

ALL TRADITIONAL OWNER APPROVALS RECEIVED FOR DEVELOPMENT OF MOUNT PEAKE PROJECT

Over 200 traditional owners attended a meeting at the Mount Peake project site to discuss the final approval for construction work on both the Murray Creek and Hanson River haul road crossings

Australian strategic metals company TNG Limited (ASX: TNG) is pleased to advise that it has taken another important step towards commencing mine development at its 100%-owned **Mount Peake Titanium-Vanadium-Iron Project** in the Northern Territory with the Mount Peake Traditional Owners providing TNG with approval for the construction of causeways to provide haul road access to the site across two creeks.

A meeting with the Traditional Owners was arranged in October through the Central Land Council (CLC), the Alice Springs-based legal representatives of the Traditional Owner Group (TOG) for the proposed Mount Peake Project area.

In attendance at this landmark meeting were CLC representatives and over 200 traditional owners (see Figure 1) who had gathered together from the Wilora, Anmatjere, Ti-Tree and Willowra Aboriginal communities which make up the TOG.

TNG's representatives, Mr Eddie Fry (TNG's heritage consultant and Chairman of Indigenous Business Australia) and Mr Leo Janssen, the General Manager Engineering for Downer EDI, presented to the groups at the meeting. Downer which is TNG's EPCM partner for the Mount Peake Project (*see ASX Announcement – 23 February 2016*), developed and supplied the causeway design drawings for presentation at the meeting.



Figure 1: CLC Traditional Owner meeting at Mount Peake.

Over the last 18 months the CLC has been intimately involved with the TOG in obtaining Sacred Site Clearances for the planned Mount Peake mining operation (Figure 2). Clearance was obtained in July 2015 for the mine area, camp, rail siding, and the transport corridor (see ASX Announcement – 24 August 2015). Clearance over the bore field and water pipeline route was obtained in January 2016 (Sacred Site Clearance Certificate 2015-169).

Further consultation and approval was required specifically for the creek crossing areas (designated Restricted Work Areas), as a condition of the Sacred Site Clearance for the transport corridor obtained in mid-2015. A result of the meeting was that the TOG had no objections to the proposed creek-crossing causeway designs outlined (Figures 3 and 4) and were in full favour of TNG proceeding with construction.

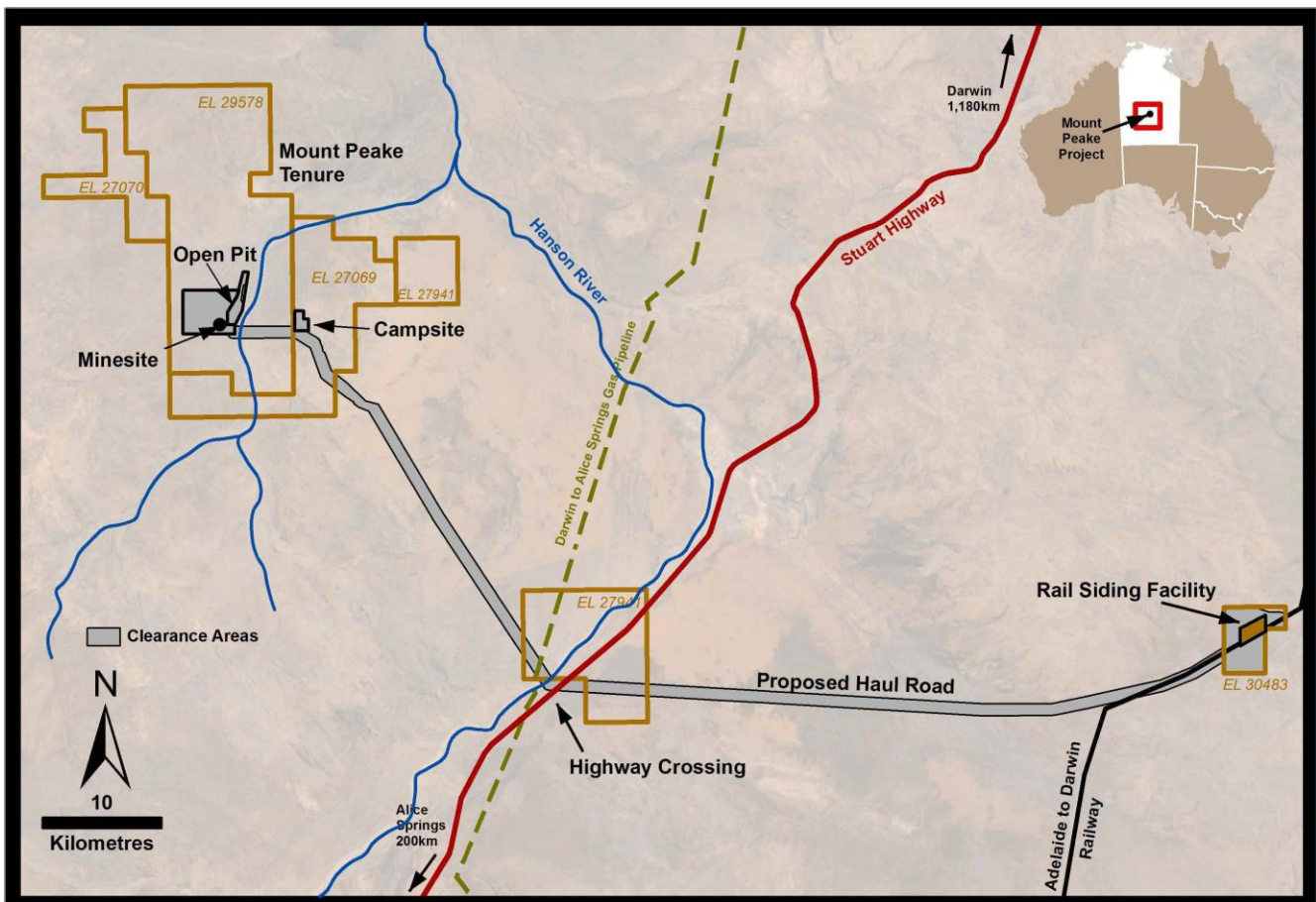


Figure 2: Location of the Mount Peake project in the Northern Territory, showing the transport corridor route.

TNG is now well advanced in negotiating a Mining Agreement with the TOG through the CLC, after which the Mining Licence can be issued by the Northern Territory Minister for Mines. The clearances obtained to date are an essential part of this agreement.

Management Comment

TNG’s Managing Director, Mr Paul Burton, said the receipt of the final Traditional Owner approvals, for the haul road causeways, marked another very important step in final approvals required to commence mine development at Mount Peake.

“TNG has built up a very strong relationship with the Traditional Owners and all stake-holders in the area since the discovery of the deposit, and this will stand us in good stead as we move ahead into the development and construction phase,” he said.

“The Traditional Owner Group has a very clear understanding of the key elements of the project, our development plan and timetable, and the benefits that it will bring to the region,” Mr Burton added. “Following the recent Traditional Owner meeting on site, there are now no further heritage approvals required for us to proceed with project development.

“I would like to thank the CLC and the TOG for their approval, which we hope will be beneficial for all stakeholders as this major new resource project for northern Australia advances towards financing and development,” Mr Burton added.

Paul E Burton
Managing Director

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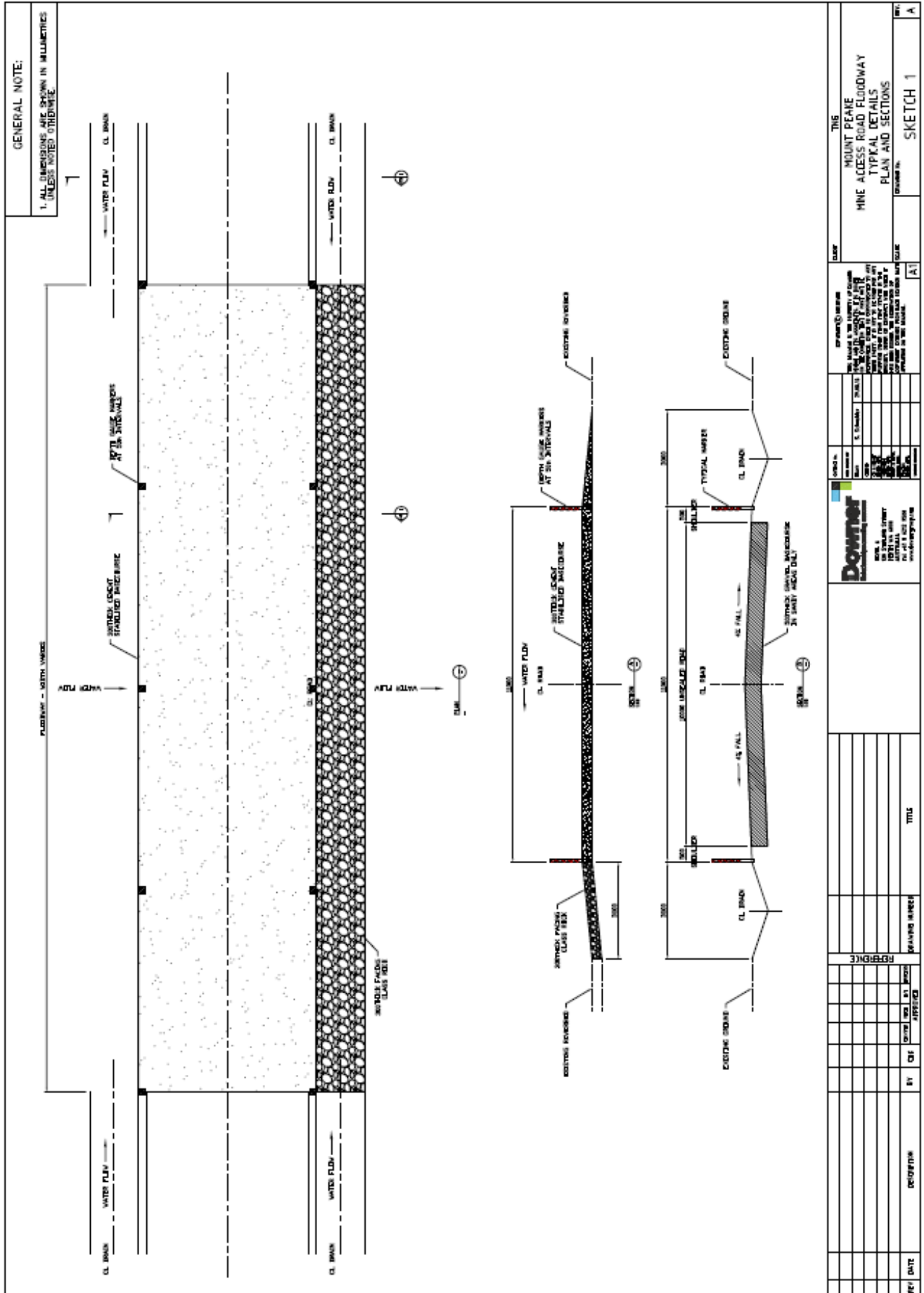


Figure 3. River crossing causeway design diagram, showing sectional and plan view of the proposed crossings on both the Hanson River and Murray Creek.

