

RioTinto

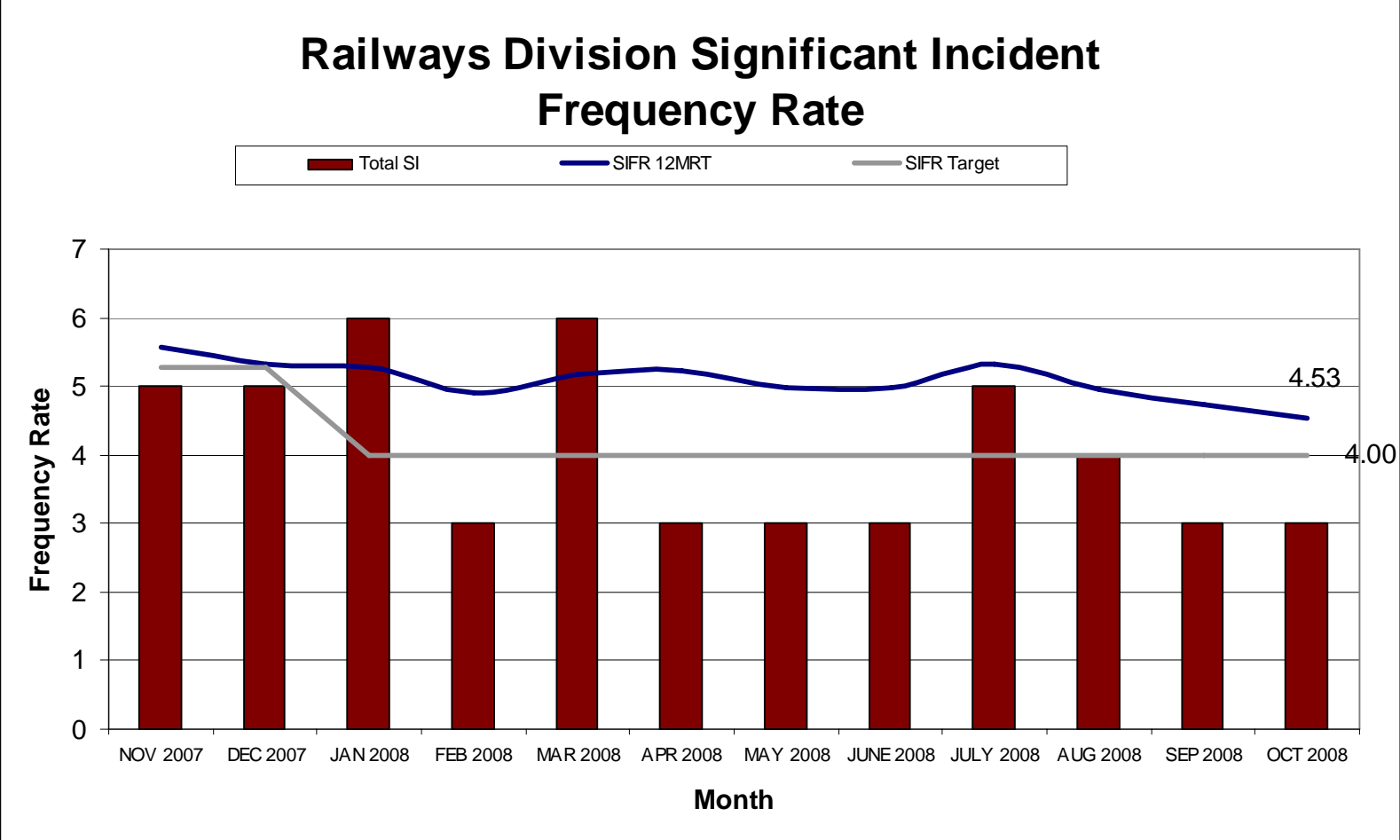
Welcome to Railways Division



We care for your safety

- Please remain with and follow the instructions of your escort
- Personal Protective Equipment
 - Safety glasses must be worn in all outdoor areas with clear glasses required inside the workshop
 - Safety boots and collared shirts with long sleeves are required
 - No rings, bracelets or chains that swing outside your shirt
- All enclosed workplaces are smoke free
- Take care when crossing rail tracks and always look in both directions
- Ore car shunting is carried out within the workshop yard and ore cars move silently. A warning siren will sound and a red light will flash when shunting is taking place
- Locomotives signal their intention to move by way of a warning bell
- Ensure you drink plenty of water

Significant Incident Frequency Rate

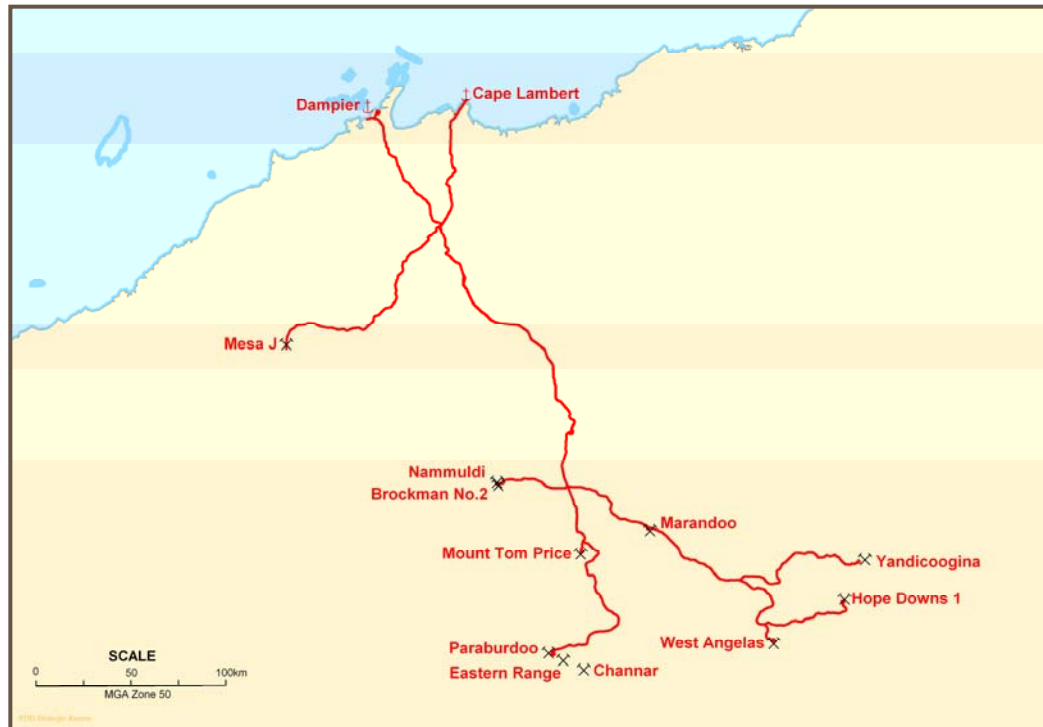


Key Safety Initiatives

- Leadership Field Time
- Leadership Training
- Contractor Management
- Risk Registers
- Training
- Health Standards
- Semi Quantitative Risk Assessments (SQRA)



One of the largest privately owned railways in Australia



Source: Rio Tinto

- Integral part of product blending from multiple mines
- 1,200 kilometres of track
- Backbone (170km) of network already dual tracked
- All trains are operated by one driver only
- Average cycle time is approximately 35-36 hours

Integral part of the production network



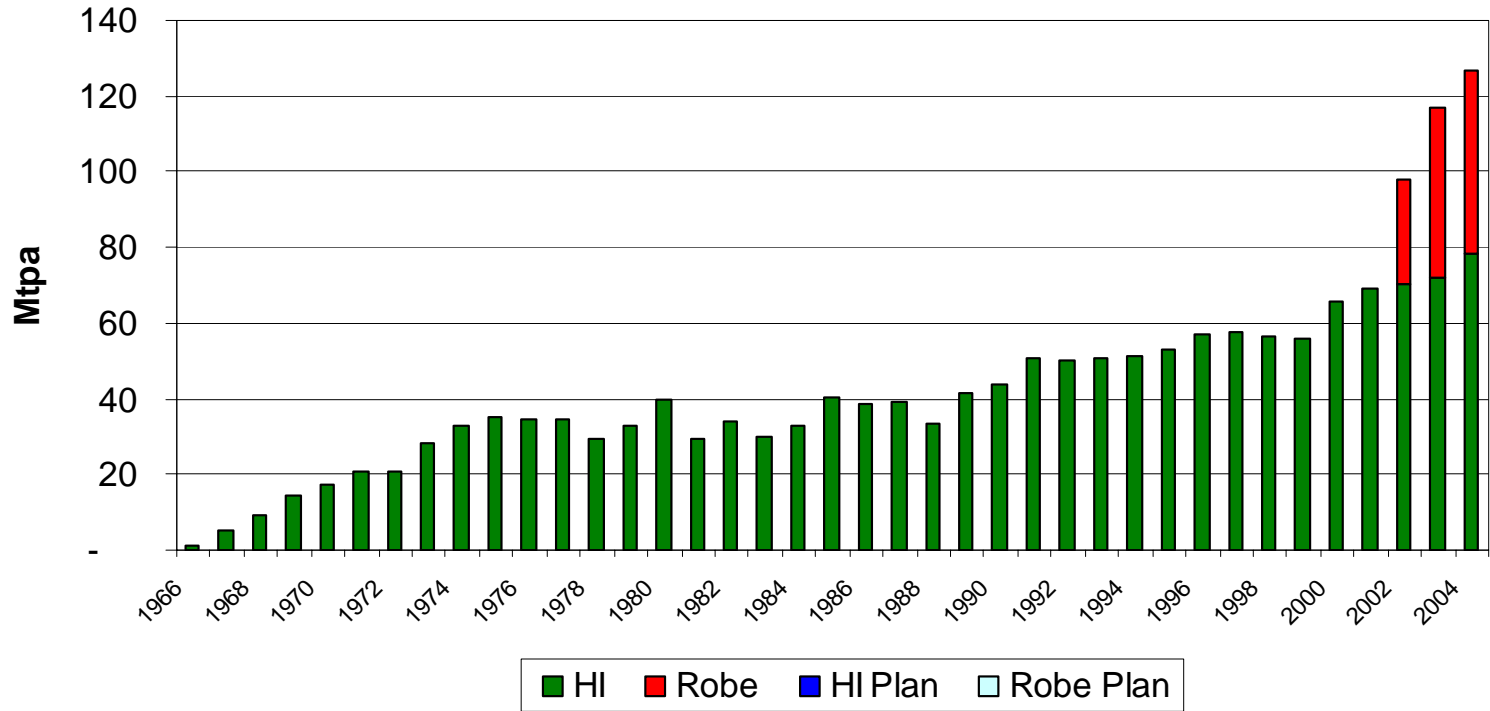
- Rail is the key to the logistics chain
- Ore is railed from nine rail load-outs to five dumpers
 - Three dumpers at Dampier
 - Two dumpers at Cape Lambert
- The current schedule is
 - Pooled fleet: 17 - 20 trains per day
 - Mesa J: 5 - 7 trains per day

Rail Operations



- At 220 Mtpa rate is:
 - 28 trains per day
 - Unload a train every 50 minutes
 - Train movement every 25 minutes

Tonnes Railed



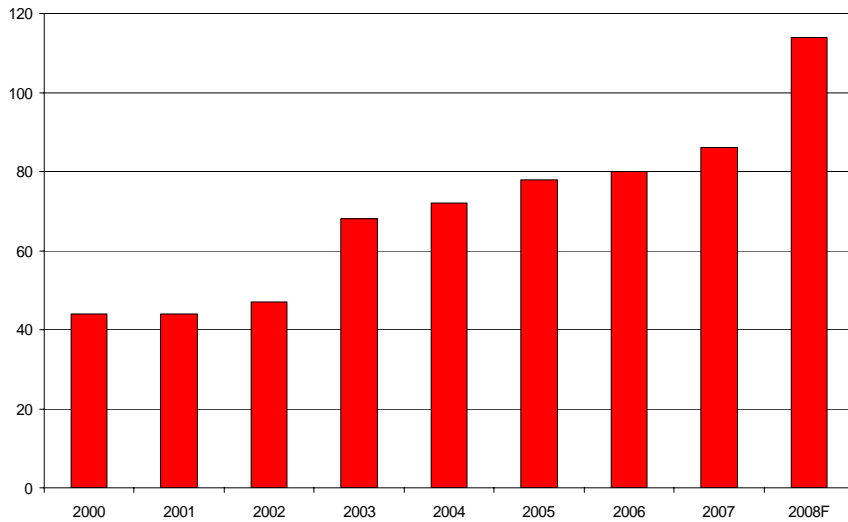
Rolling stock



- Gross mass of each train:
 - Pooled Fleet System 29,800 tonnes
 - Mesa J System 20,000 tonnes
- Each train is up to 2.4km long
- Trains consist of:
 - 2 GE Dash 9 locomotives hauling 230 ore cars, bankers used at Paraburdoo, Yandi & West Angelas (pooled fleet)
 - 3 GE Dash 9 locomotives hauling 150 ore cars (Robe Mesa J)

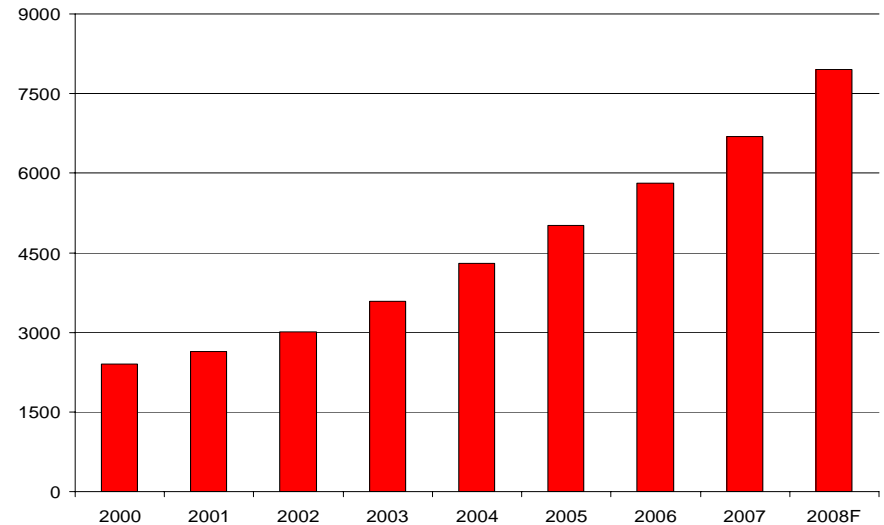
Investment in rolling stock and rail efficiency

Number of locomotives



Source: Rio Tinto

Number of ore cars



Source: Rio Tinto

Continuous communications - Signalling system



- Approximately 800km of mainline track is signalled with Integrated Control Signalling System featuring:
 - In cab signal indications
 - Continuous update of driver's limit of authority
 - Train location and route data transmitted to train from track transponders
 - Automatic train protection for full speed and limit of authority supervision
 - Computer based train control system with real time train scheduling capability

Continuous communications - Train control system



- Located at the 7 Mile yard facility
- Responsible for:
 - Approximately 120 trains per week
 - Servicing ten mines
 - Approximately 1,200 kilometres of track
- Allows the train controller to issue commands:
 - Switch or point movement
 - Limit of authority changes
- Receive confirmation the command has been received and actioned all within one second
- Commands are sent via a microwave / radio or fibre optic system to vital signalling equipment along the rail network.

Construction activity



Cape Lambert Yard Expansion – June 08



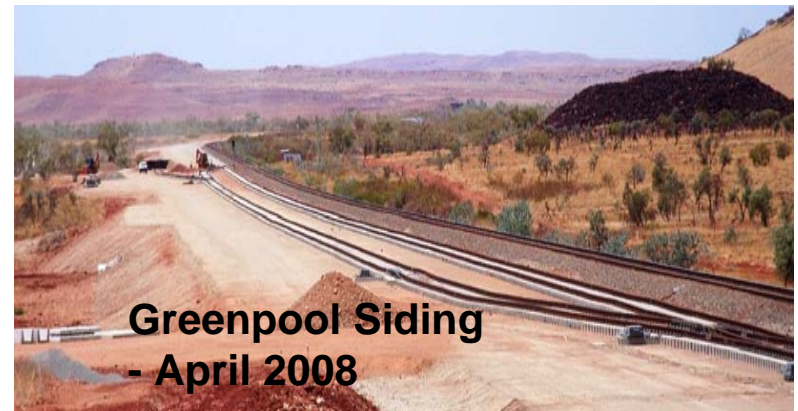
Dove Siding – May 2008



7 Mile Yard - March 2008



Lang Hancock Railway – Commissioning now



Greenpool Siding - April 2008

Automated train operations (ATO) – concept into reality

- Leading edge technology for heavy haul and freight rail
 - Two years of Research & Development
 - Automatic control system will be an extension of the existing advanced signalling systems
- Trials well progressed:
 - Simulator ✓
 - Segregated test track ✓
 - Short train on main line ✓
 - Full train on main line In progress – more than 100 successful runs
- If the trials are successful, automated trains will be progressively introduced
- ATO will support further expansion and help manage skills shortage

Summary

- Operating a significantly larger network – distance, length of track, fleet, manning, volume of material and frequency of train movements
- Operating a world-class system
- Enabled by excellent communication networks and technology
- Asset management practices adding value
 - Impacts costs, safety and environmental performance
- Trialling new initiatives regarding automation and remote operation