PROJECT DESCRIPTION FOR SCOPING

MPSA 022-94-X Amended I STAGNO LIBJO MINING PROJECT

Municipality of Libjo, Province of Dinagat Islands



STAGNO MINING CORPORATION

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1.0 PROJECT FACT SHEET

1.1 Project Fact Sheet

Project Name	Stagno Libjo Mining Project		
Location	Barangay San Jose, Barangay Garcia, and Barangay Bayanihan,		
	Municipality of Libjo, Province of Dinagat Islands		
Project Type	Resource Extractive Industry		
MPSA Area No.	MPSA 022-94-X (SMR) Amended I		
Mining Method	Surface Mining Method		
Project Area	1,169.8301 hectares		
Covered			
Production Capacity	1,000,000 WMT pet year		
Commodity	Nickel and other associated minerals		

1.2 Proponent Profile

Project Proponent	STAGNO MINING CORPORATION		
Main Office Address	Unit 1202B KeppWealth Center, Samar Loop Center, Cardinal		
	Rosales Avenue, Cebu City Business Park Center, Cebu City		
Contact Person	YI HUNG LAM		
	stagnominingcorp@gmail.com		

1.3 Preparer Profile

Contact Person	Engr. Paulo Noni T. Tidalgo, EM, RN
Designation	Managing Director
EMB Accreditation	IPCO – 103
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E-mail Address	pntidalgo@gmail.com

2.0 PROJECT DESCRIPTION

2.1 Tenement History

The mining property is being held by Stagno Mining Corporation (SMC) a corporation duly organized and existing under and by virtue of the laws of the Philippines. MPSA No. 022-94-X (*Annex A*). was originally granted to E.L. Enterprises, Inc. (ELEI) last August 10, 1993 covering a contract area of 729 hectares (Parcel I) situated in the Municipality of Libjo, Dinagat Islands. The said MPSA was assigned to SMC and approved by the DENR last September 14, 2015.

On December 03, 2015, ELEI filed with the MGB an Exploration Permit Application denominated as ExPA No. 000233-XIII. On January 11, 2016, ELEI executed a Deed of Assignment (DOA) of the ExPA to SMC. MGB Regional Office No. XIII approved the DOA last March 10, 2016.

Considering that both the MPSA and the ExPA belongs to SMC, the company applied for an expansion. After undergoing area clearance with DENR, a total of 420.6301 hectares (Parcel II) was approved to be expanded to SMC tenement last June of 2016. Project Location

The permitted area of MPSA No. 022-94-X (SMR) Amended I is located in, Barangays Bayanihan, San Jose and Garcia, Municipality of Libjo, Province of Dinagat Islands (*Figure 1*). The tenement area approximately has a total area of 1,149.8301, consisting of two parcel, Parcel 1 is 729 hectares and Parcel 2 is 420.8301 hectares. The following are the boundaries of the two parcels (*Figure 2 - Tenement Map*):

Parcel 1 Technical Description					
CORNER LONGITUDE LATITUDE					
1	125 33' 00"	10 12' 00"			
2	125 33' 00"	10 10' 00"			
3	125 35' 00"	10 10' 00"			
4	125 33' 30"	10 12' 00"			

Table 1 – Coordinates of MPSA No. 022-94-x (SMR) Amended I

LOCATION	LONGITUDE	LATITUDE	
1	10 10' 00"	125 36′ 30″	
2	10 10' 30"	125 36 30"	
3	10 10" 30"	125 30' 00"	
4	10 11' 00"	125 36' 00"	
5	10 11' 00"	125 36' 30"	
6	10 11' 30"	125 36' 30"	
7	10 11' 30"	125 37' 30 "	
8	10 11' 00"	125 37' 30"	
9	10 11' 00"	125 37' 00"	
10	10 10' 00"	125 37' 00"	

Parcel 2 Technical Description

The Municipality of Libjo occupies the former territories of the much older municipalities of Loreto and Dinagat in 1959, thru the resolution No. 5 passed by both municipalities, the Municipality of Libjo was created where its northern came from Loreto and its southern portion from Dinagat. The name Albor is actually a combination of the surnames of the town mayors of Loreto and Dinagat, Mayors Alfaro and Borja, respectively. Later on, the municipal council renamed the town to Libjo in view of the absence of Albor in the official map that often times creates confusions to the travelling public. The congress approves the renaming of Albor into Libjo in 1967 thru Republic Act No. 4981. In honor of the two Mayors however, the towns Poblacion was split, naming the other half "Albor". Libjo is bounded on the North by Tubajon, on South by Basilisa and on the Southwest by Cagdianao.



Figure 1 - Location Map





Figure 3 - Parcel 1 Drone Shot



Figure 4 - Parcel 2 Drone Shot

2.1.1 **Project Accessibility**

The permitted area is located over the highly prospective Dinagat Ophiolite of the Surigao Mineral Reservation and within the Municipality of Libjo, Province of Dinagat Islands. The island is situated immediately northeast of Surigao City that can be reached passing either through Surigao Strait or Dinagat Sound.

The shorter sea travel route to the Project, is through the port of the Municipality of San Jose which is only about 1 hour sea-travel. From the San Jose Port, it will take another 1 ½ to 2 hours of land travel by private vehicle or by motorcycle, popularly called locally as habal-habal going the town proper of the Municipality of Libjo. From there, it will take a 15-20 minute ride to Parcel 1 which is accessible going to Barangay San Jose. To reach Parcel 2, there is a docking station in Barangay San Jose along the Gaas River. It will take another 30 minutes via mechanized banca passing through about 9-km Gaas inlet river to reach Sitio Catmonan of Barangay Bayanihan, wherein the Parcel 2 of the Project area is situated.

The longer sea travel is thru the Municipality of Libjo Port which will take 2 ½ to 3 hours sea travel but will disembark at the town proper.

Parcel 1, is situated west of the project area which is only about 4 to 5 km aerial distance from Parcel 2 tenement, is also within the jurisdiction of the Municipality of Libjo. Dinagat islands is one of the smallest island provinces in the country with a total land area of 1,036 sq. km (400.1 sq mile). The Province is composed of seven (7) municipalities namely: San Jose (Capital), Basilisa (Rizal), Dinagat, Cagdianao, Loreto, Tobajon and Libjo.

2.1.2 Impact Areas

The identification of direct impact area was based on DAO 2017 - 15. The table below presented the summary of Direct Impact Areas based on the proposed project operation:

Table 2 –	Summary of	Impacts to	the Impact Area
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Aspect	Direct Impact Area		
Water	 Receiving water bodies of the project 		
	- Underlying aquifer		
Air	 Area near the periphery of the mining area 		
Noise	- Area within the periphery of the mining area		
Terrestrial	 Vegetated portion within the project area coverage 		
People - Barangay Bayanihan and San Jose			



2.2 Rationale

The significant increase in the world demand for stainless steel has catapulted Philippines as one of the major players in exporting the chromite, nickel and iron to China and Japan. Higher prices of chromite, nickel and iron in the market have prompted the company to take advantage of the opportunity to operate its MPSA.

The realization of the Stagno Libjo Mining Project will boost the following major aspects:

- Community Development increase in revenue and operating expenses of the company will also significantly increase the Social Development Management Program (SDMP);
- Taxation increased collection of taxes and fees due to both the National and Local Government Units;
- Employment employment opportunities for the local communities within the Island of Dinagat and within the province. It is estimated that more than 00 workers will be hired for the project. Provision of employment in rural areas will help ease the pressure of major cities due to influx of migrating workers; and
- Socio-Economic Benefits downstream business will thrive with increasing economic activities. Local communities will be the recipients of livelihood programs and skills development that can be used for economic gains, both technological and technical skills.

2.3 Project Alternative

2.3.1 Project Location and Process

The project is located in a government declared mineral reservation. It will solely cover surface mining operation, the depth of the pit and its location will depend on the exploration activities conducted by the company, thus no other site alternative considered in terms of mining area. Further, considering the type and location of mineral to be extracted, the only feasible mining method for the project is surface mining method, thus, there were no other alternative method considered for the project.

2.3.2 Environmental Impact

The major environmental impact that will be brought about by the project operation considering all the alternatives and the nature of project are temporary land clearing, possible siltation of Gaas River, dust emission, implementation of community development

programs through Social Development Plan and generation of revenues from taxes, permits and LGU share in the mining activities.

There will be temporary surface clearing while the development and operations are ongoing. This will be mitigated by progressive rehabilitation based on the multi-sectoral approved Environmental Protection and Enhancement Program (EPEP). After closure of the Project, the disturbed areas will be continuously monitored for ten (10) years to ensure the success of the rehabilitation thru the Final Mine Rehabilitation and/or Decommissioning Plan (FMR/DP). Siltation will be addressed by minimizing disturbed areas at any given time and providing drainage system and siltation ponds.

Dust generation is foreseen to arise during construction and operation phase; however, environmental management plan such as water sprinkling and provision of buffer area thru planting of trees will be undertaken to alleviate its probable occurrence.

The implementation of SDMP will enhance the socio-economic welfare of the community. Further, the company will ensure the prompt payment of taxes and fees to the government.

2.3.3 <u>Consequences of not Proceeding with Project</u>

In terms of physical environment, the MPSA area will remain unchanged and undisturbed. As regards with socio economic, opportunity for employment that will be provided by the company will not be probable. Additional revenues from taxes, with no "project option" and the opportunity for SDMP assistance and tax revenue will not be possible.

2.4 Project Components

Key components, with corresponding details are presented in **Table 3**. These major components compose the whole project footprint with a total area of 300 hectares. Site Development Map of the project is presented in **Figure 4**.

Project Component	Description			
Project Area	The entire tenement has a total area of 1,149.8301 ha covering			
	two parcels, Parcel 1 is 729 hectares and Parcel 2 is 420.8301			
	hectares.			
	The SAPA/SLUP for the Waste Dump, Ore Stockyard and support			
	facilities at 34.23 hectares.			
	Foreshore Lease Agreement (FLA) area for the causeway			
	covering 2.4 ha.			
Mining Areas	The direct mining area is estimated to be at 220 ha in Parcel 2			
Exploration Area	Parcel 1 – 729 ha and Parcel 2 – 200.0301 ha			
Waste Dump or	Generated overburden waste is estimated using the average			
Over Burden	overburden thickness of 0.10 meter and the total area exposed			
	by developmental works.			
	The waste dump areas will total 10 ha located in the SAPA/SLUP			
	Area.			
Ore Stockyard	The mined ore would be brought to designated ore			
	stockpile/stockyard. The ore stockyard will have a total area of 15			
	ha located in the SAPA/SLUP Area.			
Causeway	A causeway will be constructed near the ore stackyard to			
	support the direct shipment operation of the project. The			
	causeway will be under the FLA with an area of 2.4 ha.			
Field Office,	Field Office, Employees Quarter, Motor Pool,			
Employees Quarter,	Laboratory and Sample Storage , Nursery Area and Power House			
Notor Pool,	Area will be constructed within the MPSA area. Within the 9.23			
Sample Storage,	ha under the SAPA/SLUP.			
Nursery Area and				
Power House				
Fuel Storage Facility	Fuel storage facility will be constructed within the MPSA area to			
	support the fuel requirement of the proposed operation. Within			
	the 9.23 ha under the SAPA/SLUP.			
Settling Ponds	Settling ponds will be constructed within the mine site along strategic locations considering various factors such as amount of			
	water runoff, terrain of the area and concentration of mining ores. Within the 9.23 ha under the SAPA/SLUP.			

Table 3 - Project Components



2.5 Process Technology Options

2.5.1 Stripping or Overburden Removal

Stripping or overburden removal involves the removal of the waste on top of the ore deposit. It involves stripping of the waste and clearing and grubbing of all growth, stumps, roots and all organic matters and subsequent stockpiling in the designated overburden stockpiles for used in the rehabilitation program under the Environmental Protection and Enhancement Program (EPEP) and the Final Mine Rehabilitation and/or Decommissioning Plan (FMR/DP).

Stripping will commence ahead of mining to expose the ore deposit. This work will be undertaken with the use of bulldozers, loaders and trucks.

2.5.2 Mining Operation

After removing the overburden material, the ore deposit will be mined in benches. The established benches will be sampled by channel (vertical) sampling at an interval of 3 to 5 meters. Samples will be analyzed by the company laboratory.

Mining will use excavators to extract ore and loaded to dump trucks for hauling to designated stockpile areas. The hauling distance between the mine pit and the stockyard area varies from less than 1km to 12 kilometers from mining areas in Parcel 1. Loading at the mine pit and receiving at stockyard will be facilitated by excavators with 1.2 to 1.4 m³ for faster cycle in terms of loading and receiving time. The mining schedule from development to Year 7 are presented at *Figure 7* to *Figure 14*. The final rehabilitation plan is shown as *Figure 13*.

Hauling will be done by 18 m³ dump trucks. These trucks shall be inspected at the beginning of each shift and during service periods. When travelling on a haulage road, drivers shall be required to drive within imposed speed limit and check road condition for any hazards. A minimum safe distance of 30 meters with a maximum speed of 30 kilometers per hour shall be observed in following another truck.

Aside from face sampling as part of the quality assurance protocol, truck sampling procedures will also be implemented during hauling of ore. Sampling stations will be established along main haul roads and all trucks will pass and stop on these sampling stations. Samples will be scooped from one point and samples will be placed in sample

bags. A composite sample representing 30 truckloads will be made and the result will dictate the Ni and Fe grade of the stockpile.

Once the area is mined out, progressive rehabilitation will be implemented as programed in the EPEP.

During every stage of the mining operations, safety measures will be adopted as required in the Mines Safety provisions of DAO 2000-98.

Trucks shall be inspected at the beginning of each shift and during service periods. Any defects shall be reported immediately to the supervisor. Gauges shall be in the operating range after start up and these shall be checked often during operation.

When travelling on a haulage road at the start of a shift, operators shall be required to drive safely and check road/s for conditions and for any hazards. The road shall be cleared before the truck is moved. The unit shall not be moved unless warning signal is given. A minimum safe distance of 30 meters with a maximum speed of 30 kilometers per hour shall be observed in following another truck on a downgrade under normal conditions.

Trucks shall not be parked closer than 20 meters behind or in front or 2 meters beside other trucks. Right-hand traffic shall always be maintained unless otherwise directed or driving at the left side of the road is justifiably and safely warranted. It shall be prohibited to run over electric cables, rocks or other obstructing materials. Operators shall remove or ask others to remove any obstruction that may pose hazards once discovered. Parked vehicles shall have the parking brakes on at all times. When on a grade, the front wheels shall be directed to the toe with the tires properly blocked.

Headlights shall be dimmed when approaching vehicles during night-time. It shall be prohibited for operators to enter or leave the cab while it is being loaded.

Dumping over a bank shall be prohibited unless it is provided with a safety berm or protective ridge or a spotter is employed. Designated dumping area shall be elevated at least 1% towards the crest. Extreme caution shall be exercised when backing the truck to the edge of dump. When in a dumping position, the truck shall be positioned at right angle to the dump with both rear wheels on the same level or at an equal distance from the safety berm. After dumping, the operator shall not start to travel unless the dumping carriage is completely down. Operators shall be required to watch the swing radius of the

shovel when backing up for loading position. If a spotter is employed, the operator shall wait for his signal.

Hauling trucks shall not be used to push or to pull other vehicles. Empty trucks and light vehicles shall yield the right of way to loaded units or heavy equipment. It is prohibited to overtake or pass a vehicle at curves and intersections. Over speeding shall be avoided and speed limits of trucks in mine haul roads shall be fixed. Width of a permanent two (2) lanes haulage road shall not be less than three (3) times the width of the widest hauling truck. All haulage roads shall be provided with safety berm with a height not less than the height of the cam or hub. Spotters shall be required to guide and to occupy position not less than 4 meters.

For ship Loading, the loading operation consists of transferring the stockpiled ores from the various stockyards directly to the berthed/moored LCT/barges in the causeway.

LCT/barges, will transport the ores to be shipped to the outgoing ocean vessel. The ocean going vessel is usually anchored near the Gaas inlet from the sea. This anchorage is also the ship anchorage for the mining operations of Cagdianao Mining Corporation.

For this work, front-end loaders and excavators are assigned complete with the complimentary number of hauling trucks. The ore will be discharged directly into the LCT/barge after the required sampling work has been done. The truck proceeds back to the stockyards for reloading after unloading the ores into the LCT/barge. A loader is used to push, leap and trim the loaded ore inside the LCT/barge.

Loaded LCT/barges will anchor alongside the ocean-going ship for the ore transfer from the LCT/barges into the cargo-hold of the ship. The grabs/clamshell/buckets will be used to transfer the ores using the built-in cranes of the ship. The emptied LCT/barges returns to the causeway for the next load until the whole allowable volume of ores shippable are loaded on the ocean-going vessel.



Figure 7 - Year 0 (Development Period)



Figure 8 - Year 1 Mine Plan/Schedule



Figure 9 - Year 2 Mine Plan/Schedule



Figure 10 - Year 3 Mine Plan/Schedule



Figure 11 - Year 4 Mine Plan/Schedule



Figure 12 - Year 5 Mine Plan/Schedule



Figure 13 - Year 6 Mine Plan/Schedule



Figure 14 - Year 7 Mine Plan/Schedule



Figure 15 – Final Rehabilitation Plan

2.6 Project Size

2.6.1 Mineral Reserves Based on Exploration Data

Based on the accepted exploration QA/QC protocols and in accordance with the guidelines set in the PMRC code, Stagno Mining Corp. conducted a successful drilling exploration program at their tenement property covered by Mineral Production Sharing Agreement denominated as MPSA No. 022-92-XIII Amended I.

Manipulation of 107 drillholes, 22 test pits and 1,063 drillhole sample intervals used in the resource estimation, block and grade modelling were conducted through "GEMS Surpac Version 6.3." software using Ordinary Kriging (OK) Method. After verification and evaluation, the undersigned estimated a Grand Total Nickel Laterite Resource of **8 Million WMT with weighted average grade of 0.71%Ni and 38.10%Fe classified as Indicated resource** comprised of limonite material of 6.7 **Million WMT** with weighted average grade of 42.03% Fe and 0.68% Ni and saprolite material of 939,000WMT with weighted average grade of 12.45% Fe and 1.02% Ni (*Table 4*). There is also an additional inferred mineral resources of approximately 7,831,250 WMT (*Table 5*).

ORE CLASS	CATEGORY	VOLUME	DENSITY	TONNAGE	GRADE	
		(cu.m)	t/m³	(WMT)	%Fe	%Ni
Limonite	Indicated					
>=40% Fe,		6,128,125.00	1.1	6,740,937.50	42.03	0.68
>=0.8% Ni						
Saprolite						
>25% Fe,		939,375.00	1.35	1,295,156.00	12.45	1.02
>=0.8% Ni						

 Table 4 - Summary of SMC's Indicated Mineral Resource Estimates

Table 5 - Summary of SMC's Inferred	Mineral Resource Estimates
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	VOLUME DENS		DENSITY	TONNAGE	GRADE	
ORE CLASS	CATEGORY	(cu.m)	t/m3	(WMT)	%Fe	%Ni
Limonite	Inferred	7,068,750.00	1.10	7,775,625.00	42.89	0.68
Saprolite		762,500.00	1.35	1,029,375.00	15.49	0.98
Saprolite		7,831,250	1.35	1,029,375.00	15.49	0.98

2.6.2 **Production Capacity**

Table 6 – Projected Mining Production				
Year	ar Production per year (WMT)			
1	500,000			
2	750,000			
3	1,000,000			
4	1,000,000			
5	1,000,000			
6	1,000,000			
7	1,000,000			
	6,250,000			

The proposed annual extraction rate will max out at 1,000,000 WMT per year.

2.6.3 Project Size

The project is composed of two (2) parcels, consisting of Parcel 1 which is about 729 hectares and Parcel 2 with 420.8301 hectares. Moreover, additional 34.23 hectares will be utilized for the stockyard, support facilities causeway operation thru SAPA or SLUP. Additional 2.4 ha will be applied for thru Foreshore Lease Agreement (FLA) for the LCT/Barge loading area.

2.7 Development Plan, Description of Project Phases and Corresponding Timeframes

2.7.1 <u>Pre-construction Phase</u>

Pre-construction phase involves the acquisition of permits and clearances from concerned government agencies, entering into a Project Financing Statement, negotiations and actual land acquisition and crop damage compensation, detailed follow up survey, mapping and design for road routes, mining areas and other work sites; procurement and construction tendering, bidding of, and awarding to contractors. There will be no major land disturbances in this phase of the project except from the trampling of vegetation in the conduct of detailed surveys and mapping of access road and other work areas.

Major activities include: Project Planning; Environmental Impact Assessment and preparation of required documentation; Community Information and Consultation; Environmental and Community Management Systems Preparation; Feasibility Study, Work Programs, EPEP, SDMP, SHP and FMR/DP Preparations; Submission of DMPF, EPEP, SDMP and FMR/DP; Submission of Required Environmental Impact Assessment Report;

Review by DENR-EMB and MGB; Issuance of ECC and Approval of DMPF; and Detailed Engineering and Permitting.

2.7.2 Construction Phase

The Construction Phase would involve the following:

- Establishment and improvement of the existing access road, as necessary;
- Additional haul and access road construction within the proposed project areas;
- Land preparation for, and construction or installation of mine facilities (stockyards for Nickel and Iron, causeway improvement, maintenance shop, administration office improvement, assay laboratory, and additional staff houses);
- Land preparation and construction of the environmental facilities (settling ponds/dams, overburden and waste rock dumpsites, drainage facilities, and Nursery) and;
- Initial overburden stripping

The construction phase will require haul roads and environmental facilities. Land preparation will generally involve clearing and grubbing, excavation/leveling, hauling of soils and drainage installation. The design of the drainage system will be dependent on the topography (terrain, contour) and existing gullies in the area. Mine haul roads will be developed in mining areas initially on natural topographic surface. These roads will be constructed with appropriate road base to allow safe and efficient traffic management. Setting of all facilities will consider the occurrence of natural hazards, minimization of surface and groundwater hydrological alterations, control of siltation to within allowable standard, minimization of major terrestrial ecological impacts, and avoidance as much as possible of socio-economic dislocations such as right of way or crop damages. These criteria will be applied to Technical/Engineering options and economic objectives of the Project. Construction will involve the implementation of the procurement and construction plans and detailed engineering designs. It is expected to last for 6 months.

2.7.3 Operation Phase

The company will use contour mining method. This will involve development of mining blocks, ore preparation, and shipment of ore as well as the progressive rehabilitation of mined-out areas. Operation phase activities are as follows:

- Stripping/Overburden Removal
- Ore Mining/Extraction
- Ore Loading/Hauling
- Stockpiling
- Hauling to Barge/LCT
- Barge/LCT Loading
- Transport to Mother Vessel

2.7.4 Abandonment Phase

This phase includes rehabilitation of mined out areas and remaining disturbed areas after the life of mine. This is in accordance to the provisions stipulated in the Philippine Mining Act of 1995 and its Implementing Rules and Regulations and amendments thereof. As required by a law, a Final Mine Rehabilitation and/or Decommissioning Plan (FMRDP) will be prepared during the operating life of the mine covering period of up to 10 years after project closure.

The FMR/DP will cover the following:

- Rehabilitation of the last mining parcel;
- Removal of industrial buildings, equipment and wastes from the project site;
- Cleaning, stabilization and re-vegetation of working areas; and
- Donation of usable structure with community value to the local government.

Final mine rehabilitation shall adapt progressive rehabilitation scheme. Areas to be rehabilitated are the disturbed areas of operation such as clearings, mine-out areas, benches, slopes and other areas with direct physical impacts. Progressive rehabilitation shall cover re-vegetation, slope stabilization, reinforcements, re-forestation, landscaping and other environment enhancement measures.

Re-vegetation shall involve: initially, stabilizing crops that will enhance growth of endemic species and initiate faunal adaptation to the rehabilitated area.

2.8 Manpower Requirement

The project will be requiring a total manpower of 1,000 presented in *Table 7*.

The Company will hire technical consultants with expertise in mining, geology, sociology and other aspects of the operation to assist in the preparation of the detailed mining development plan for the proposed project. Nonetheless, the company will prioritize hiring of local residents in its operation. It will be ensured that the requirements of the Labor Code of the Philippines will be met in determining the compensation and workplace concerns including wages, benefits and workplace health and safety.

Department	Total	Position	
Office of the Resident Manager	2	Management	
	4	Rank and File	
Administration and Finance Department	4	Management	
	6	Rank and File	
Construction and General Services Department	6	Management	
	36	Rank and File	
Safety and Health Department	4	Management	
	6	Rank and File	
CRO and MEPEO	4	Management	
	12	Rank and File	
Quality Control and Assay Laboratory	3	Management	
	16	Rank and File	
Mining and Engineering Department	12	Management	
	460	Rank and File	
Geology and Exploration Department	3	Management	
	12	Rank and File	
TOTAL	590		

Table 7 - Manpower Requirement

2.9 Indicative Project Investment Cost

The estimated project investment cost is PhP 435,000,000.

	Details	PhP
Α.	CAPEX	
1.	Permitting; fees, taxes, tenement maintenance and	75,000,000
	acquisition	
2.	Exploration and Final Exploration Report	50,000,000
3.	Development, mobilization and surface rights acquisition	225,000,000
	CAPEX Sub-total	350,000,000
Β.	Initial Environmental Expenses	35,000,000
C.	Initial OPEX	50,000,000
Gra	and Total	435,000,000