.

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KEY PROJECT POINTS

Logistics: the Project will use a logistics route either east to the Central Australian Railway and north to Darwin Port, or south-west to Leonora and south to the Esperance Port.

Energy: renewable steam, solar and wind energy, with gas from the Amadeus Basin will power the Project.

Scope: studies are underway to review an option for a smaller 20-year project at lower costs and throughput and higher grades.

Outlook: the medium to long term growth outlook for nickel remains in excess of 5% per annum supported by strong demand in stainless steel and the energy transition.

Nickel: nickel is used in stainless steel, electronics and energy systems with growing demand expected from EV's and ESS (energy storage systems).

Community: the Wingellina Project will be intergenerational, providing long term employment, and stimulating regional and economic development across WA, SA, NT as well as business growth, training and jobs, shared infrastructure, services and community upgrades.

Benefits: Wingellina will generate up to A\$150B in revenues over 42 years; will support 1250 construction and around 500 operational jobs; estimated total tax payable is more than \$4.2B; and WA royalties are more than \$1B over the life of the project.



Nico sustains the Wingellina camp (above) and infrastructure comprising workshops, core yard, bore field and a 23-bed camp. It is approximately 4km from the Wingellina Community (below).



The Outback Way, a 2,700 km route connecting Laverton in Western Australia to Winton in Queensland via Alice Springs in the Northern Territory traverses Central Australia.

The Australian Government has invested significantly in upgrading the Outback Way, with both widening and sealing works. With a works completion timeline of 2032, the Outback Way represents a secure route to keep the country connected during cataclysmic events.

The Wingellina Project will utilise a logistics route either east to the Central Australian Railway and then north to the Darwin Port, or south-east to Leonora and then south to the Port of Esperance. Both options utilise the Outback Way. Esperance is the shorter route.

Map of Outback Way, (left) used with permission of Outback Highway Development Council Inc.