IVANHOE MINES
NEW HORIZONS

PROGRESS GALLERY

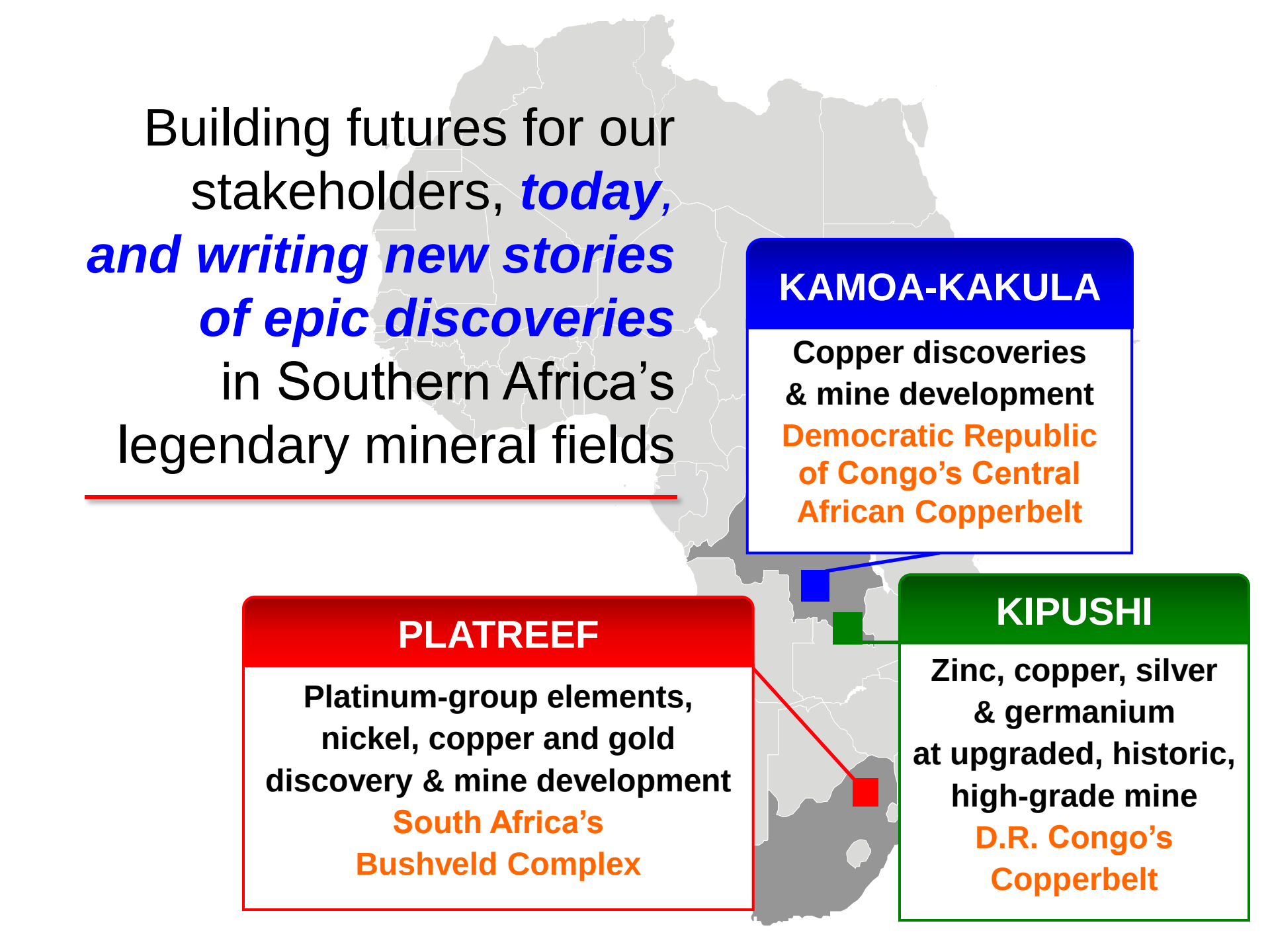
Advancing our projects

November 2017

Introducing some of Ivanhoe's new generation of miners!

Vongani Nkuna, Senior Process Engineer with Ivanhoe Mines, preparing to go underground at Shaft 1 at the company's Platreef mine development project in South Africa.

Building futures for our stakeholders, ***today, and writing new stories of epic discoveries*** in Southern Africa's legendary mineral fields



KAMOA-KAKULA

Copper discoveries & mine development

Democratic Republic of Congo's Central African Copperbelt

KIPUSHI

Zinc, copper, silver & germanium at upgraded, historic, high-grade mine

D.R. Congo's Copperbelt

PLATREEF

Platinum-group elements, nickel, copper and gold discovery & mine development

South Africa's Bushveld Complex

“We believe that in the wider Kamoa/Kakula complex there is the very real possibility that Ivanhoe is in possession of the most important find of the most important metal in human history.”

– Bernstein Research, October 30, 2017

Kakula Mine Kamoa-Kakula, DRC

The Kakula box cut was completed on October 26, 2017. The next phase of Kakula’s mine development is the twin decline ramps to provide underground access to the high-grade copper. The first blast for the declines is expected around the middle of this month.

Preparing to pour concrete during roadway construction at the Kakula box cut.

Kakula Mine Kamoa-Kakula

Concrete ramp in the Kakula box cut will be used to transport excavated rock to surface stockpiles during the development of the twin declines.

Kamoa-Kakula

Mining analysts, bankers and geologists underground at the Kansoko Mine during a recent site visit to the Kamoa-Kakula Project.

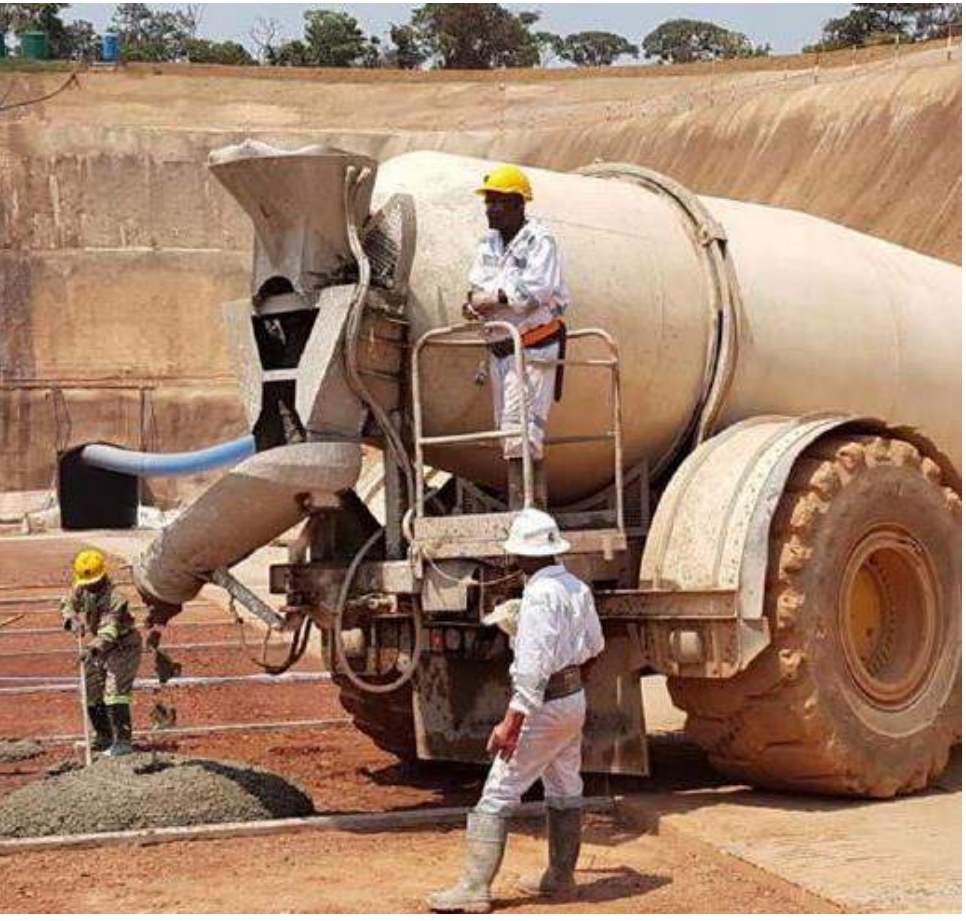
“During our site visit of Ivanhoe's assets in Africa last week, we noted further confidence in understanding and predicting the Kakula style mineralization, the ability to extend the Kakula West discovery and potential for discovering new Kakula-style zones.”

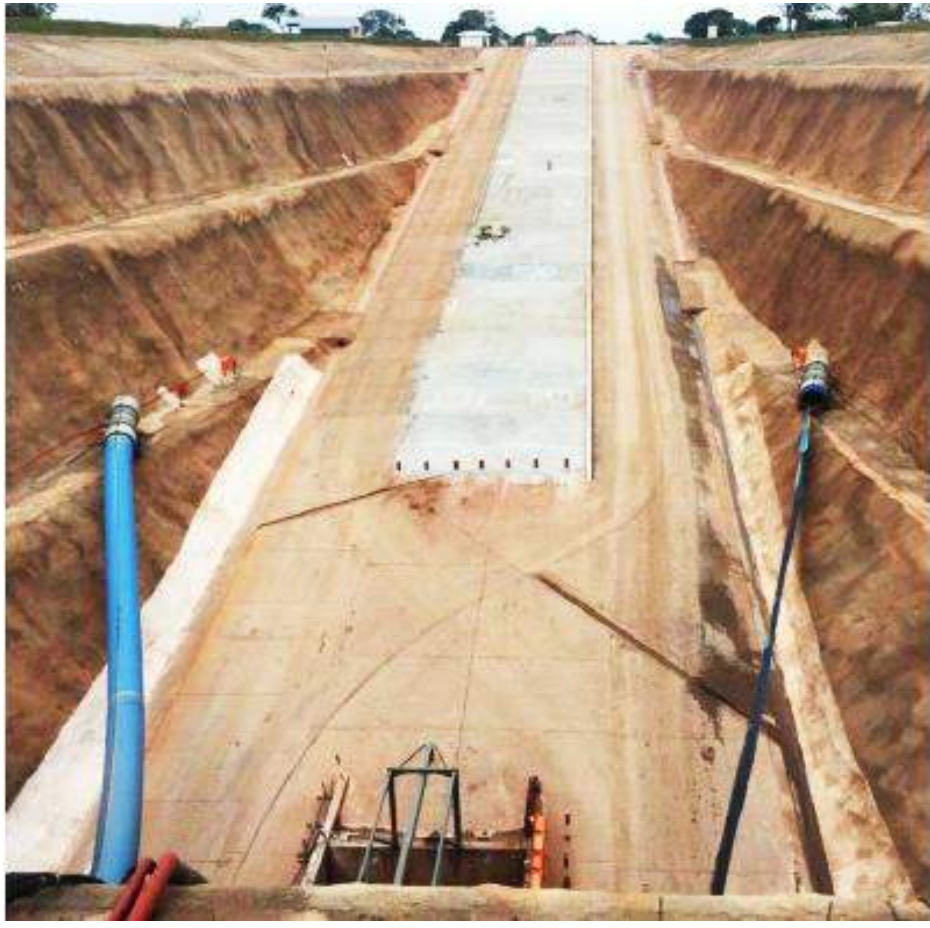
– BMO Capital Markets, October 30, 2017.

Kansoko Mine Kamoa-Kakula

An upgraded box-cut roadway capable of handling large-scale underground mining equipment has been completed at Kamoa-Kakula Project's initial Kansoko Mine.

Click here to watch a short video of Ivanhoe's Kamoa-Kakula Copper Project.





Kamoa-Kakula

One of 14 rigs drilling at Kamoa-Kakula – 10 of which are drilling in the Kakula and Kakula West area. An updated resource estimate for the entire strike length of the Kakula Discovery, which extends to at least 12 kilometres, is expected around the end of this year.

Kamoa-Kakula

One of Ivanhoe’s Kakula geologists examining a Kakula drill-core sample.

Kakula exploration team members at the Kamoa Copper SA office in Lubumbashi.

Kamoa-Kakula

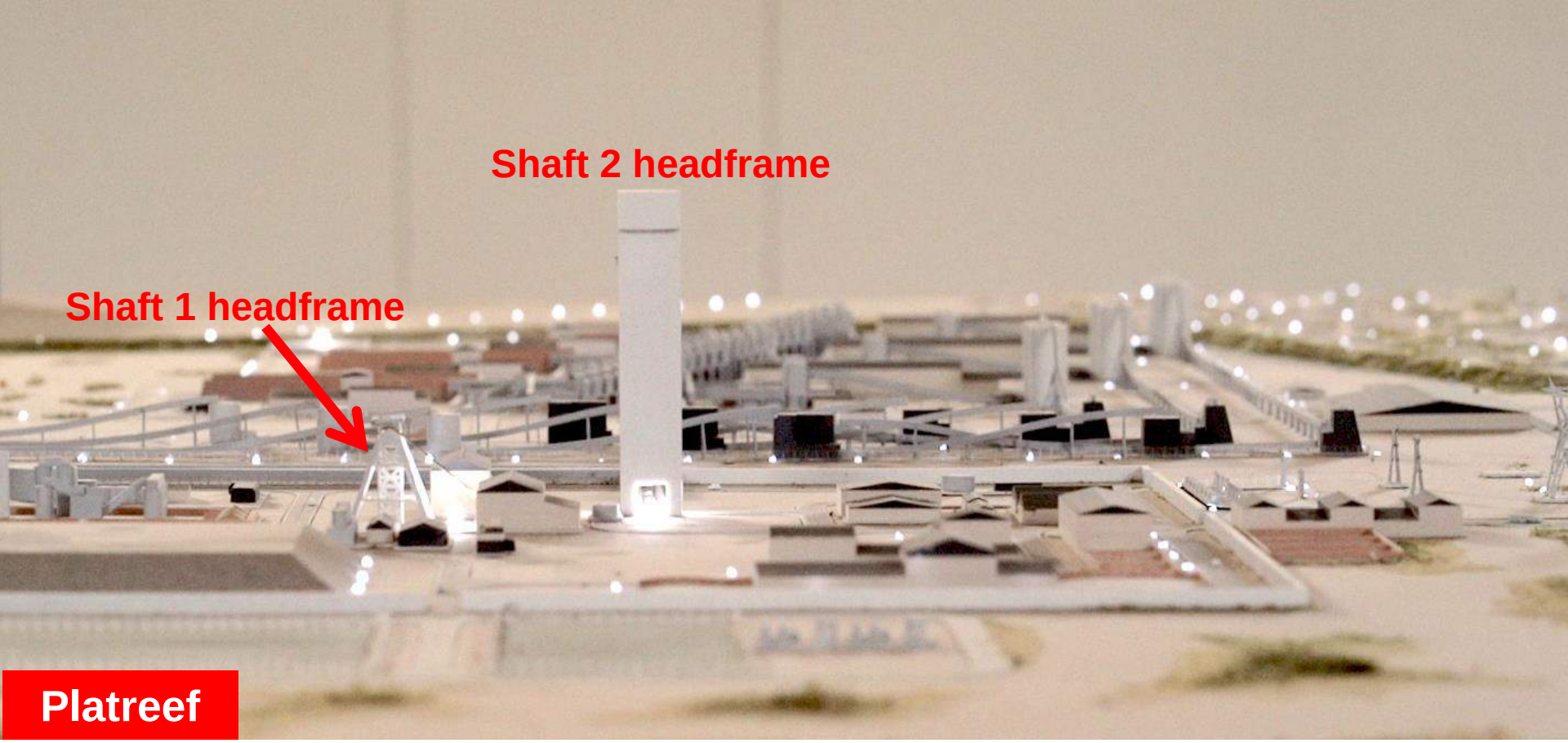
Disseminated and replacement chalcocite-rich core from hole DD1220 drilled in the southeast extension area of Kakula (left) and maroon diamictite, siltstone with disseminated chalcocite from hole DD1267 drilled in the southern edge of Kakula West (right).

Chalcocite is opaque, dark-grey to black – and 80% copper by weight.

Platreef – a significant new source of nickel and copper for the electric-car revolution.

Platreef, South Africa

Shaft 1 has reached a depth of more than 500 metres below surface as mine development advances. The 7.25-metre-diameter Shaft 1 is expected to reach the Flatreef mineralization at a depth of approximately 783 metres in the third quarter of next year.



A model of the planned Platreef Mine showing headframes for shafts 1 and 2, and processing infrastructure.

Ivanhoe plans to develop the Platreef Mine in three phases: 1) An initial rate of four million tonnes per annum (Mtpa) to establish an operating platform to support future expansions; 2) a doubling of production to eight Mtpa; and 3) expansion to a steady-state 12 Mtpa.

Platreef

High-grade Platreef drill core, rich in platinum-group elements, nickel, copper and gold. The Platreef Deposit is characterized by its substantial endowment of nickel and copper, key metals needed to support the global push toward electric vehicles, global urbanization and renewable energy.

Solomon Kekana, a Platreef geology intern (right), examining Flatreef drill-core samples with Sello Kekana, Platreef's Head of Technical Training and Development.

Platreef

A member of Ivanhoe’s Platreef team with a cactus grab used to remove excavated rock from shaft-sinking development.

Platreef

Pre-shift safety meeting with members of the shaft-sinking team. A highly-skilled, safety-focused workforce is among Ivanhoe's ongoing objectives while building a state-of-the-art underground mine.

Members of Platreef’s shaft-sinking team in Shaft 1 at a depth of 500 metres below surface, more than halfway to the planned final depth of 980 metres.

Platreef

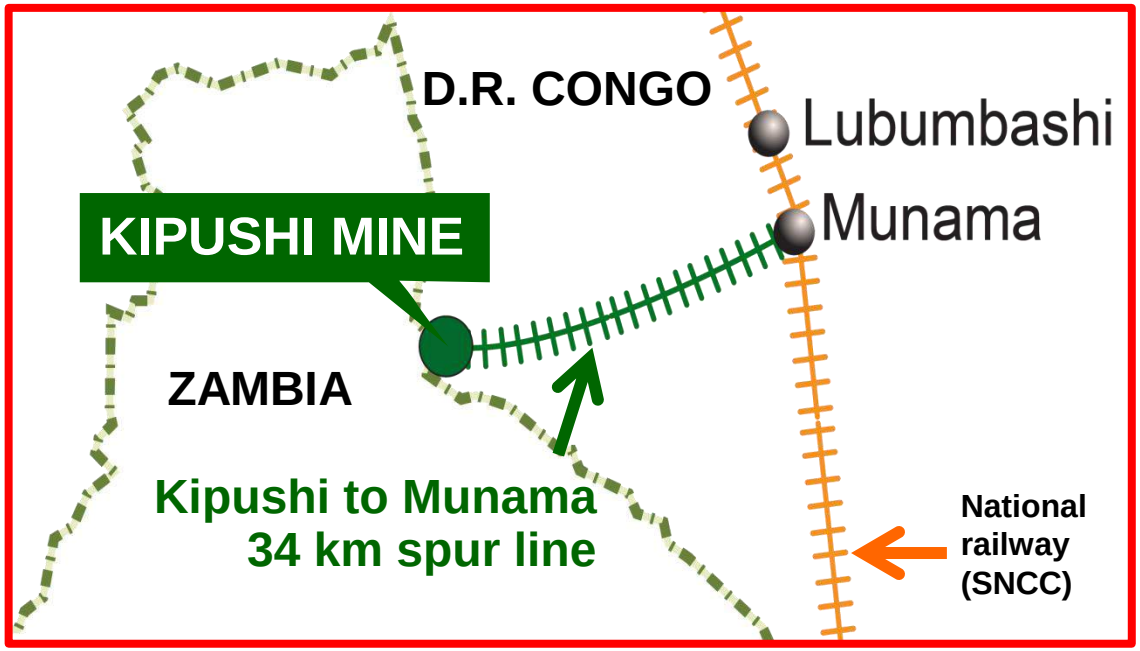
Platreef team member drilling as part of shaft-sinking support work in Shaft 1.

Approximately 40% of Platreef's shaft-sinking team now is comprised of trained employees from local communities who had no mining experience before joining the Platreef team.

Platreef

Geologists at the Ivanplats office in Mokopane.

Kipushi, DRC

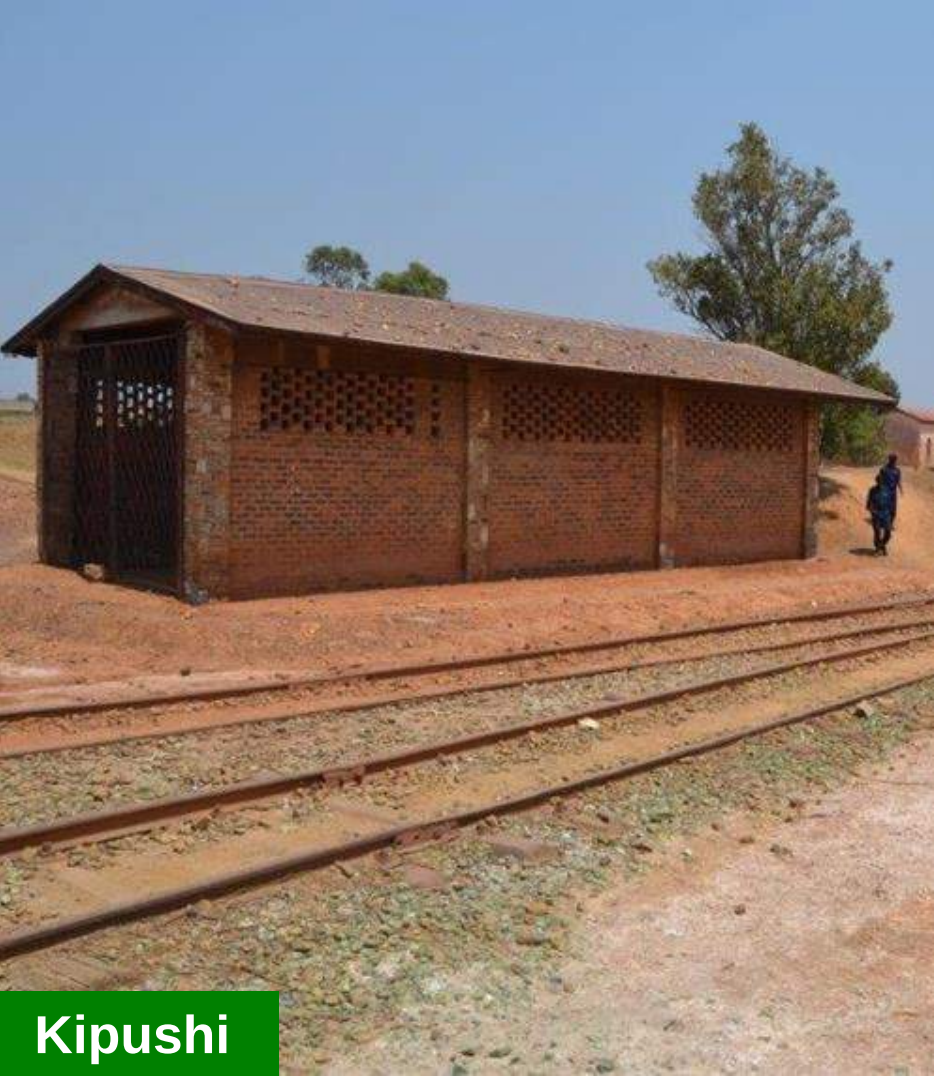


October 30, 2017:
Ivanhoe signed an MOU with DRC's state-owned railway company, Société Nationale des Chemins de Fer du Congo (SNCC), to rebuild the Kipushi-Munama spur line, which has been inactive since 2011.

Representatives of SNCC and Ivanhoe's Kipushi team at Munama railway station.

Kipushi

Heavy-gauge rails and concrete crossties (sleepers) being installed on a section of SNCC's main line from Lubumbashi to Sakania, at the Zambian border. The upgrading, financed by the World Bank, utilized crossties produced at a Lubumbashi plant. Similar components will be used on the planned upgrading of the spur line to the Kipushi Mine.



Kipushi

The Kipushi railway station and a section of the 34 kilometres of track on the Kipushi-Munama spur line that will be rebuilt as part of the planned upgrading.

Kipushi

Welding at the Kipushi Mine’s Shaft 5 pumping station in preparation for a resumption of production.

Kipushi

New underground ore-haul truck at Kipushi’s 1,132-metre level.

Kipushi

A Kipushi team member preparing components for installation in the new underground crane at the 1,150-metre level.

A 45-kilovolt transformer at Kipushi’s electrical substation undergoing upgrading work.

Kipushi

Members of Kipushi’s geology team at the drill-core shed.

Kipushi

Testing the strength of a sample of concrete that will be used
to construct the main underground haulage road on Kipushi's 1,150-metre level.