
BHP
Jansen
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North American Logistics
BHP

Land acknowledgement

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Project summary

The Jansen project in Saskatchewan, Canada, is set to be a major producer of potash by the end of the decade. It will provide a rich source of potassium to create nutrient-rich soils capable of maximizing food production.

BHP has approved more than US$10.5 billion (CAD$14 billion) for the Jansen project, making it the largest private investment in Saskatchewan's history.

Midway through July 2025, Stage 1 of the Jansen project was 68 per cent complete, with first production estimated by the mid-CY27. Construction for Stage 2 is 11 per cent complete with an anticipated production target date in FY2031. Once fully operational, the mine will have an expected capacity of approximately 8.5 million tonnes per annum (Mtpa).

Jansen provides a significant opportunity for local contractors - approximately 5,500 workforce opportunities during construction and 900 long-term jobs once operational.

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Improving and expanding our operations

Long-term growth plans are in place to develop BHP's potash basin holding in Saskatchewan.

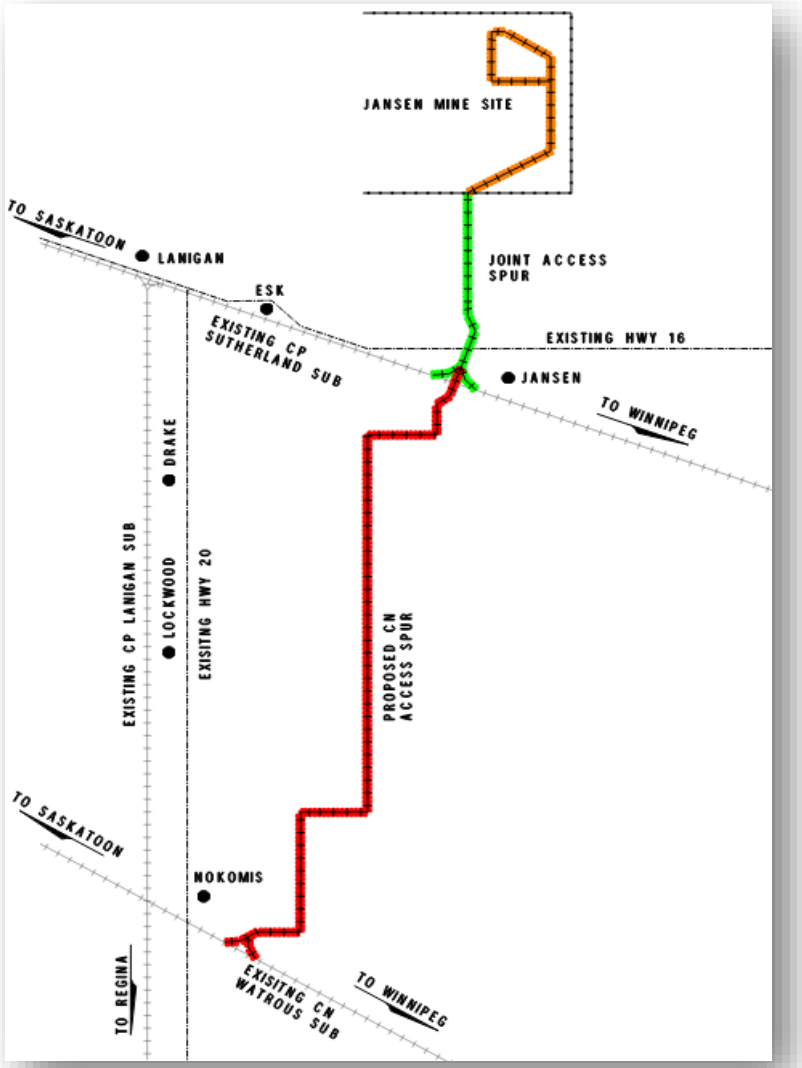
In October 2023, BHP approved US$4.9 billion (CAD$6.4 billion) in capital expenditure for Stage 2 of the Jansen project. This investment is expected to transform Jansen into one of the world's largest potash mines, doubling production capacity to more than 8.5 million tonnes per annum.

Once fully ramped up, BHP is expected to produce approximately 10 per cent of the world's potash.

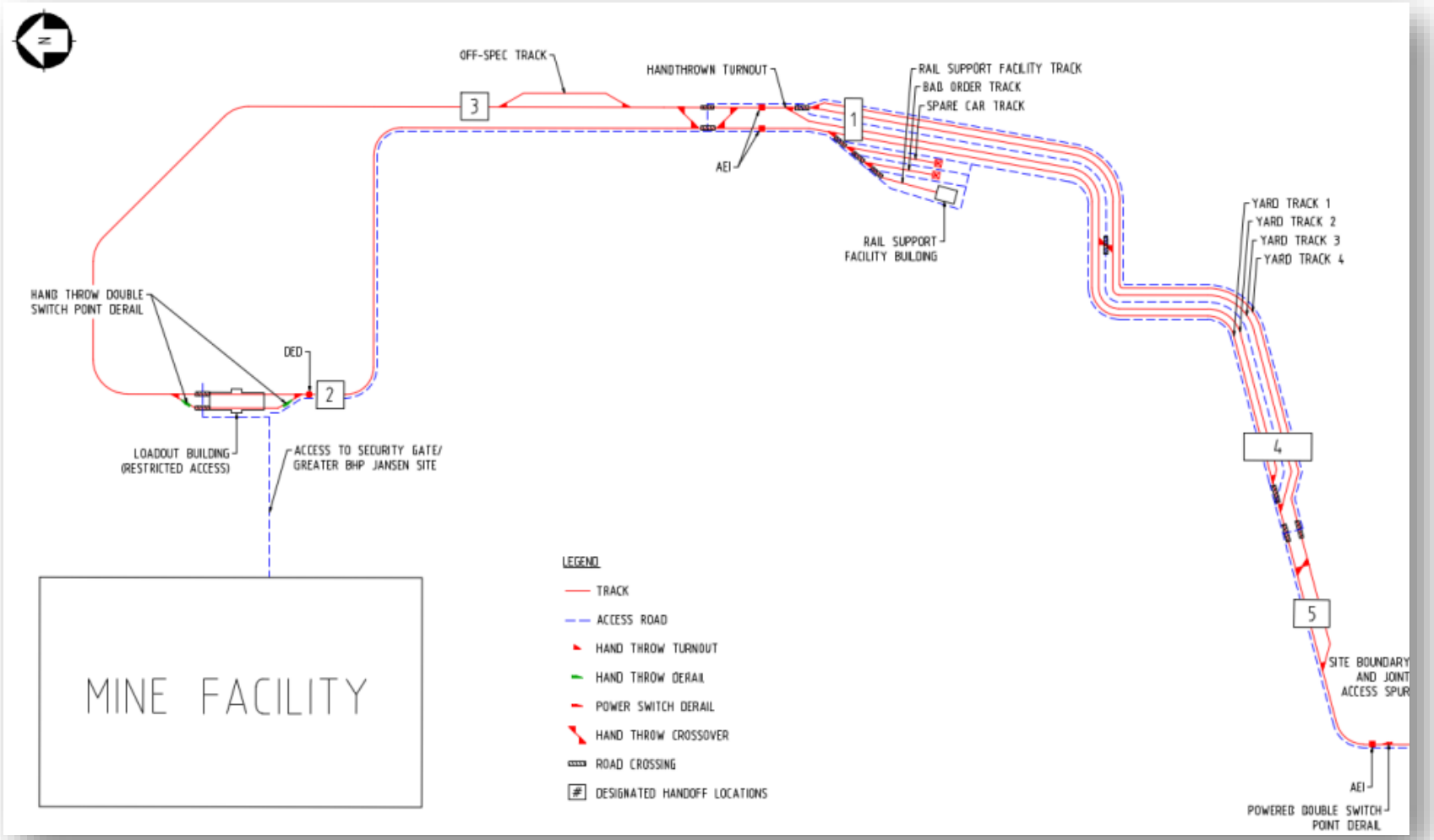
The design of Jansen creates optionality for future low-cost brownfield expansions through potential future investment stages, to reach an ultimate capacity of 16 to 17 Mtpa.

CPKC & CN Connections

Dual served via a ~7km Jansen Access Spur.

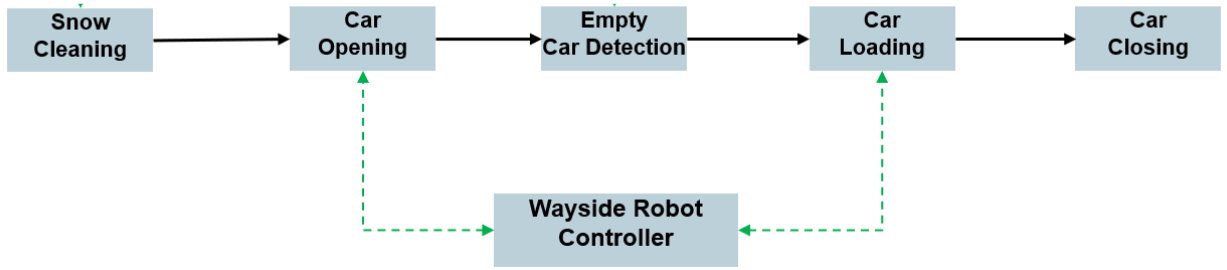


Jansen Stage 1 Rail Yard



Jansen Train Loadout System

- The Loadout Facility is dedicated to the automated loading of railcars via the Integrated Operations Centre in Saskatoon.
- The loadout system consists of the various process and control systems involved in the overall automated loading of the trains.



- "Power on" continuous loading model
- Efficient
- Improved safety on site

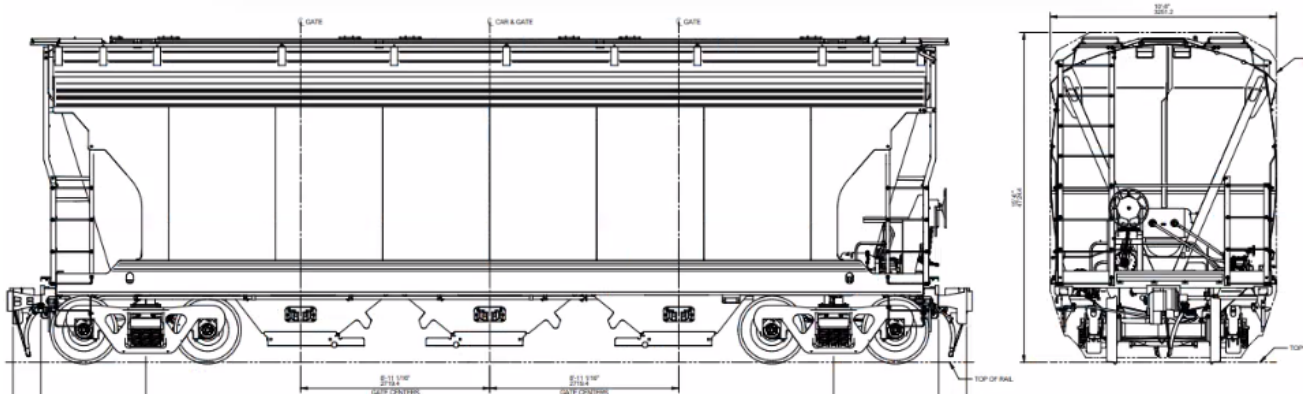
BHP Covered Hopper Railcar

Railcar Details

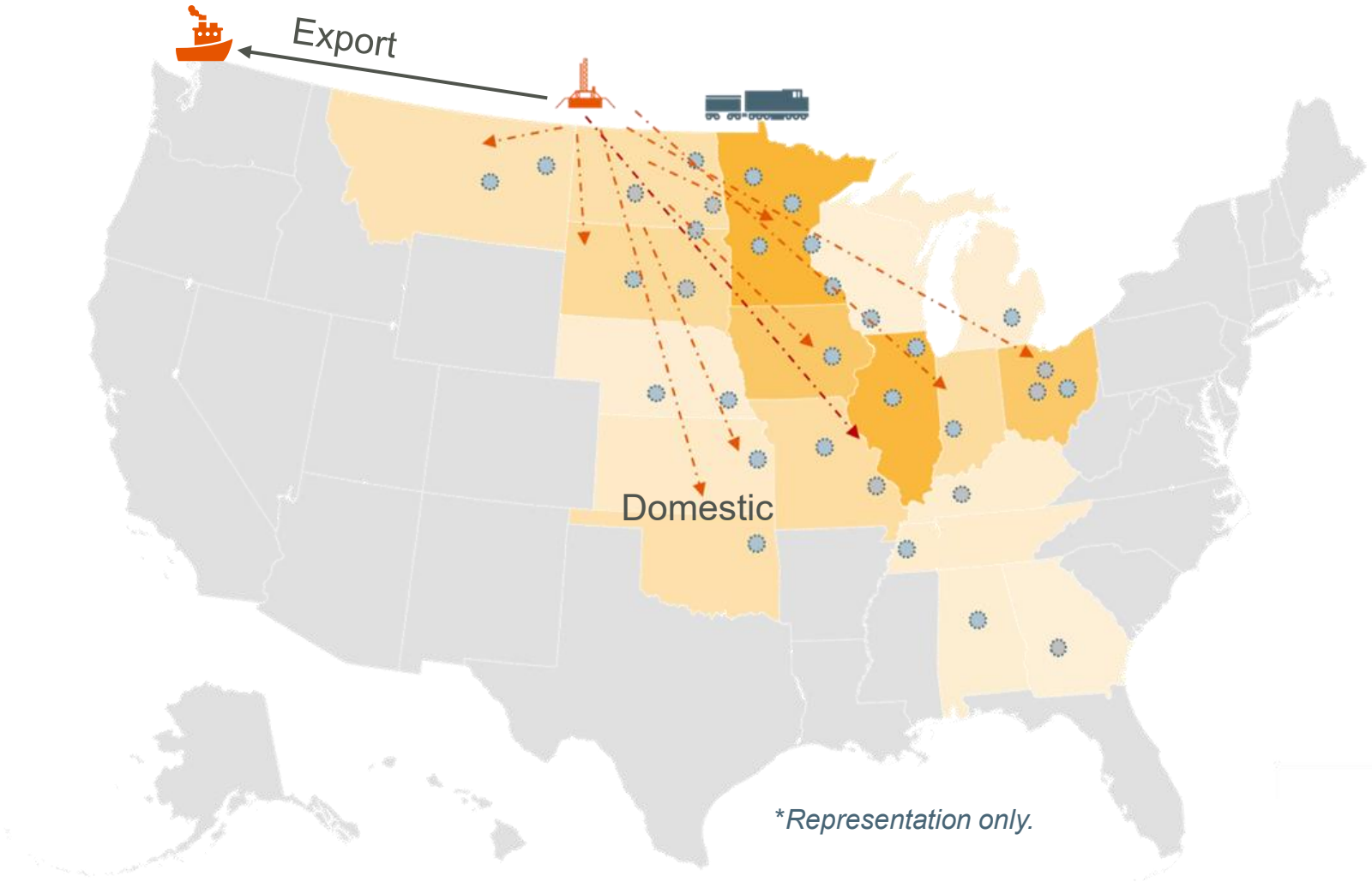
- Standard covered hopper railcar
- 45 feet Long

Railcar Procurement Details

- Manufactured by The Greenbrier Company
- First railcars delivered to Jansen summer/fall 2025

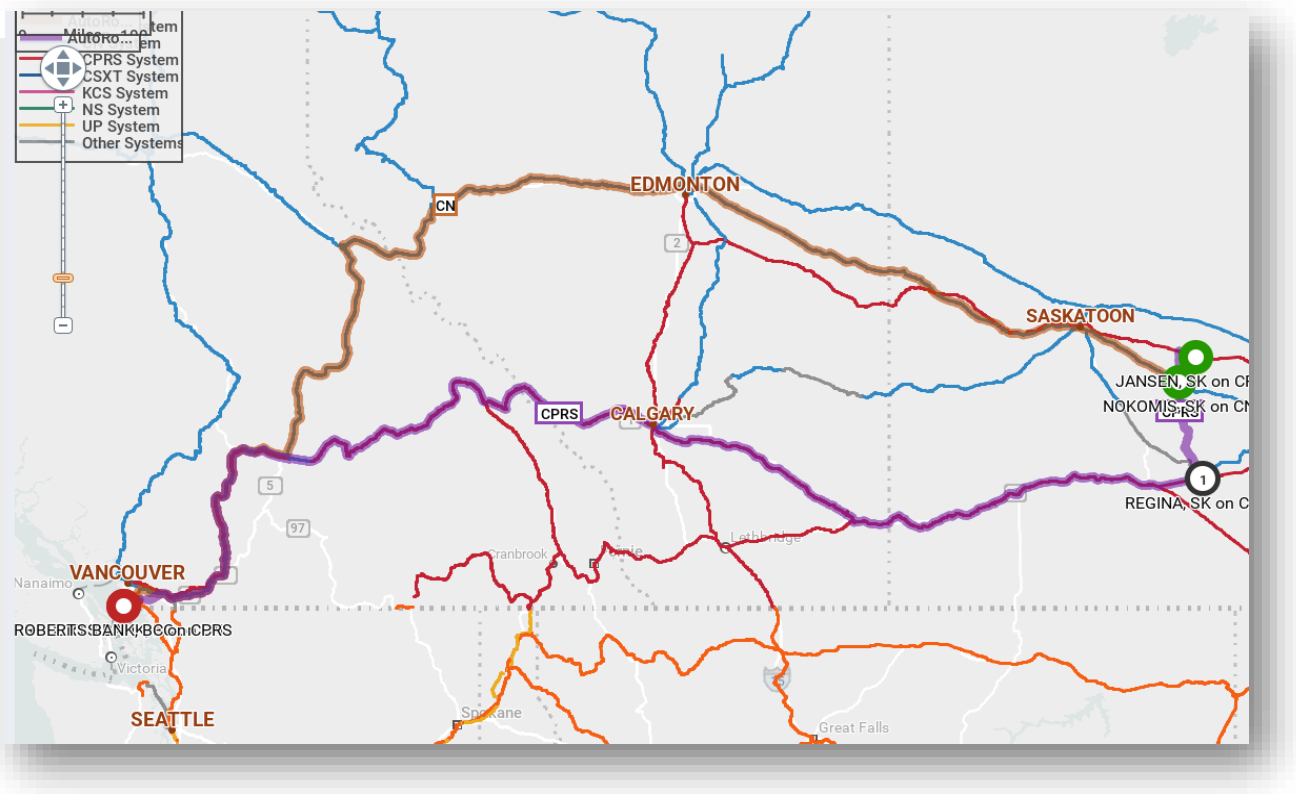


BHP Potash Planned Product Placement



Export Rail Plan – Unit Train Model

- Power-on model with unit trains of about 170-180 railcars utilizing railway power.
- Continuous movement of potash is managed by buffers (storage sheds) at both Jansen and Westshore Terminals.
- Focus through design and operational readiness has been about managing the first and last mile.



Westshore Terminals Limited provides a low-risk path for Jansen potash to reach international markets

Westshore offers operational advantages:

- Deep water access, no draft limitations
- Minimal shipping traffic impacts compared to other Fraser River ports
- Direct rail access by both Canadian rail operators
- Westshore has extensive bulk commodity handling experience

A Canadian port offers logistical advantages:

- No border crossings between Jansen and port
- Stable permitting and operating jurisdiction, both important for project timeline, execution predictability and operational security

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The Westshore potash retrofit

Legend

- **A** New Potash Dumper and Rail Track
- **B** New Potash Unloading and Stacking Conveyor System
- **C** New Potash Storage Building & Reclaimer
- **D** New Potash Reclaim Conveyor System
- **E** Modified or Replaced Shiploading Conveyor System and Shiploaders
- **G** New Potash Wastewater Collection and Treatment System

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