

120 Collins Street
Melbourne 3000
Australia
Postal Address:
GPO Box 384D
Melbourne 3001
Australia
T +61 (0) 3 9283 3333
F +61 (0) 3 9283 3707

Company Announcements Office
Australian Stock Exchange Limited
SYDNEY NSW 2000

9 June 2011

Dear Sir/Madam,

Attached are presentations given on 9 June 2011 by Jack Sato, Chief operating officer – Pilbara Supply Chain and John McMeekan, General manager – Coastal & Rail Projects as part of Rio Tinto's 2011 Australian financial community site visit.

Yours faithfully,



Stephen Consedine
Company Secretary

Unparalleled sector leadership

Pilbara supply chain

Jack Sato

Chief operating officer – Pilbara Supply Chain

Financial community visit

9 June 2011



Safety is our core business value

Please observe the following rules during your visit:

- Follow the advice of your tour guide; visitors are to be escorted at all times
- When advised, wear: safety glasses, hard helmet, reflective vest
- Wear seat belts when provided
- No smoking inside buildings or vehicles
- Jewellery not permitted to be worn on site i.e. rings, earrings (except for studs)

In an Emergency, your tour guide will lead you to the nearest Muster Point

Our Pilbara port infrastructure is world class



Parker Point



East Intercourse Island (EII)



Cape Lambert

Current port capacity is 225 Mt/a:

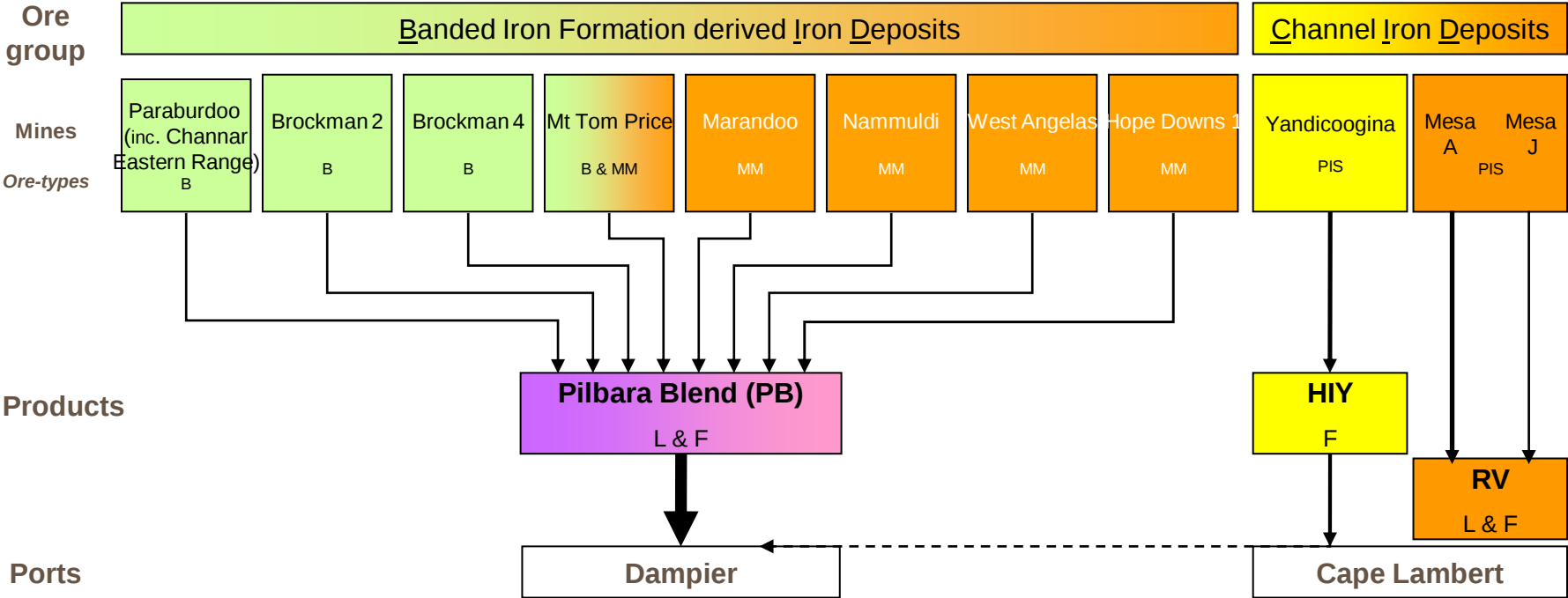
- Parker Point: 98 Mt/a
- East Intercourse Island: 47 Mt/a
- Cape Lambert: 80 Mt/a

All three terminals are managed as one port:

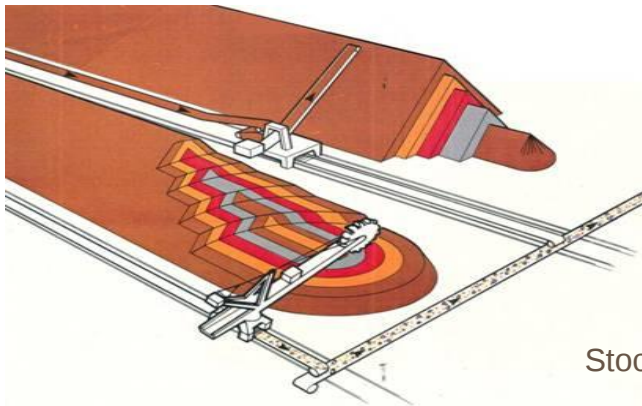
- Sharing of common support such as: Safety, Maintenance, Engineering, and Scheduling
- Optimisation of ship queuing and tug fleet
- Balancing of ore production by product and grade through rail connections
- Shared learning and standardisation of processes.

Combined manning: ~1,000

Pilbara operations: production system now in place

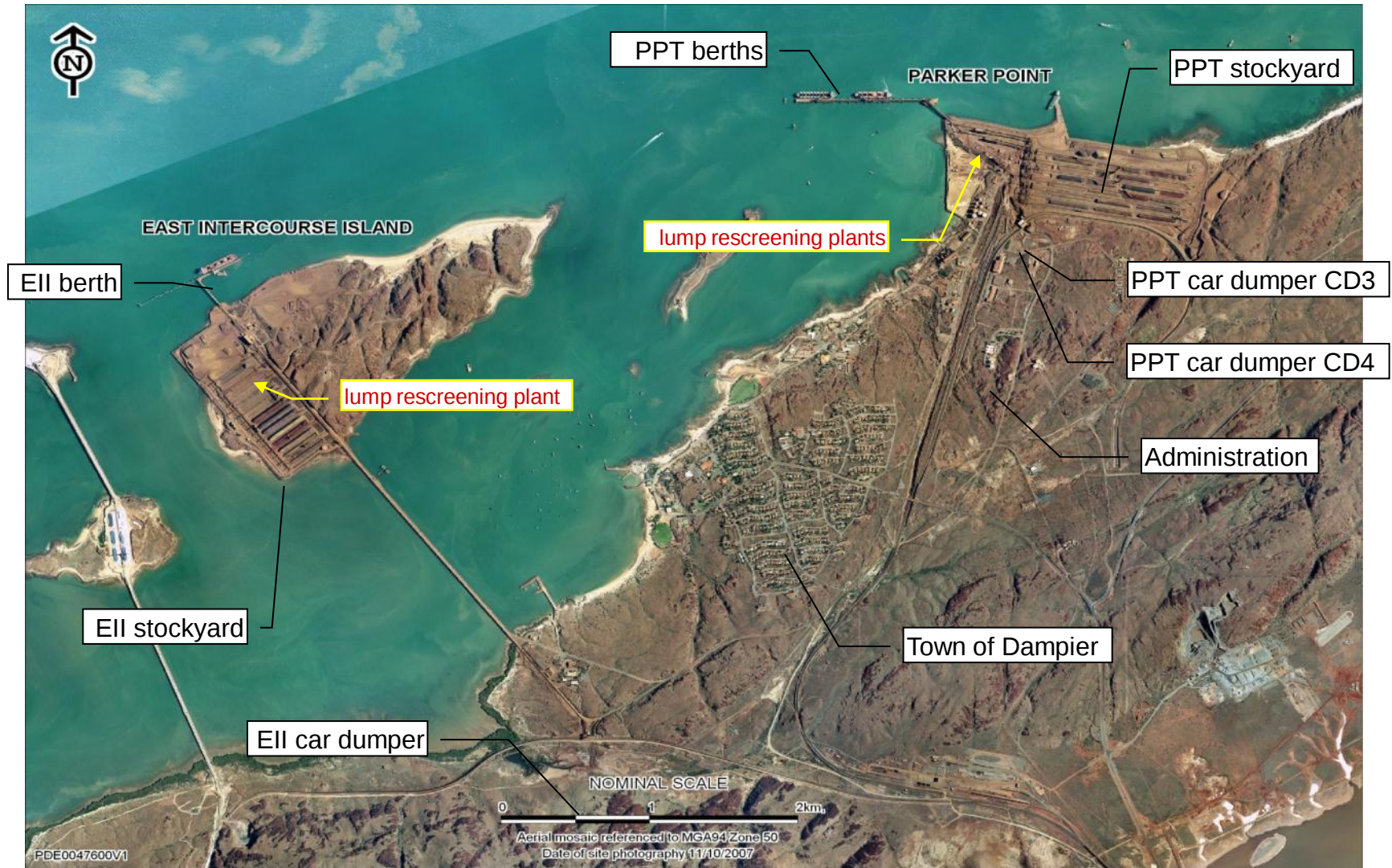


Ore-types ; B = Brockman Iron Formation, MM = Marra Mamba Iron Formation, PIS = pisolite



Stockpiling and blending Pilbara Blend at Dampier

Aerial view of Dampier Port



Dampier Port's two ship loading terminals

Parker Point

- 18 × ~210,000 tonnes live stockpiles
 - chevron stacking and boom reclaiming
- 2 dumpers, 2 ship loaders, 4 berths
- Bulk stockpiling area
- 98 Mt/a capacity
- ~230,000 t max vessel size ¹⁾



East Intercourse Island

- 13 × ~200,000 tonnes live stockpiles
 - chevron stacking and bridge reclaiming
- 1 dumper, 1 ship loader, a lay-by and 1 loading berth
- Bulk stockpiling area
- 47 Mt/a capacity
- ~250,000 t max vessel size ¹⁾



Note(s): ¹⁾ Loading abilities vary pending vessel dimensions and draft

Aerial view of Cape Lambert

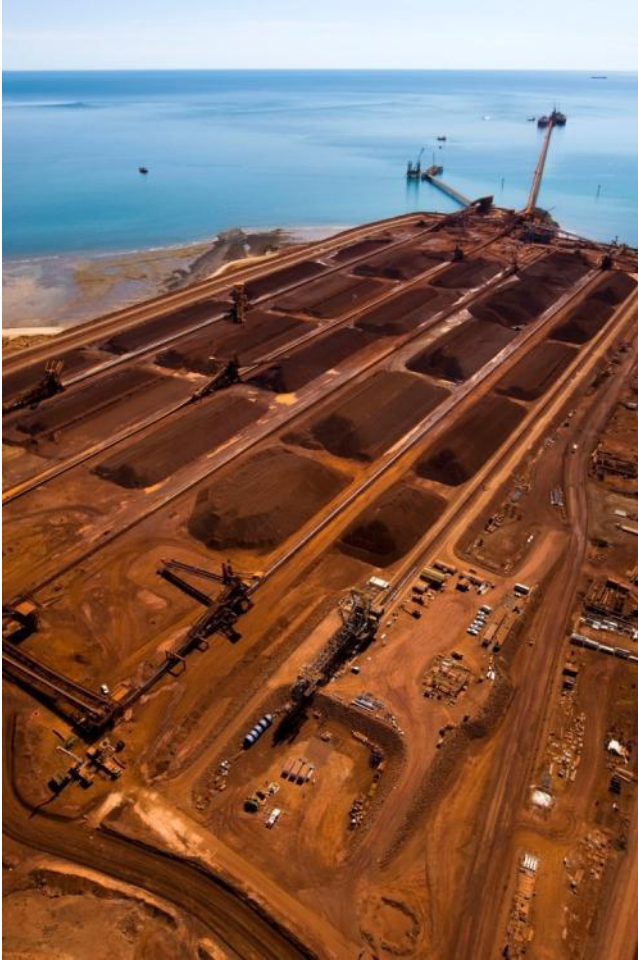


Overview of Cape Lambert

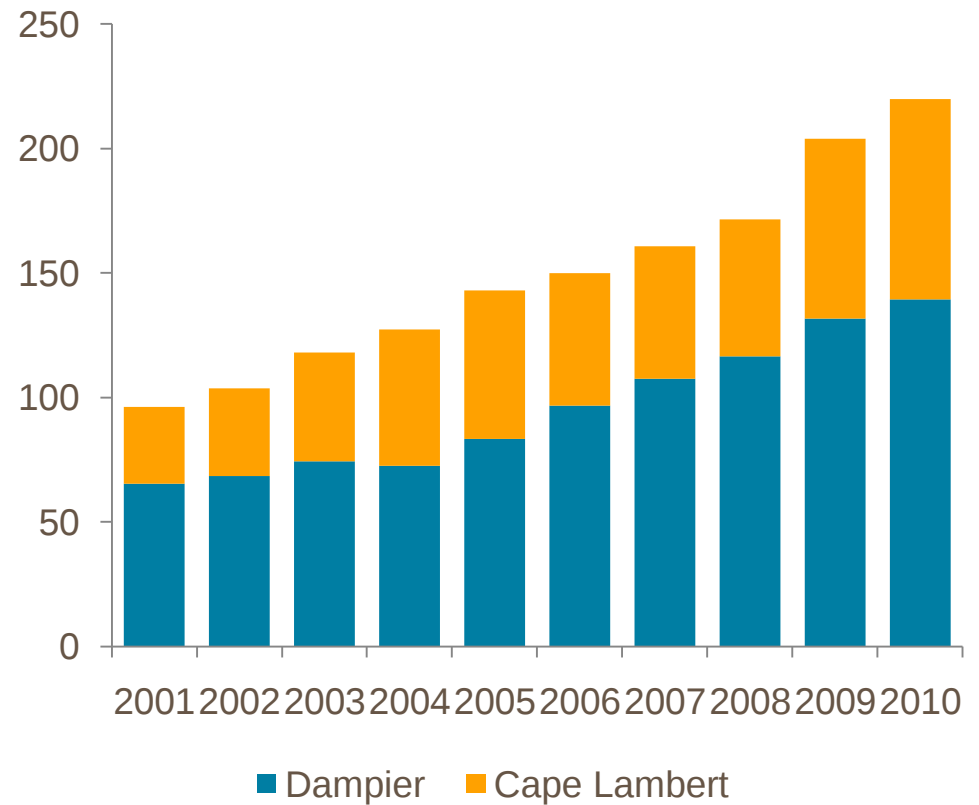
- 20 individual live stockpiles
- 4 Mt total live stockyard capacity
- Bulk stockpiling area
- 2 dumpers, 2 ship loaders, 4 berths
- 3.1 km long wharf
- 80 Mt/a capacity
- ~250,000 tonne max vessel size



Increased shipping volumes at both ports



Annual shipping by ports
(Mt)



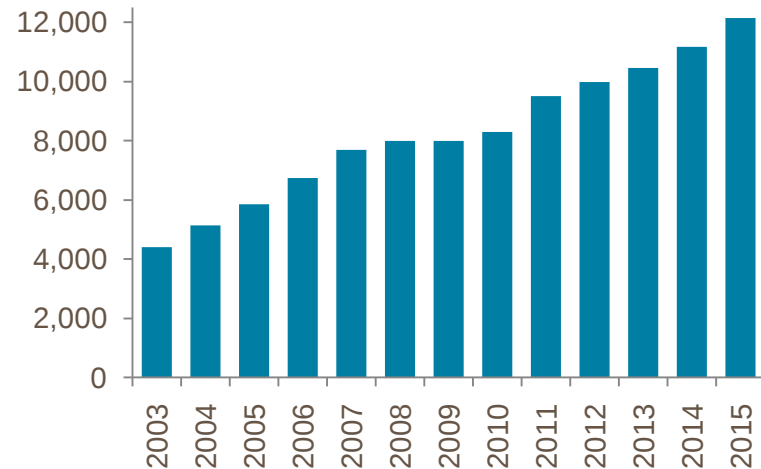
Overview of Pilbara rail operations



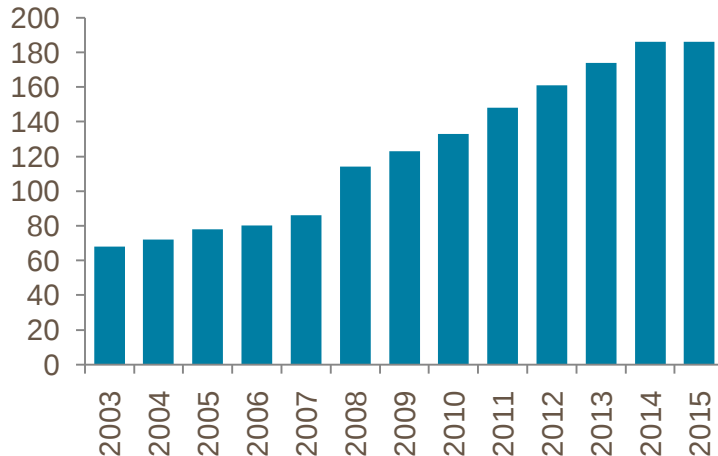
- Transports ore from 14 mines to 3 shipping terminals at 2 ports
- 1,400 km of track, with capacity to haul 225 Mt/a
- 29 to 30 trains per day
- A main-line train consists of 3 headend locomotives and 234 ore cars
- A fully loaded consists weighs ~32,000 tonnes and is about 2.6 km in length

Increase in rolling stock to support Pilbara rail capacity expansion

Ore cars



Locomotives



- Currently have 136 locomotives and 9,019 ore cars in operation, with a further 240 ore cars coming on line next week
- By 2015, ~12,000 ore cars and ~185 locomotives will be needed
- At 333 Mt/a, a typical day will see ~40 trains dumped

Summary

- Safety is our core business value
- World class port and rail infrastructure
- Experienced, diverse team capable of continuing to deliver tonnes
- Executing product strategies to meet customer demand



RioTinto

Enjoy a safe visit to
Cape Lambert and Dampier Port



Unparalleled Sector Leadership

333 Mt/a expansion overview

John McMeekan

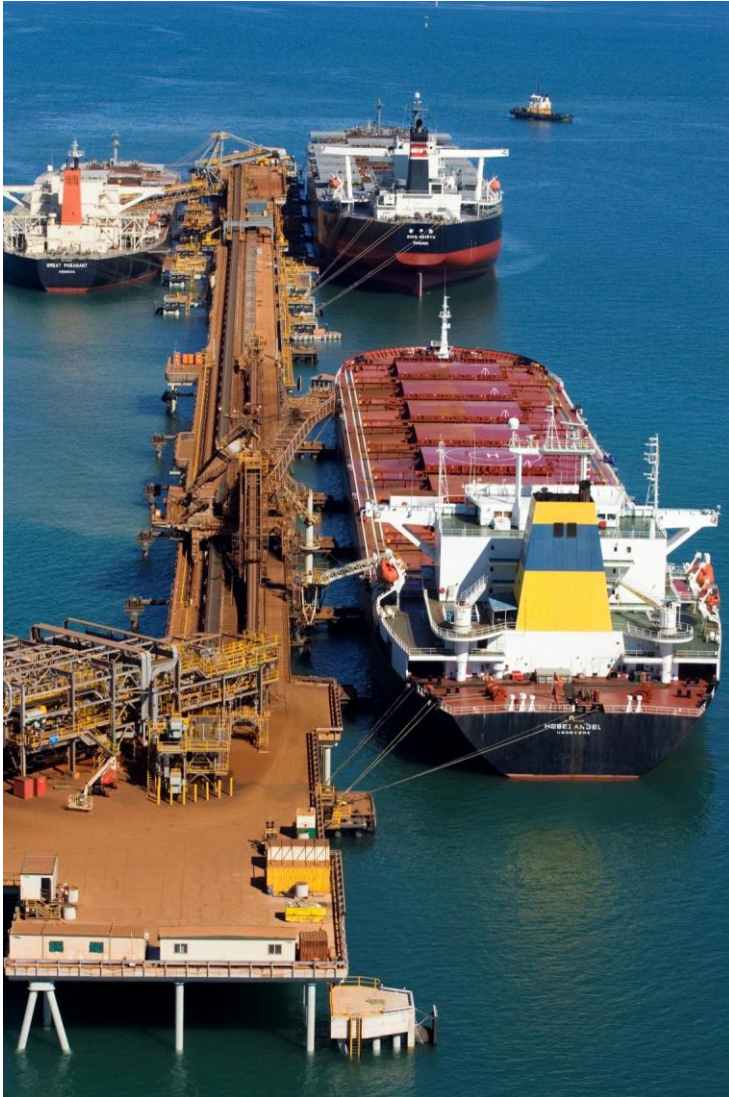
General manager – Coastal & Rail Projects

Financial community visit

9 June 2011

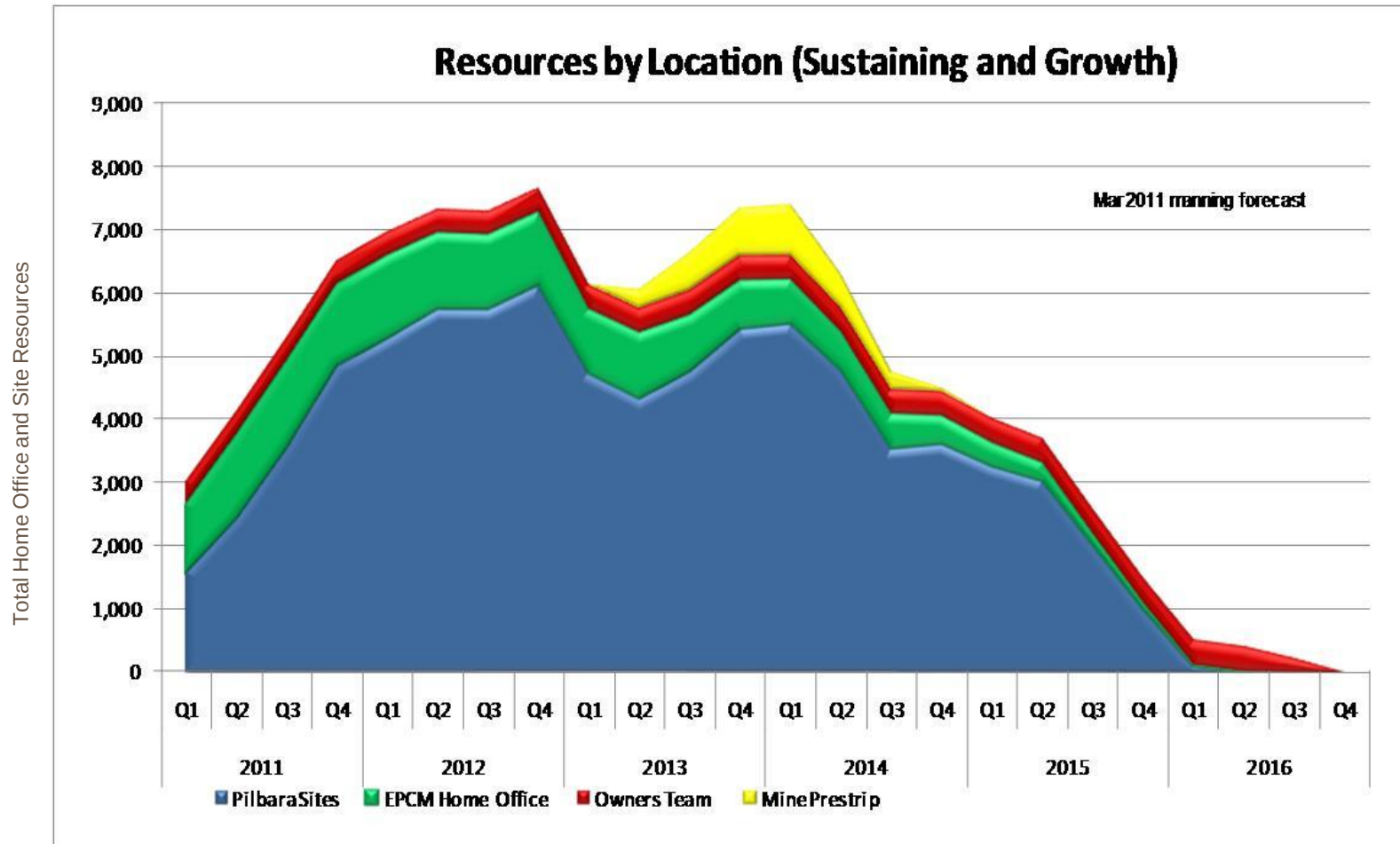


Safety is our core business value

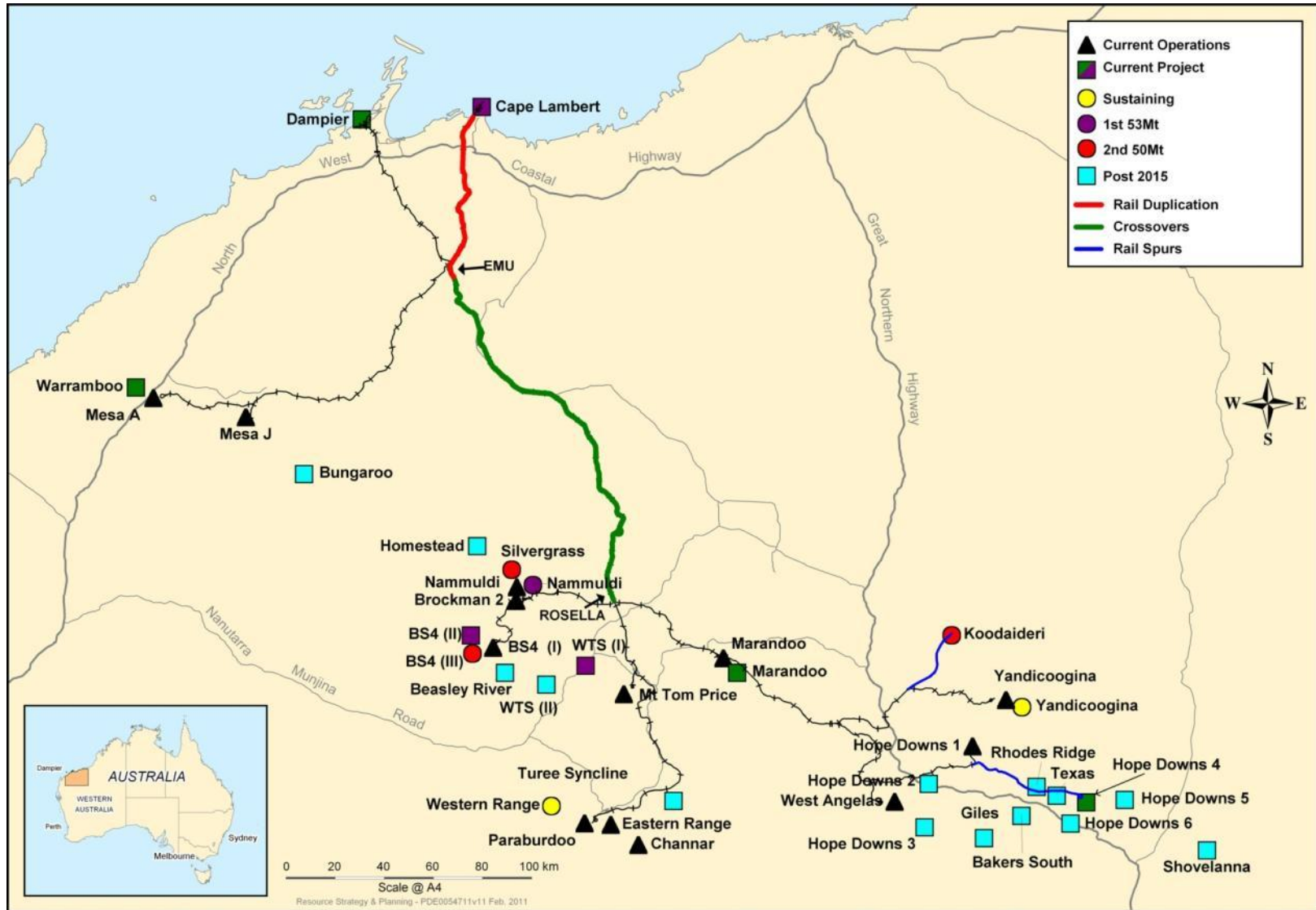


- Our construction workforce is transient:
 - 2008: 3,500 people
 - 2010: 1,500 people
 - 2012: 6,000 → 7,000 people
- Systems and procedures are important and embedded
- We focus on engagement with our contractors:
 - Pre-mobilisation
 - On the job
 - Post contract

Huge construction workforce



Growth to 333 Mt/a: mine, rail and port developments



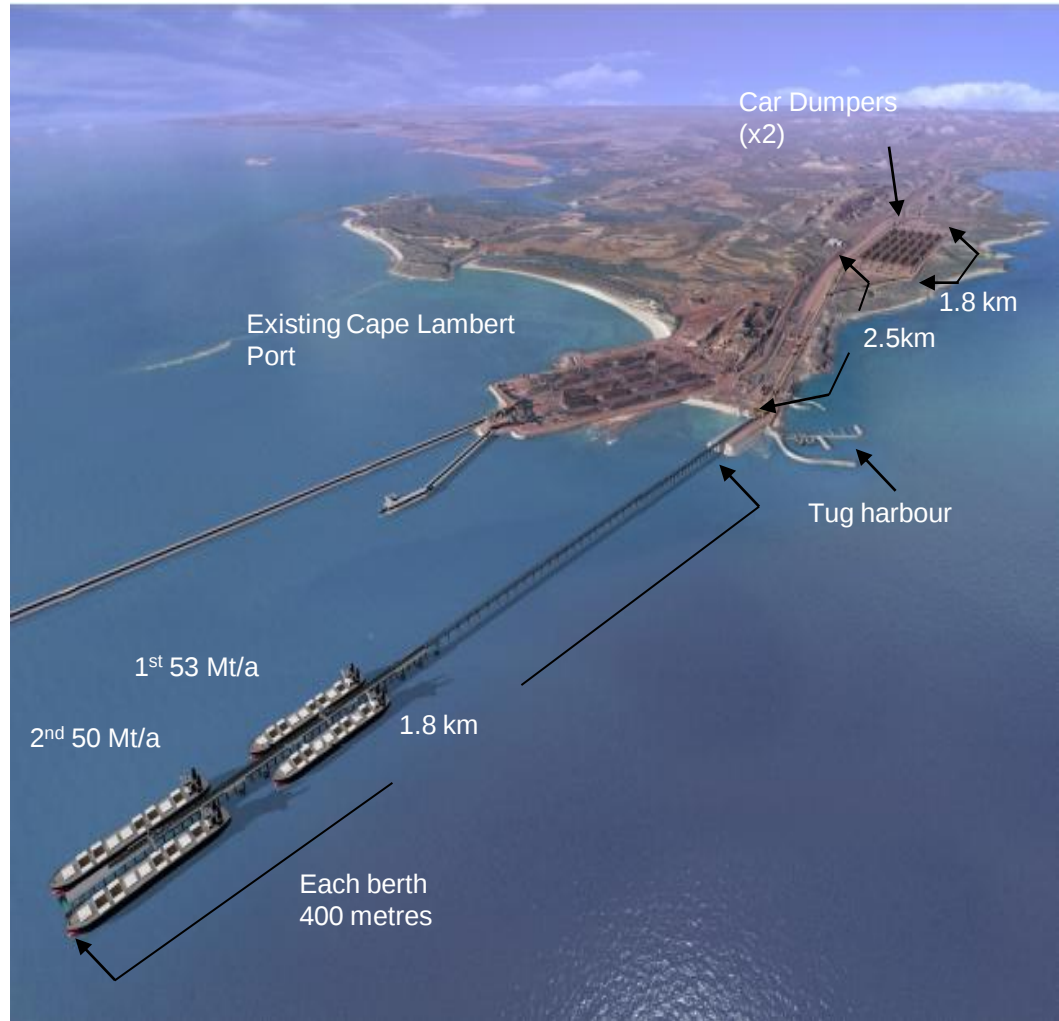
Cape Lambert - Scope of work for 333 Mt/a

1st 53 Mt/a

- 1 car dumper
- Stockyard - 3 rows and 12 stockpiles
- 2 stackers and 2 reclaimers
- 1 screen house
- 2 berths and 2 tugs

2nd 50 Mt/a

- 1 car dumper
- Stockyard - 3 rows and 12 stockpiles
- 2 stackers and 1 reclaimer
- No screen house
- 2 berths and 1 tug



Progress on sustaining and 283/333 programs

- US\$8.2B approved with US\$2.8B already committed to growth
 - Over \$600M committed to Aboriginal contractors/JVs
- Port and rail expansion to 283 Mt/a is well underway
 - Dredging is almost 60% complete
 - 2 SEP's are currently piling
 - Major earthworks in progress
 - Balanced Machines and all major fabrications have commenced
 - All long lead items are on order
- Hope Downs 4 and Marandoo sustaining mines approved/in progress
- Brockman 4 Ph II and Western Turner Syncline approved/in progress
- Infrastructure projects in progress
 - Power Systems Upgrade
 - Wandoo Housing
- Further studies are in progress

All projects currently forecast 'on time' and within A\$ budgets

Summary



- Australia's largest integrated mining project
- Cape Lambert B – jewel in the crown
- Experienced team capable of delivery
- Ready access to workforce and contracting teams in a competitive environment

Rio Tinto

