



Battery technologies papua new guinea

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World-class low-cost nickel mine interest, generating substantial cashflow

Nickel 28 offers exposure to nickel and cobalt, critical for electric vehicles, batteries, and energy transition technologies

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Nickel 28 is a high-growth, diversified battery-metals royalty company which owns 8.56% JV interest in the long-life, world-class Ramu nickel-cobalt operation located near Madang on the north coast of Papua New Guinea. Following repayment of attributable construction and development loans, Nickel 28's ownership interest in the Ramu operation, and attributable nickel and cobalt production, will increase to 11.3%.

Nickel 28's 8.56% JV interest in the Ramu nickel-cobalt operation implies attributable production to Nickel 28 of over 2,900 tonnes of nickel and over 600,000 pounds of cobalt per annum (based on 2018 Ramu production for 8.56% interest). Upon repayment of attributable partner loans and increased interest in Ramu to 11.3%, implied attributable production to Nickel 28 increases to over 3,800 tonnes of nickel and over 800,000 pounds of cobalt per annum.

Nickel 28 holds a Life-of-Mine 1.75% Net Smelter Returns (NSR) royalty on the Dumont Nickel-Cobalt project which contains the world's largest undeveloped, permitted, and construction-ready reserves of nickel and cobalt. The project is located in the geopolitically secure and mining-friendly Abitibi region of the Canadian province of Quebec.

Nickel 28 holds a 2% Net Smelter Return ("NSR") royalty on all future metal production from the Turnagain Nickel-Cobalt project which is among the world's largest undeveloped nickel-cobalt sulphide deposits. The project is located in British Columbia, Canada.

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Currently, any renewable energy supply needs backup for the times when "the wind doesn't blow and sun doesn't shine". That back-up might be environmentally unfriendly, such as carbon dioxide generating gas turbines or oil and coalfired power plants.

Batteries are the obvious solution but current lithium-ion batteries are expensive, and geographically constrained lithium and cobalt supplies are problems holding back the pervasive switch to widespread battery use. Solid state lithium batteries do not have the capacity to work on the required scale and are prone to combustion.

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