ROYAL BAFOKENG PLATINUM
MORE THAN MINING

OPERATIONS AND PROJECT PROGRESS UPDATE

RBPLAT ANALYST ROUNDTABLE 4 AUGUST 2020

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STYLDRIFT

JOHN JEFFREY

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STYLDRIFT OVERVIEW

10.5mØ
Main#
758m deep

6.5mØ
Services#
723m deep

2
Settlers

4
Ore silos

32
Trackless
workshops

14
Equipped stoping
sections

4
Spare
IMS sections

230ktpm

4.30g/t (4E)

320koz pa (4E)

At steady state 2021

Where we are (H1 2020)

210 ktpm peak

3.98g/t (4E)

108.1koz (4E) hoisted

10.5mØ
Main#
758m deep

6.5mØ
Services#
723m deep

1
Operational
Settler

4
Ore silos

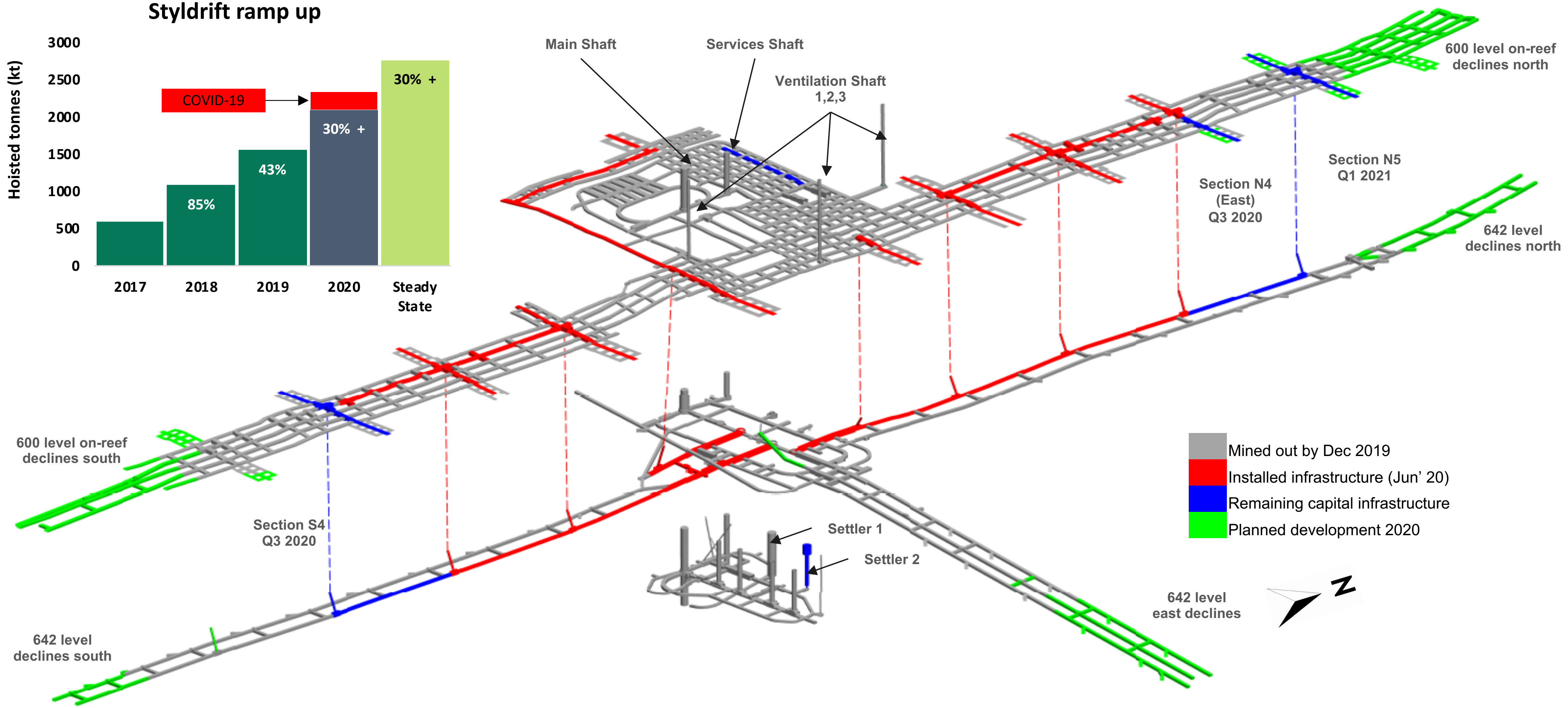
24
Trackless
workshops

14
Equipped stoping
sections

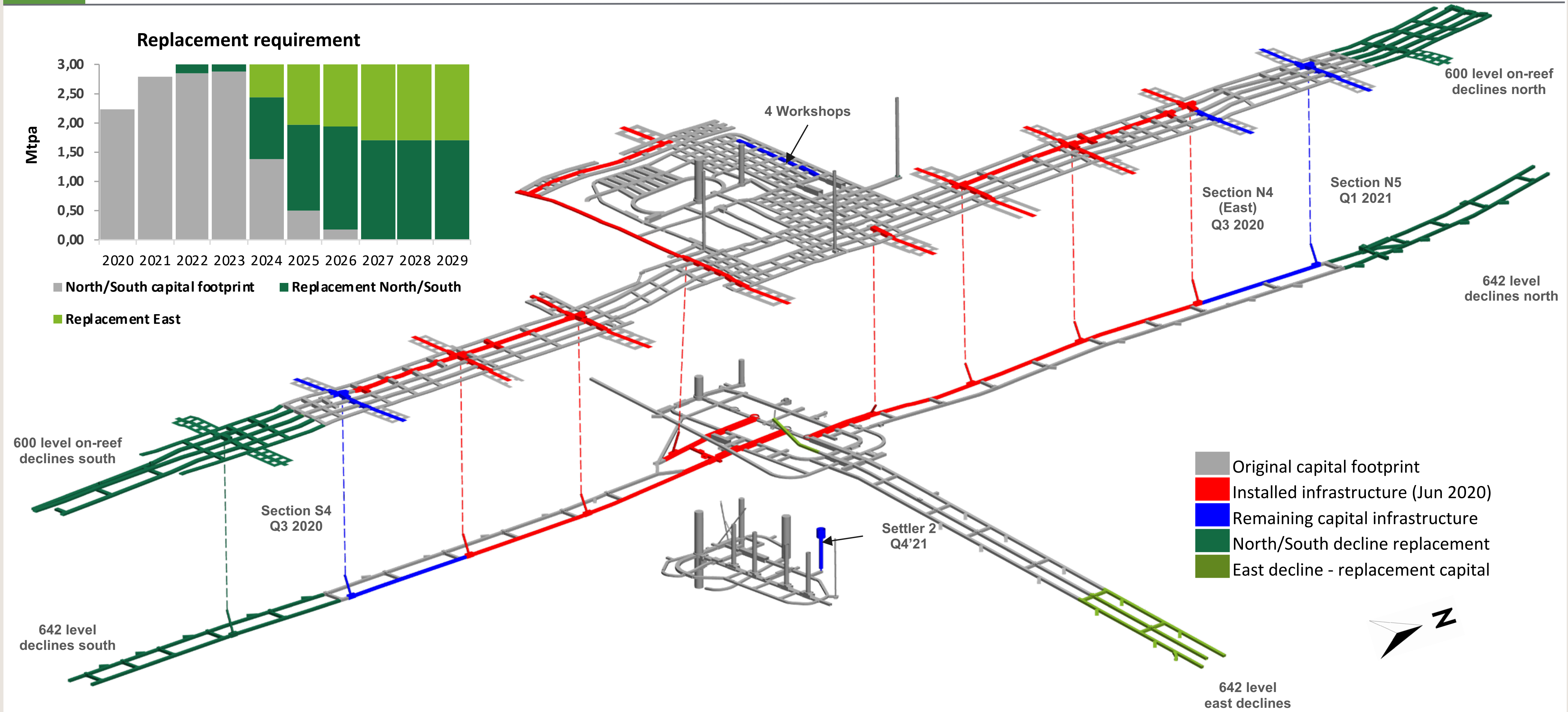
4
Spare IMS sections
2 x August 2020
2 x Q1 2021

STEADY RAMP UP AMIDST SUBSTANTIAL CONSTRUCTION

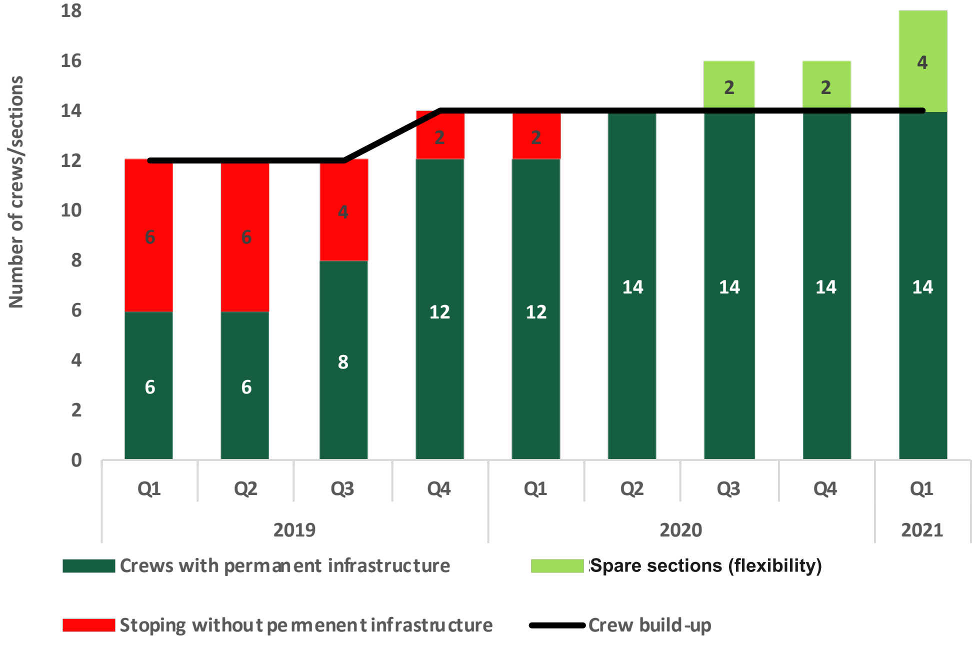
Styldrift ramp up



STEADY RAMP-UP AND FUTURE SUSTAINABILITY



230KTPM MILESTONE VS CURRENT PRODUCTION



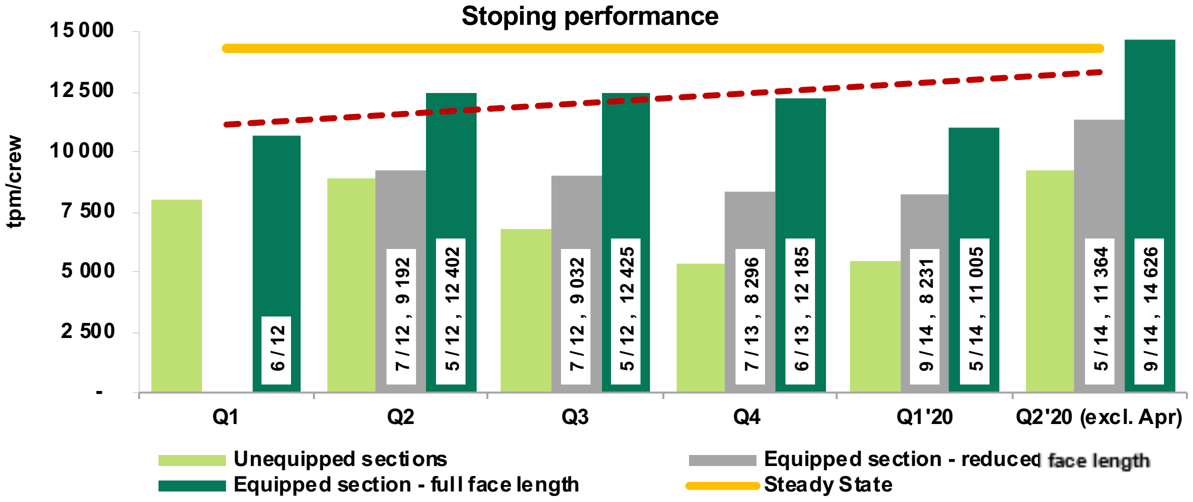
Main infrastructure in place (4 infrastructure items outstanding)

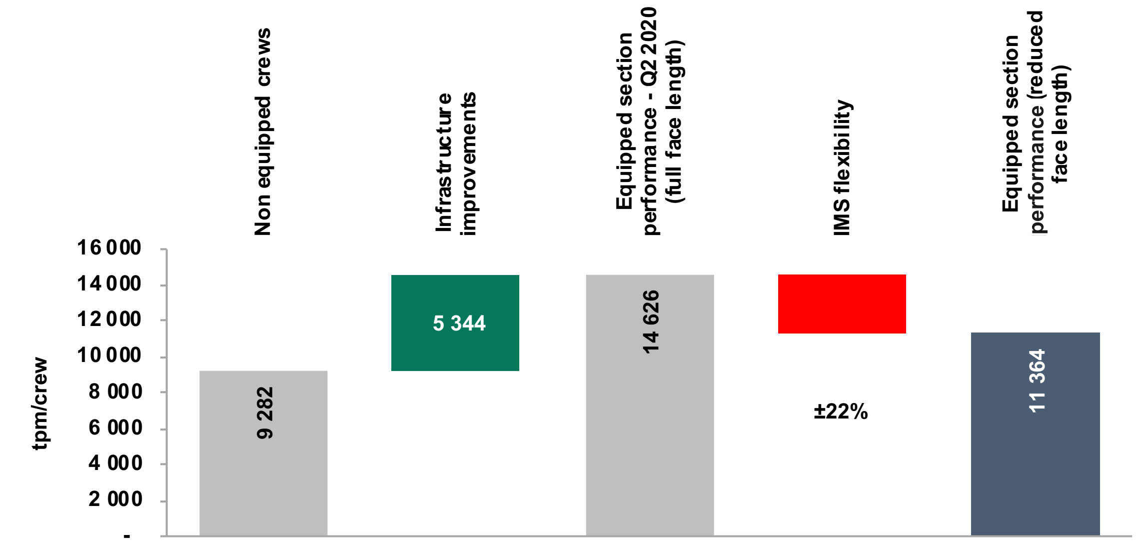
- Rock handling (IMS section 5N)
- Water handling
- Workshops
- Logistics
- Electricity
- Ventilation

Sustainable steady state production at 230ktpm		
Area	**Requirement**	**Check**
Development	Reach 5N and 4S in time for construction	✓
Infrastructure	Rock handling Water handling Power supply Workshops Logistics Ventilation	✓
Spare IMS sections	Section 4S (2/4) August 2020	✓
	Section 5N (4/4) Q1'21	✗
Efficient crews	14 crews at 14 300t/Crew	

Performance improvement roadmap		
Area	**Current**	**Comment**
Labour	14 Stoping crews 2 Development crews 2 Ledging crews 2 Redevelopment crews	95% mining crews onboard, currently recruiting final redevelopment team
Geology	3 Stoping sections affected by geology in H1'20 Increased face length + Improved ore handling infrastructure = Sustainable increased production	Mine design caters for geological losses
TMM availability	86% (In line with guidance)	Artisan skills Workshop space Tip distance/infrastructure
IMS	14/18 Equipped	Two IMS sections completed in August 2020. Final two will be completed Q1'21

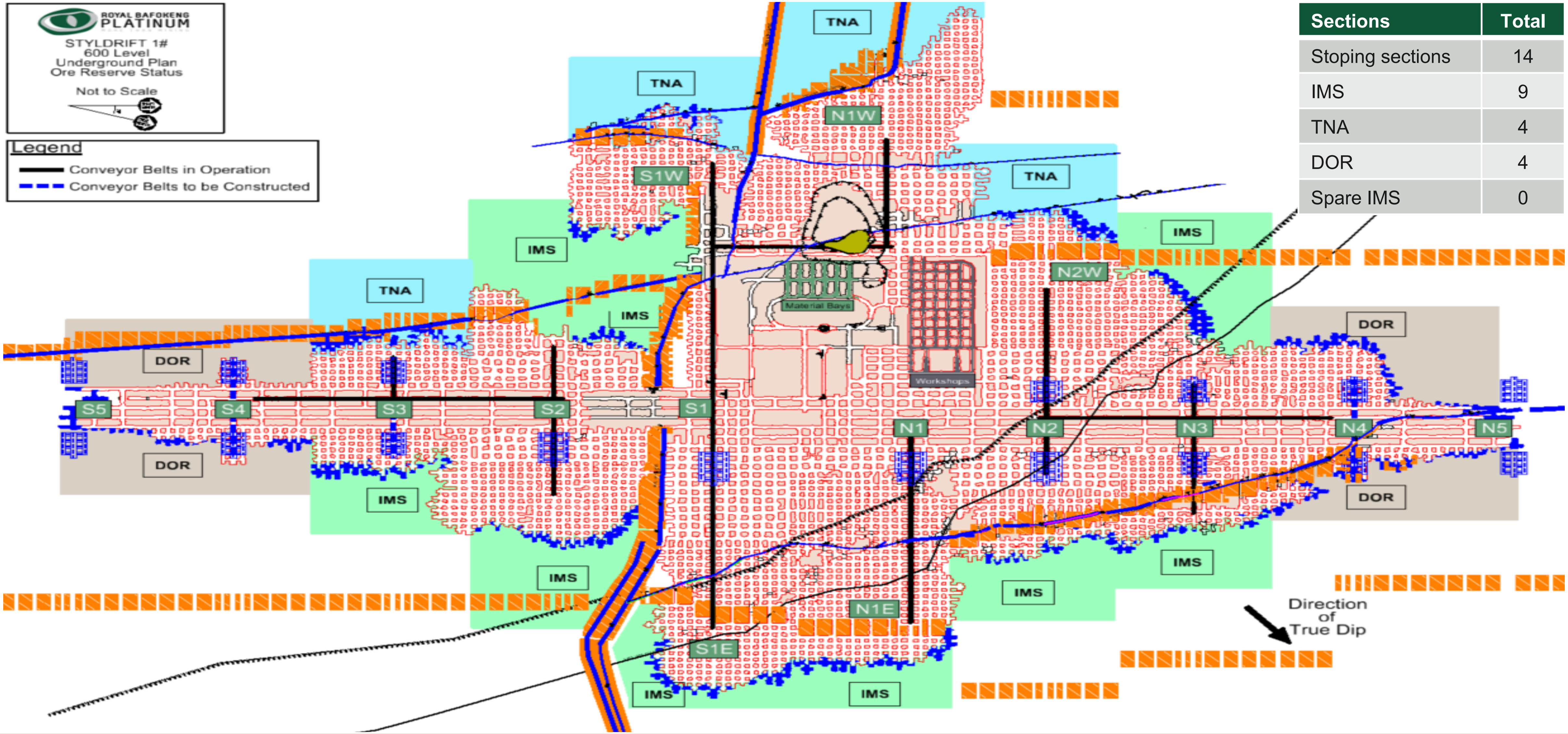
CURRENT PRODUCTION AND FUTURE EFFICIENCY IMPROVEMENT





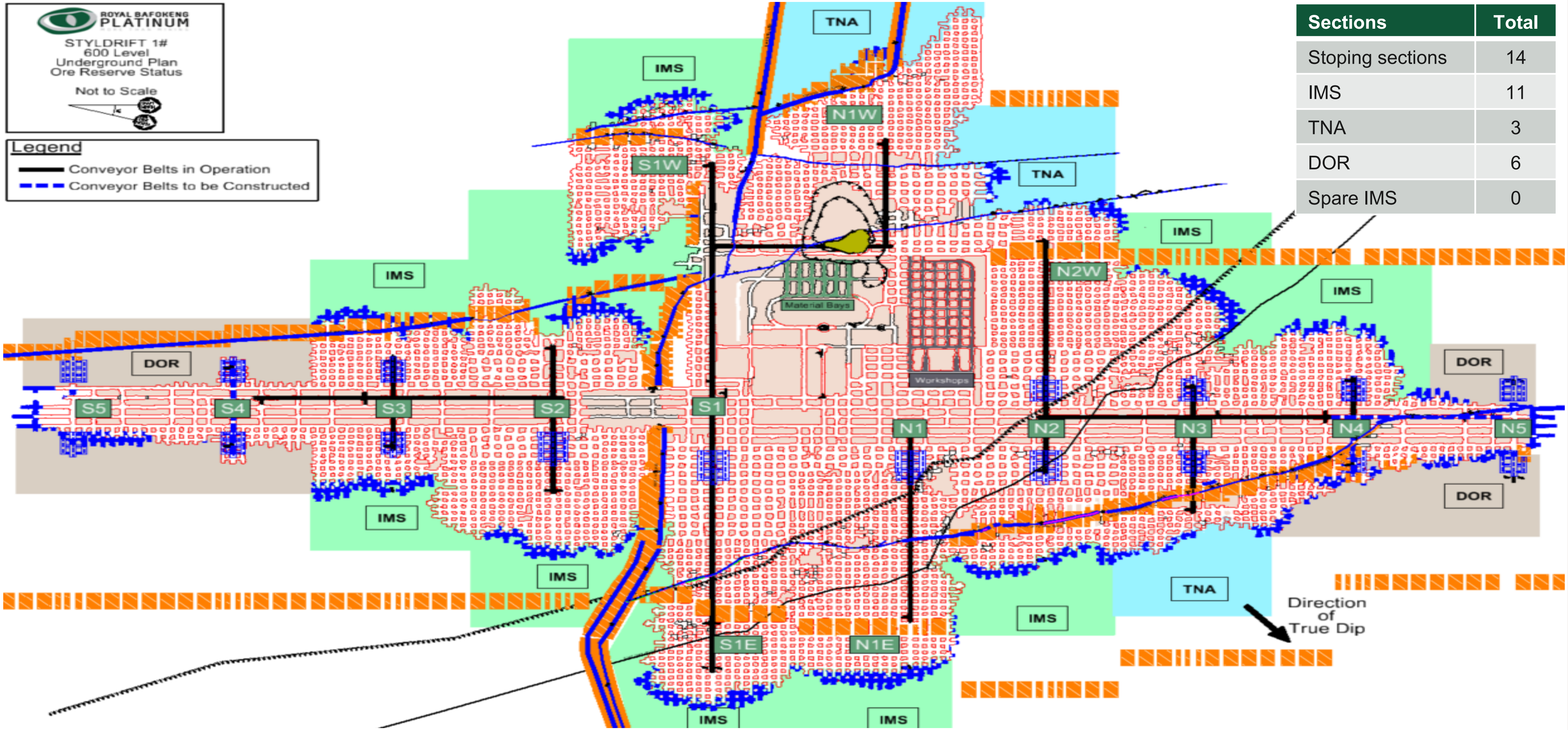
Improvement area	Description
Improved efficiency when section becomes equipped	**Fleet efficiency** • Availability 86% • Tip-to-face distance <90m **Utilisation** • Face time • Operator proficiency **All crews** • Recruited and improving • Develop footprint and install infrastructure for spare IMS • Spare IMS: 2 in Q3'20 & 4 in Q1'21
Production highlights	**Hoisted tonnes surpass 210kt** • Jun'20 = 210kt • Jul'20 = 211kt Final infrastructure to enhance ore handling and flexibility
Current focus	• All crews to reach efficient production target • Increase efficiency of re-development and ledging crews

ORE RESERVE STATUS - Q1 2020



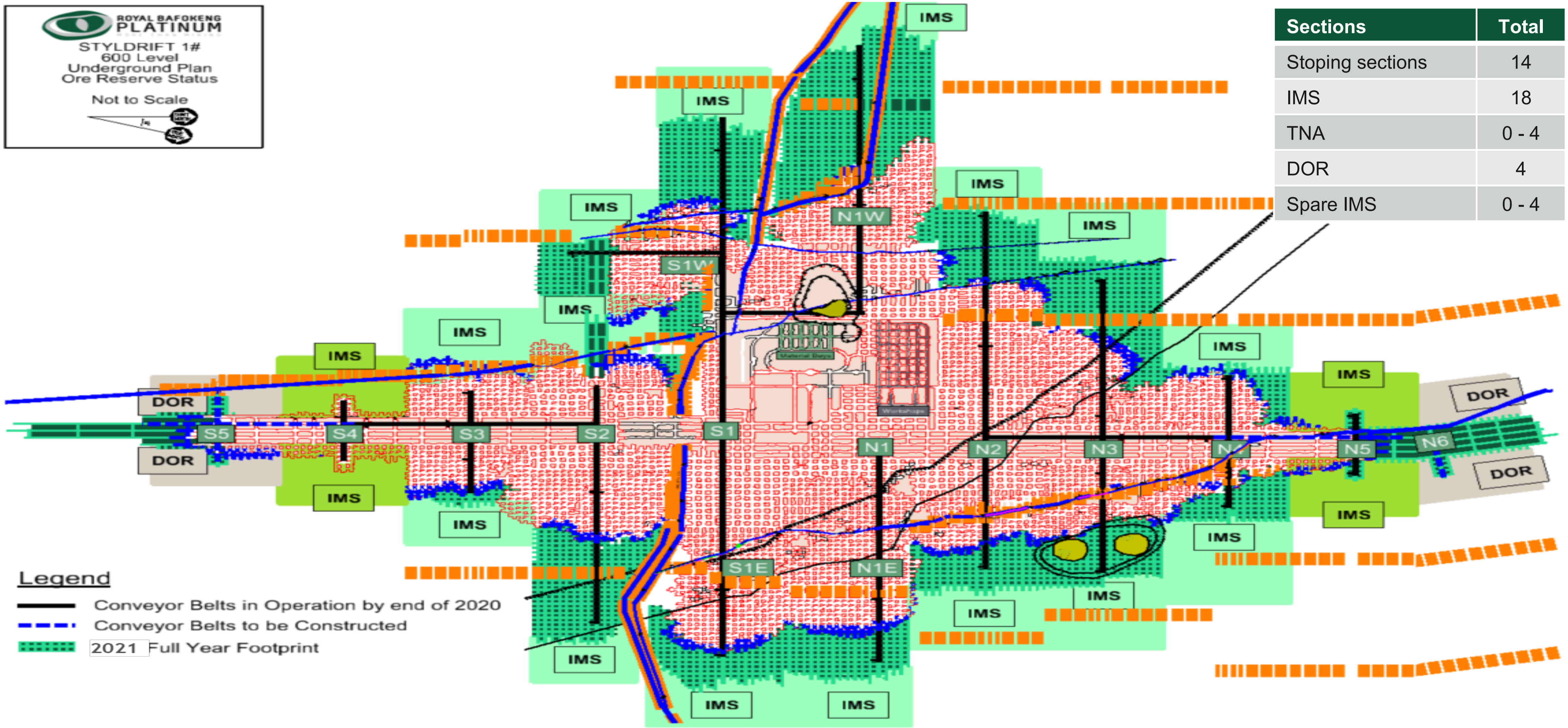
Sections	Total
Stoping sections	14
IMS	9
TNA	4
DOR	4
Spare IMS	0

ORE RESERVE - JULY STATUS (JUNE FACES)



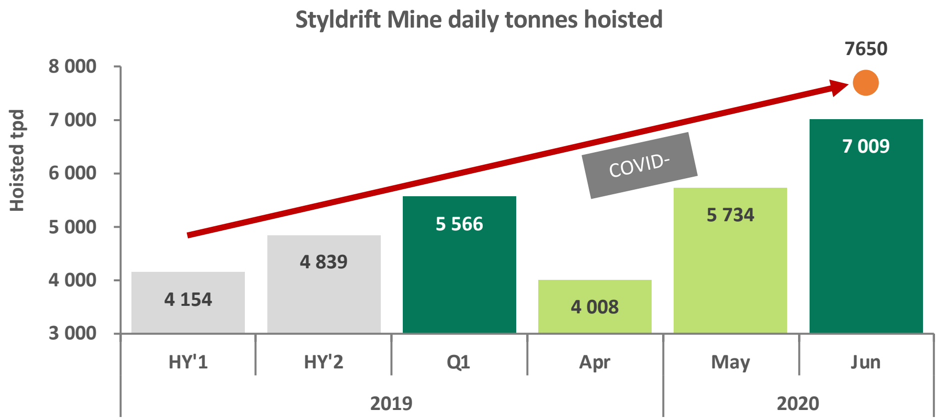
Sections	Total
Stoping sections	14
IMS	11
TNA	3
DOR	6
Spare IMS	0

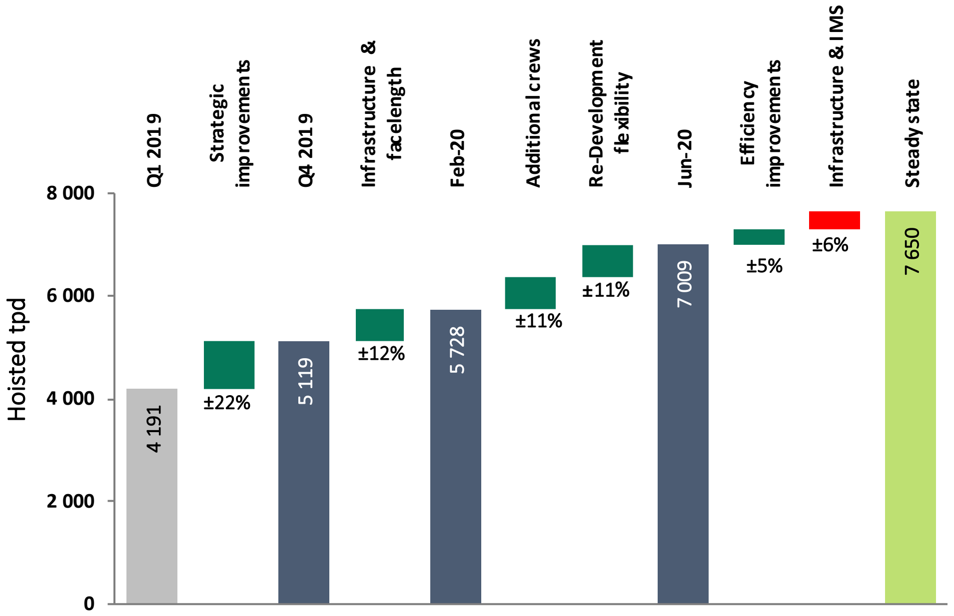
INFRASTRUCTURE AND ORE RESERVES – Q1 2021



Sections	Total
Stoping sections	14
IMS	18
TNA	0 - 4
DOR	4
Spare IMS	0 - 4

IN CONCLUSION – ROAD TO STEADY STATE



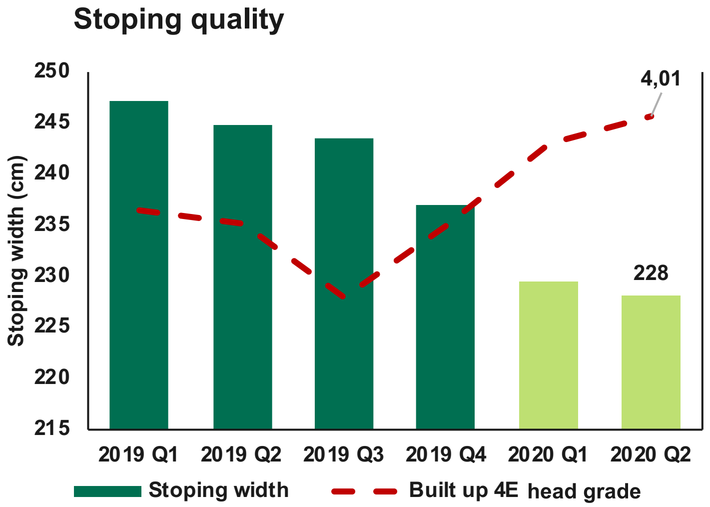


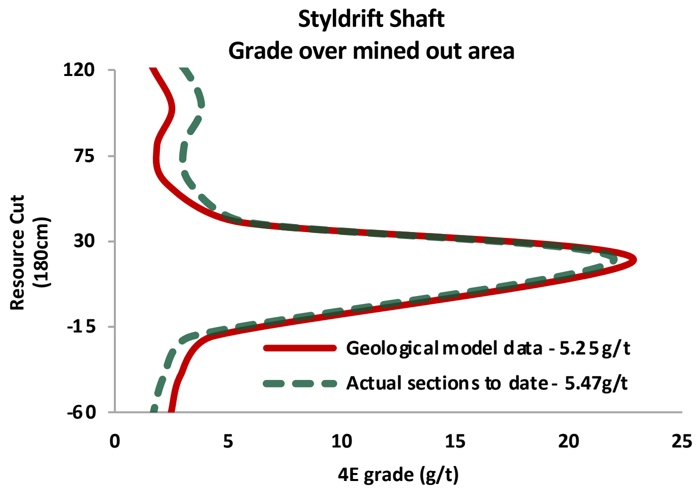
Fundamentals unchanged
- High grade, long life
- Shallow
- Mechanized, low cost
- Near term

Agile response to challenges
- Slow down
- De-coupling
- Silo 4
- Constraint management

Steady build-up to date
2017 – 2020

World class asset
Proven infrastructure to underpin sustained steady state production





KEY OPERATIONAL FOCUS AREAS

Achieving the 230kt milestone within the current COVID-19 environment is under pressure but remains the primary objective

Operational flexibility

> Spare IMS sections – 5N and 4S
> Procure remaining swing fleet for rebuild requirements

Efficiency and productivity

> Maintain TMM availability +85%
> Tip-to-face tramming distances
> Skills development through on-going operator and artisan upskilling programmes

Complete remaining LOM 230kt infrastructure construction

> Sections 5N and 4S – spare IMS sections
> 4 remaining trackless workshops
> Settler No.2

Quality mining – back to basics

> Stope width discipline
> Improved mining crew proficiency
> Increased stoping/development contribution

BRPM

GRANT MAGANO

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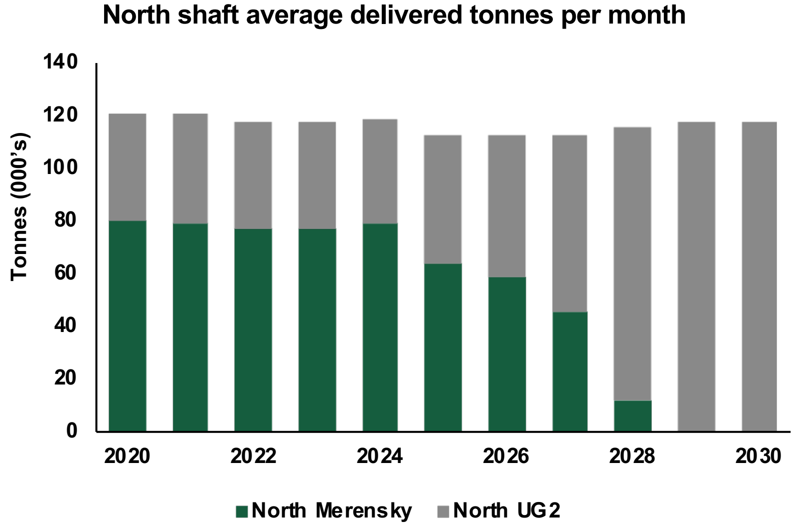
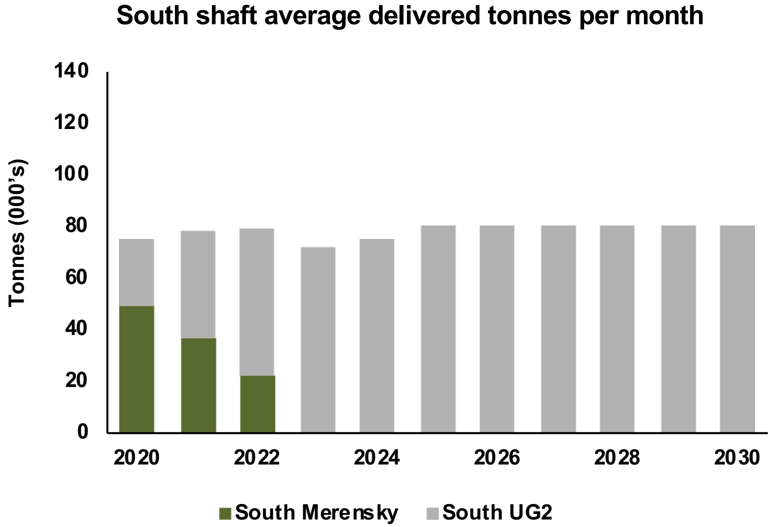
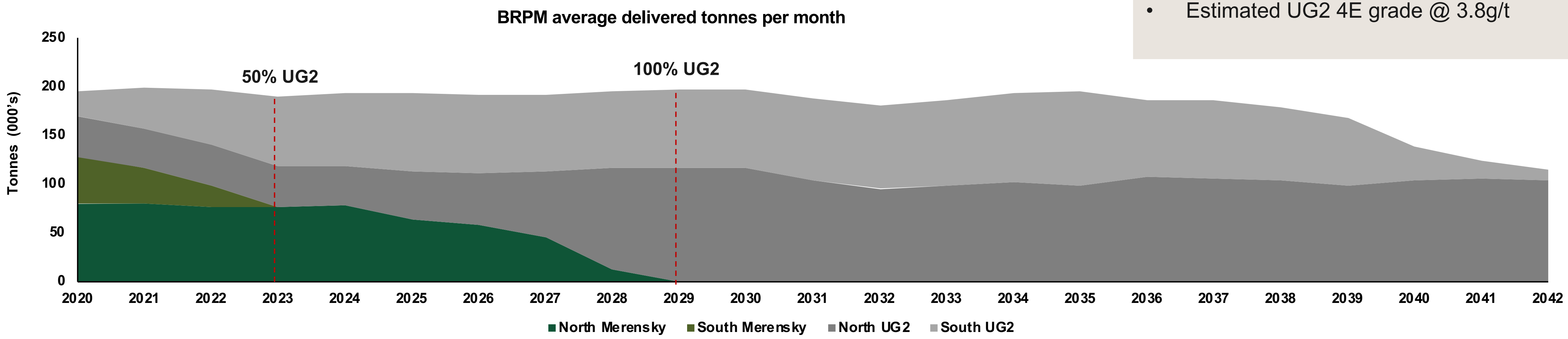
LOM PROFILE BRPM AVERAGE MONTHLY ORE TONNES (+/- 2.4MTPA)





Notes

- Target 200ktpm – (2.4 Mtpa)
- North shaft 120ktpm
- South shaft 80ktpm
- South Shaft Merensky stopped Mid 2022- remainder Merensky reserves mined from North Shaft
- South shaft UG2 depleted +/- 2042
- Estimated UG2 4E grade @ 3.8g/t



BRPM – STRUCTURING FOR A SUSTAINABLE FUTURE

	Operational discipline	Status
1	Mining quality and discipline to optimise grade	✓
2	Optimise shaft logistics	✓
3	Focus on monitoring and control systems to ensure mining to best cut	✓
4	Improve operational efficiencies	✓

	Maintain production design capacity	Status
1	Replace declining South shaft Merensky volumes with UG2	✓
2	Maintain IMS flexibility	✓

	Optimised shaft operations	Status
1	Reduced number of operating levels	✓
2	Improved u/g utility networks	✓
3	Review organizational structure to ensure fit for purpose	✓

	Improve operational efficiencies	Status
1	Direct performance management	✓
2	Pre-develop undulating South shaft UG2 ore body and optimise extraction	✓
3	Optimise mining of higher grade central high facies of North shaft UG2	✓

	Identify opportunities for incremental increases in production	Status
1	North shaft UG2	✓
2	Additional sweeping and vamping	✓
3	'White' area mining	✓

	Stringent cost controls	Status
1	Review all major supply and volume contracts	✓
2	Optimise reclamation	✓
3	Improved cost management systems and processes (opex/ capex)	✓

1	Implemented	✓
2	In progress	✓
3	To be initiated	✓

Investigate mechanization and automation opportunities and implement where appropriate

CONCENTRATORS

JEREMY JACOBS

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CONCENTRATOR H1 UPDATE

Projects supporting organic growth

Maseve MF2 upgrade

- Impacted by delay in manufacturing and hard lock-down mobilisation - all equipment acquired and project has commenced
- Recovery improvement expected
- Dual processing capabilities, with potential Chrome yields

TSF expansion and upgrade

- Both TSF structures being monitored, and complying with monitoring requirements
- Maseve TSF (COVID-19 management), deposition has commenced – not impacting operation (nameplate exceeded)
- BRPM TSF (COVID-19 management), construction has commenced – not impacting operation

Optionality studies for incremental increases

- Further studies associated with debottlenecking current infrastructure
- Overland conveyor optionality
- Once finalised will be key input into long term ore-flow strategy
- Optimisation will continue with ‘Big Data’ analytics for process, and remote behavioural safety algorithms

GOLD STREAMING

HANRE ROSSOUW

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ACCOUNTING TREATMENT OF STREAM

The advance payment received is recognised as a contract liability (deferred revenue) under IFRS 15: *Revenue from Contracts with Customers, as disclosed in:* Note 13 “Deferred Revenue”, Note 14 “Revenue”, Note 15 “Cost of Sales” and Note 16 “Net Finance Costs”

- **Consolidated Statement of Financial Position:**
  - R2 093.5 million recognized as Deferred Revenue (Current (R228.4 million) and Non-current (R1 900.5 million) shown at period end)
  - R2 093.5 million receipt of Cash
- **Comprehensive income:**
  - Revenue: R63.1 million included in Revenue (R3.8 million cash receipts for variable, R59.3 million amortised against Deferred Revenue balance)
  - COGS: R77.4 million expensed for delivery of gold credits
  - Finance cost: R94.7million recognized using a 11.9% finance rate
- **Cash flow statement:**
  - R2 093.4 million upfront cash receipt
  - R77.4 million cash outflow from delivery of credits
  - R3.8 million cash receipt from variable consideration
- **Net impact on gross profit:**
  - R59.3 million revenue less R77.4 million COGS less R94.7 million finance charge = R112.8 million reduction in Gross Profit