



FREQUENTLY ASKED QUESTIONS

In this issue we answer some of the most common questions we've been hearing.

Q: Is erionite or some other form of dangerous substance present at the KMC site?

A: FIVE different material sampling and testing programs, some funded and directed by KMC and some funded and directed independently by BLM, have been completed with independent certified laboratories investigating the presence of erionite or some other form of harmful asbestiform silica. None of this exhaustive study has demonstrated the presence of erionite or other harmful materials. While crystalline silica is the type typically listed as harmful to people in breathable form, the pozzolan material at the KMC project is non-crystalline (amorphous).

Q: What types of jobs will be created by the project?

A: The KMC project will employ the skilled workers common on most mining projects – operators of heavy equipment like loaders, dozers, excavators, water trucks, off-road haul trucks and crushers. It will also employ other skilled trades, most likely as subcontractors or vendors, like mining engineers, surveyors, environmental consultants, testing labs and on-road dump truck operators. These are all high wage jobs currently in great demand in today's economy.

Q: Who will buy the pozzolan from the KMC project?

A: As the ultimate end users of KMC's pozzolan will primarily be producers of cement and concrete products in the southwest and west coast of the U.S., the material must be finely ground in an industrial mill to meet their specifications. KMC is currently in talks with a number of existing cement producers and/or mill operators in our target markets. While we may engage these operators as grinding subcontractors, it is also possible that one or more of these entities may be buyers of coarse pozzolan from the KMC site for the own processing and resale.

Q: What kind of additional traffic will be expected once the mine is operational?

A: A recently-completed independent traffic analysis, coordinated with Yavapai County Public Works, looked at effects to local roads and highways from KMC's planned activities across a range of potential shipping volumes, routes and operating hours. While up to 500,000 tons of crushed pozzolan may leave the site each year in dump trucks, this may be taken a variety of different routes, including long haul over the highways or to nearby rail spurs for "transloading" into railcars. Discussions with potential customers and mill operators throughout this year will better define transport plans. The traffic analysis is available at both the BLM and KMC websites: BLM: <http://go.usa.gov//xnJFX>, KMC: www.kirklandmining.com

Q: When will the draft Environmental Assessment be available for public review and comment?

A: This timeline is ultimately driven by BLM, but with the significant progress made on studies for water, traffic, cultural resources and environmental impacts, we expect the draft EA to be complete within the next couple of months. We are continuing to work with BLM to ensure all the necessary information is available to allow for public release and review as soon as possible after that date.

FOR MORE INFORMATION OR TO SCHEDULE A MINE TOUR:

Crystal Blackmore

Director of Community Relations

crystal@kirklandmining.com | 480-209-1103

Email: feedback@kirklandmining.com