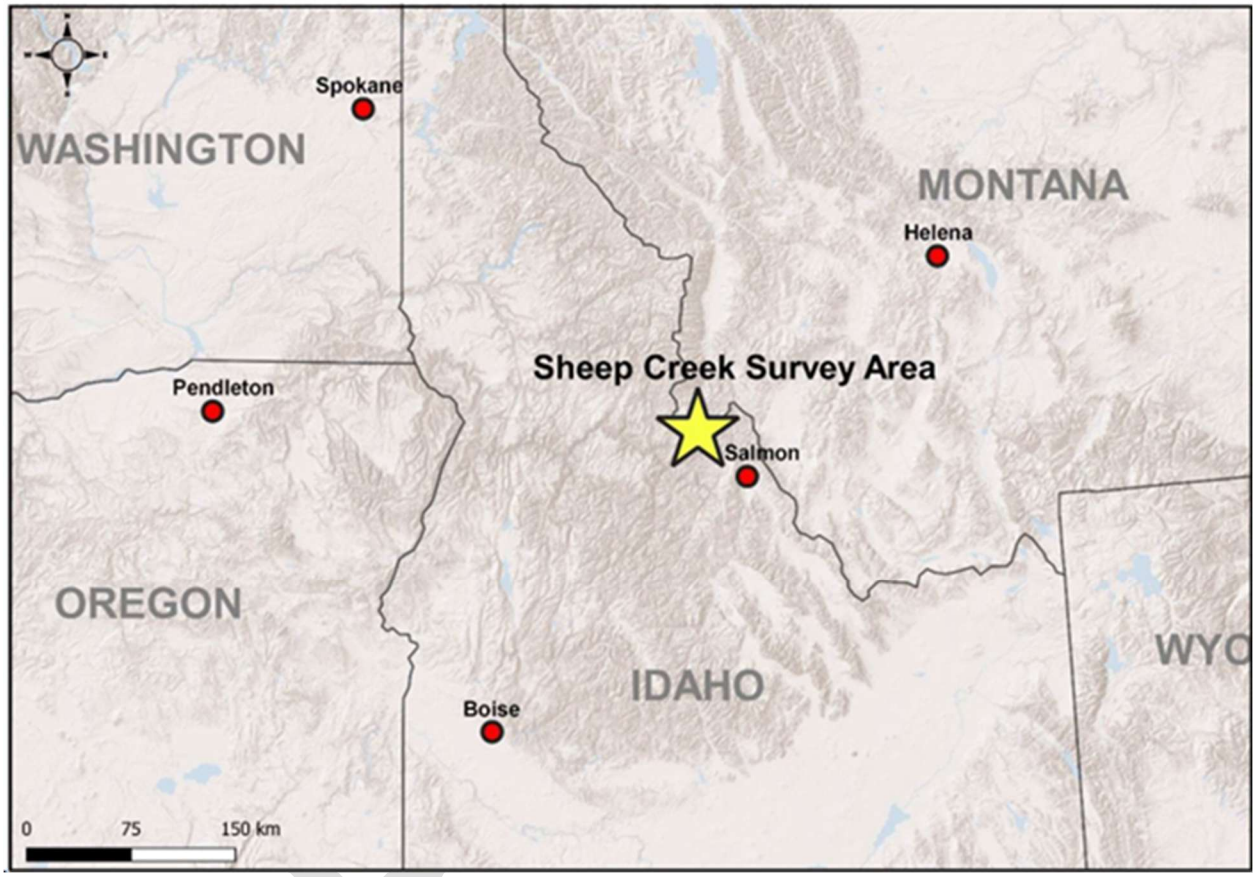
Sheep Creek Project USFS Submittal
Exploration and Bulk Sampling Plan
December 2025
DRAFT PLAN
US Critical Materials, Inc.



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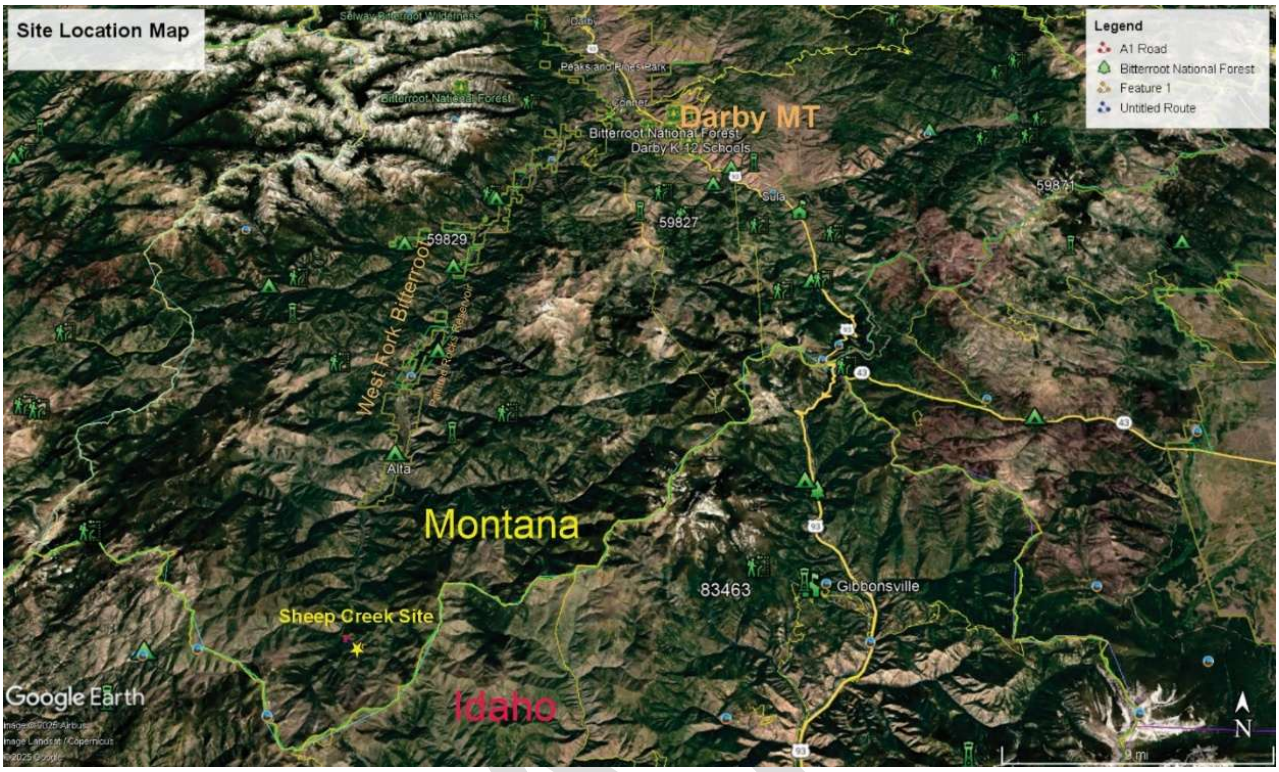
Project Description:

The Sheep Creek Project, located in Ravalli County in Southwest Montana, is the location of mining claims owned by US Critical Materials Corp. The property encompasses 336 unpatented lode claims representing approximately 7,277.5 acres or 11.37 square miles of total land package. These claims are on multiple-use ground administered by the U.S. Forest Service and contain Carbonatite Veins which have been shown to carry identified rare earth elements. The exploration that is proposed with approval, will focus on the removal and processing of the minerals Gallium, Neodymium and Praseodymium and other Heavy and Light Rare Earth Elements (HREE's & LREE's) which are classified as a "critical risk" rare earth elements by the United States Government.

Project Location:

Located in Ravalli County, Sheep Creek is positioned near the Montana Idaho border in the West Fork of The Bitterroot drainage. The nearest town is Darby Montana to the northeast, and the nearest larger metropolitan area is Missoula Montana located to the north. Coordinates for the project are as follows, 45°31'06.23" N by 114°19'04.15" W.



Site Location Map

Roads Development:

USFS Road 5685 which bisects the exploration area will be utilized to access the proposed extraction areas. Adjacent to USFS 5685 are two historic mining access roads that are currently overgrown with organics and will have to be cleared and developed to a serviceable condition to access historic adits. Design widths of 16' will accommodate travel to the Adits on the improved access roads to from the USFS access road. The roads, as indicated in the provided map, are 2400' long to what is called Adit 3, and 2000' to Adit 2 and new portal locations. A third access road 130' long will be designed as the access to the Laydown/administrative location.

These improved roads will follow the routes of historical access roads previously utilized for activities in the area in most cases and are designed to a maximum of 12% grade and designed to a 16' width. There are several short lengths of new roads proposed. The roads will be designed to have a berm edge per MSHA directives with several passing locations.

As part of the road building and surface excavation work, contouring of the exposed areas will take place with the addition of silt fencing and straw waddles to control runoff and erosion of the exposed and newly worked soil.

Hydroseeding or broadcast seeding will be utilized to reseed exposed areas and secure topsoil and control runoff erosion. Hydroseed that will be used will be from a USFS approved mix that is specific for the area. In conjunction with a seeding program focused on soil retention and regrowth, a weed control program will be followed to control the establishment of noxious weeds such as Spotted Knapweed and Leafy Spurge. A spring and early summer campaign throughout the site is to take place to reduce or eliminate the noxious weed population on location with continued attention throughout the year.

Hydroseeding for Erosion Control

Silt Fence for Erosion Control

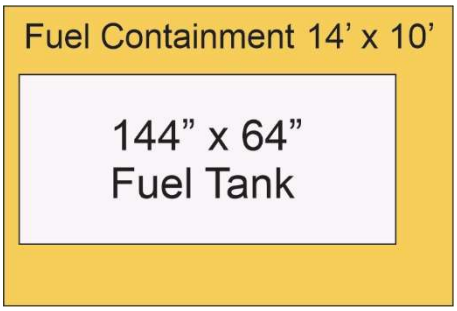
Site Map with Project Detail

Administrative/Shop Zone Description:

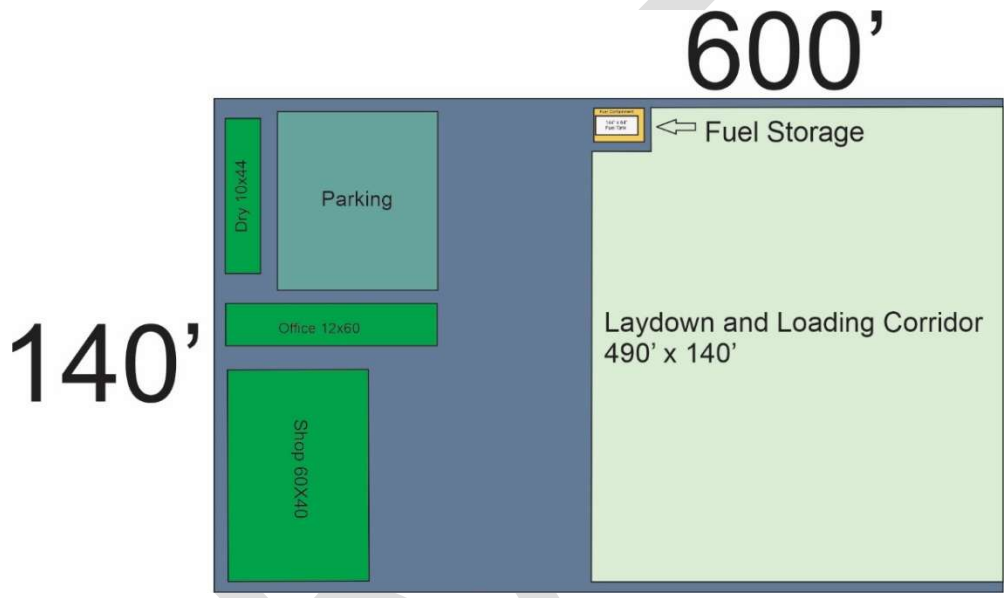
A proposed administrative zone is included within the less-than-5-acre zone as indicated on the Site Map provided. This area will be the location of temporary placement of a portable site office, maintenance area/connex shop, a change house or "dry", a fueling station, as well as a laydown and load out area designated to support project activities. This area is located adjacent to USFS 5685 and positioned at the northeast portion of the requested area as indicated on the Site Map. This area is designed to be approximately 2 acres.

Within this area a fuel storage area is designed. This fuel storage will be comprised of a 2000-gallon UL approved double wall fuel storage container. This container will be placed inside a containment berm designed to contain 150%+ of the tank contents to prevent spillage.

This area will also include a spill response trailer equipped with easily mobilized spill kits, portable containment kits, and the proper tools to properly contain any potential incidents. This trailer will have an monitored and inventoried stock at all times, capable of immediate mobilization.



Fuel Tank Containment Area



Fuel Tank Location Near Admin/Shop

Exploration Description of Activities:

Historic Adits exist within the zone applied for that will make up 3 of the Adit locations. A fourth Adit is designed to access the vein at an alternate elevation to provide a more amenable location to planned exploration activities.

Adits 1 and 2 are shown on the attached map located to the east of USFS 5685. These are historic exploration Adits that are to be re-opened and brought up to modern MSHA bolting standards. These Adits will be used to continue exploration, complete limited bulk sampling as well as housing potential utility corridors to manage water recycling and use in the corridor as internal connections take place for secondary access and ventilation corridors.

Adit 3 is located, as indicated in the provided map, to the south and west of USFS 5685, and will be accessed via the designed Adit 3 access road (pictured). This Adit will also be excavated to 12’ x 12’.

A fourth Adit is scheduled at 12’ x 12’ for excavation and located near Adit 1 as indicated on the provided map.

Upon commencement of exploration activities, extraction of historic Adits 3 and 1 will be the initial focus of the program. Adits will be enlarged to facilitate modern underground extraction equipment and ground support will be installed according to established standards in line with MSHA requirements. These Adits will assist in further exploration efforts as well as serve as access to the carbonatite veins.

Adit 2 will be enlarged to a dimension of 12’ x 12’ as well to facilitate exploration of the vein at that elevation and as indicated previously, will potentially serve as a utility corridor in the future.

A fourth Adit, or New Adit location as indicated in the map will be established at an elevation congruent with the Adit 3 elevation and provide as an exploration and travel corridor underground between the Adit 3 location and New Adit underground. This drift is also planned at a 12’ x 12’ dimension. This corridor or Footwall (FWL) will carry utilities and ventilation throughout the proposed extraction areas and allow for further exploration in the form of underground exploration drilling to establish areas of focus for effective sampling. The FWL will also be one of the main travel ways underground and allow travel between Adits and reduce the reliance on the USFS 5685 road within the perimeter of the site activities.

Schedule of Proposed Activities:

Sheep Creek Project scheduling & resource planning_Phase 1				11/14/2025
			Period	
Crew	Location/Description	Month 1	Month 2	Month 3
Contractor_Surface	Establish Road to Adit 3	10 days		
Contractor_Surface	Establish Road to Adit1 and 2 and 5800 FWLE location	10 days		
Contractor_Surface	Establish pad for equipment staging (water, fuel, generator etc)	10 days		
Contractor_Surface	Establish New Portal 5800 FWL E (Adit 4)	10 days		
Mining & Construction	Adit 2_Open (muck out and bolt),slab and install steel sets	10 days		
Construction	Establish dirty and clean water sumps in Adit 2	5 days		
Mining	5800 FWL E (Adit 4) mining	14 days	30 days	30 days
DD contractor	Diamond drilling from 5800 #1 drill stn(NQ) to E_5 stns	5 days	30 days	30 days
Mining & Construction	Adit 3_Open (muck out and bolt),slab and install steel sets	12 days	7 days	10 days
Mining & Construction	Adit 3 Sump Mining and construction		10 days	
Mining	6200 FWL E and 6200 FWL W (ex Adit3) mining		20 days	30 days

First Three-Month Schedule

		Sheep Creek Project mining scheduling_ Phase 2								11/14/2025	
						Period					
Crew	Location/Description	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Totals
DD contractor	5800 FWL E(Adit4)_diamond drilling feet	5600									
	6200 FWL W and E(Adit3 area)_Diamond Drilling feet		4200	5600	4500						
											19900
Mining	5800 FWL E&5770 Ramp_ waste development feet	606	696	642	587	710	646	640	580	581	
Mining	5750 Eand W CF area waste development feet				10		20	30		45	
											5793
Ore Production Mining	5820 E CF cut 1 continuation (Adit 1)_ore tons	1169	81								
	6180 W CF cut 1 continuation (ex adit 3)_ore tons		1119	250							
	5750 E and W CF area (ex Adit 4)_ore tons			929	1190	1169	1106	1190	1169	1101	
											10473

Schedule Continued Months 4-12

The first month of the proposed schedule after mobilizing to site reflects the preparation work to be completed in the first month with a goal of establishing portals by month two. At that time underground development will focus on widening and installing ground support on existing drift to establish the underground definition drilling program. A combination of drilling and extraction activities will take place throughout the course of the schedule presented. This is representative of the first year of exploration planning, and additional plans will be made through the course of the program based on the drilling results and findings of the underground exploration program.

Project Manpower:

Manpower Allocation

This project will provide quality jobs to approximately 30 people, sourced both locally and within Montana and Idaho for the aforementioned positions, depending on qualifications. The roads and road repair work will be performed by a third-party contractor equipped to perform such duties.

The Sheep Creek Project is scheduled as a day shift - 7 day a week operation. This would employ a variety of skill sets from mining engineers to nippers (laborers) and professional positions such as geologists, operations professionals, surveyors, mining professionals and administrative staff. The following chart shows the predictive manpower assumptions that we are using for our scheduling purposes.

	Manpower needs for straight day shift-2 crews 7 on 7 off				
Position	Shift A	Name	Shift B	Name	Schedule
Supervisor	1		1		7 on 7 off from Wednesday through Tuesday
Lead miner	1		1		7 on 7 off from Wednesday through Tuesday
Miner	1		1		7 on 7 off from Wednesday through Tuesday
Miner	1		1		7 on 7 off from Wednesday through Tuesday
Nipper/floater from surface and UG	2		2		7 on 7 off from Wednesday through Tuesday
Mechanic/surface/UG	2		2		7 on 7 off from Wednesday through Tuesday
Haul Truck/otr to Darby	2		2		7 on 7 off from Wednesday through Tuesday
Grade Control Geologist	2				7 on and 7 off Tues-Monday for cross over betweeen rotations
	Straight days Monday through Thurs/Friday				
Survey	2				Time spent with both rotations/Mon-Thur or Friday
Senior Geologist	1				Mon-Thur/Friday
Junior Geologist	1				Mon-Thur/Friday
Mine Engineer	0.5				As needed/Half time
Core Loggers/Butte	2				Mon-Thur/Friday
Safety	1				Time spent with both rotations/mon-thur or Friday
Project Manager/Foreman	1				Time spent with both rotations. Site time scheduled per needs

	Totals
Total Miners needed	6
Total Nippers Needed	4
Haul Truck Drivers	4
Supervisors needed	2
Mechanics	4
Geologist	4
Survey	2
Core Loggers	2
Safety	1
Project Manager/Foreman	1

	Dim	Area/sq ft	Acreage
Adit 1 pad	110x160	17600	0.4
Adit 2 pad	80x150	12000	0.28
Adit 3 Pad	150x200	30000	0.69
New Adit	120x180	21600	0.5
Admin Road	20x200	4000	0.1
Admin lot/laydown	140x600	84000	1.93
		Total Acr.	3.9

Acreage Calculations

Acreage calculations have been performed on designed areas as indicated in the above drawing.

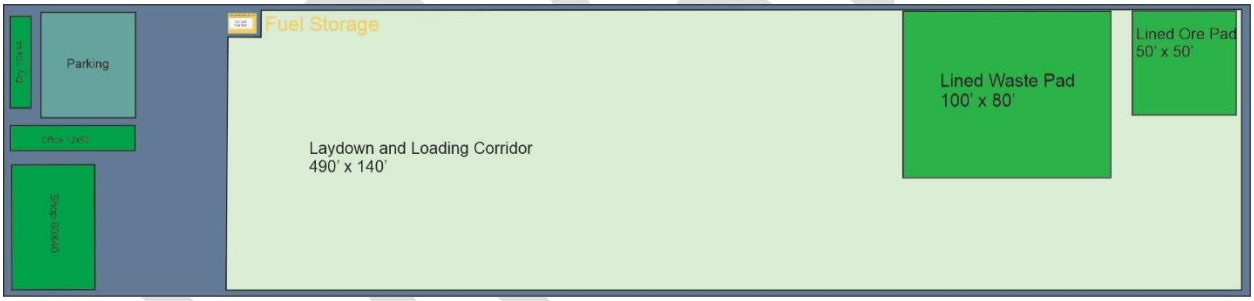
Haulage of Produced Ore and Waste:

Removal of Ore Produced At Site

Ore produced at the site is to be removed to an off-site location for processing. Once the produced ore reaches the surface from underground the material will be contained on a lined concrete surface prior to removal from site via truck and delivered to an off-site milling location.

Removal or Placement of Waste Rock

Waste rock or blasted rock that does not contain recoverable minerals will be utilized as internal fill within the adit to fill voids and further production. Any waste material that is produced that cannot be utilized as internal fill will be used to build up the portal pad locations shown on the site map. Once those pads are established, excess waste will be transferred to a containment pad and then offsite via truck to be utilized in gravel production or backfill unrelated to the proposed site activities.



Lined Pad Proposed Location On Admin/Shop Lot

Off Site Haulage

Ore and excess waste rock produced at the Sheep Creek site will be transported off premises. The ore will be taken to a process facility, while the waste will be taken off site for potential gravel or concrete construction operations located elsewhere and not associated with project activities. This methodology will require trucking materials on Montana Highway 473 from the Sheep Creek drainage to its intersection with Highway 93 and on to its destination.

These loads are currently planned on a 5 day a week schedule, with between 8 and 10 loads a day of a 23-25 yard side dump at peak extraction in later years under the

current plan. A professional contractor will be utilized for the off-site haulage portion of the operation.

Explosives Storage at Site:

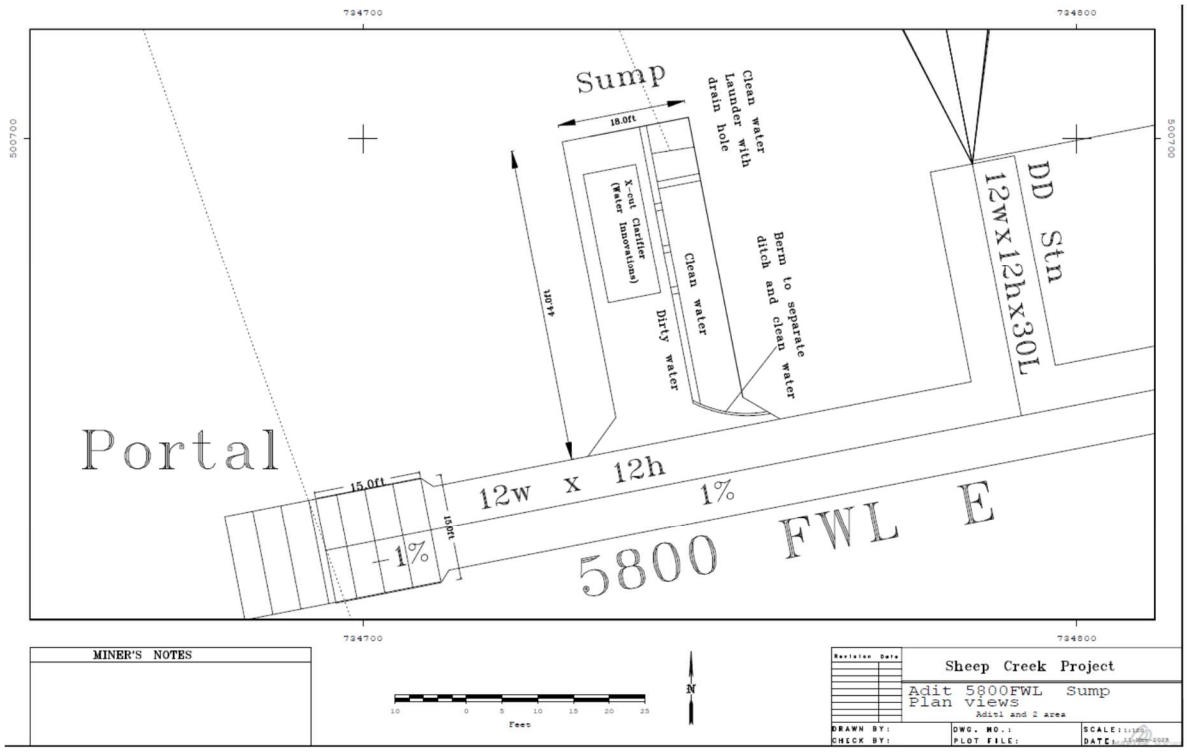
All explosives delivered to site will be stored in separate surface powder and primer magazines until delivered underground for use. These magazines will remain locked and behind a locked gate per MSHA regulation, until such time as materials are needed from them with only ATF approved personnel allowed to handle the product. Once underground workings are established, an MSHA approved underground storage facility will be designed to contain and secure the explosives at site.

Water Handling:

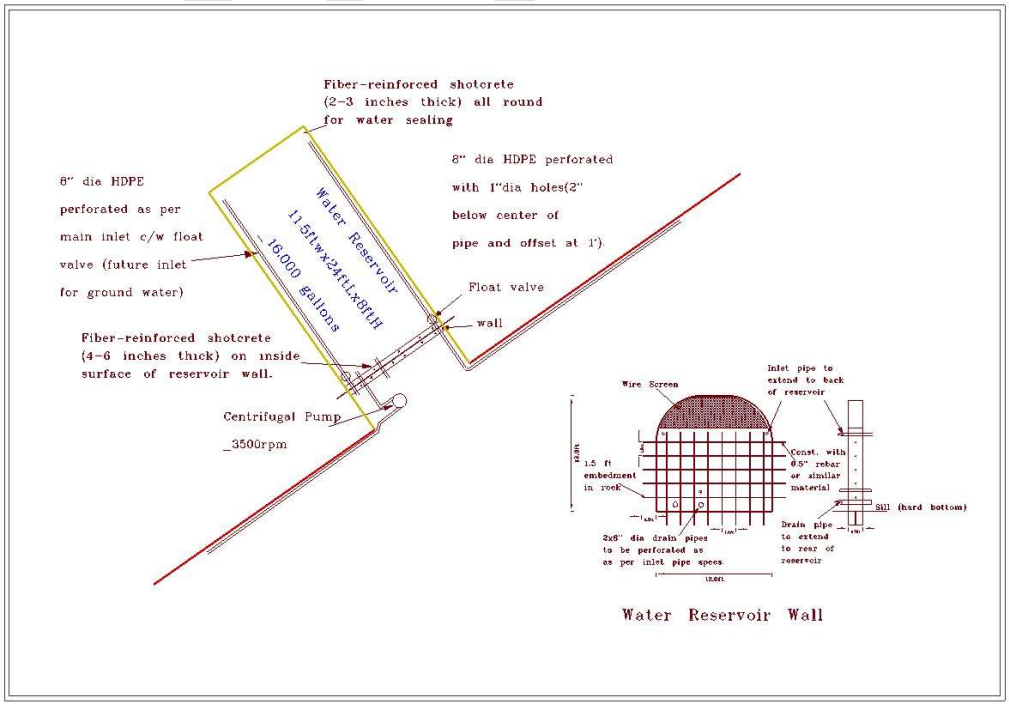
Groundwater that is captured underground will be utilized for process water. If additional process water is required, a source such as Sheep Creek, or the West Fork of the Bitterroot River to supplement activities underground would be needed. A sump system underground is designed to capture the water where it can be processed to a level that allows its reuse underground with the plan to have a zero-discharge operation.

Provided below is an illustration of the planned sump and water clarifier. The use of this sump allows the solids to settle out of the water to be removed. Once the mass of the solids have settled out, the water will be plumbed to the water clarifier indicated in the design drawing. This unit will further remove solids from the water and return the water to a state suitable for process water for reuse and eliminate discharge. This is planned to be a “zero” discharge system. If excess groundwater is intersected in the underground workings this water inflow will be grouted off to stop the inflow.

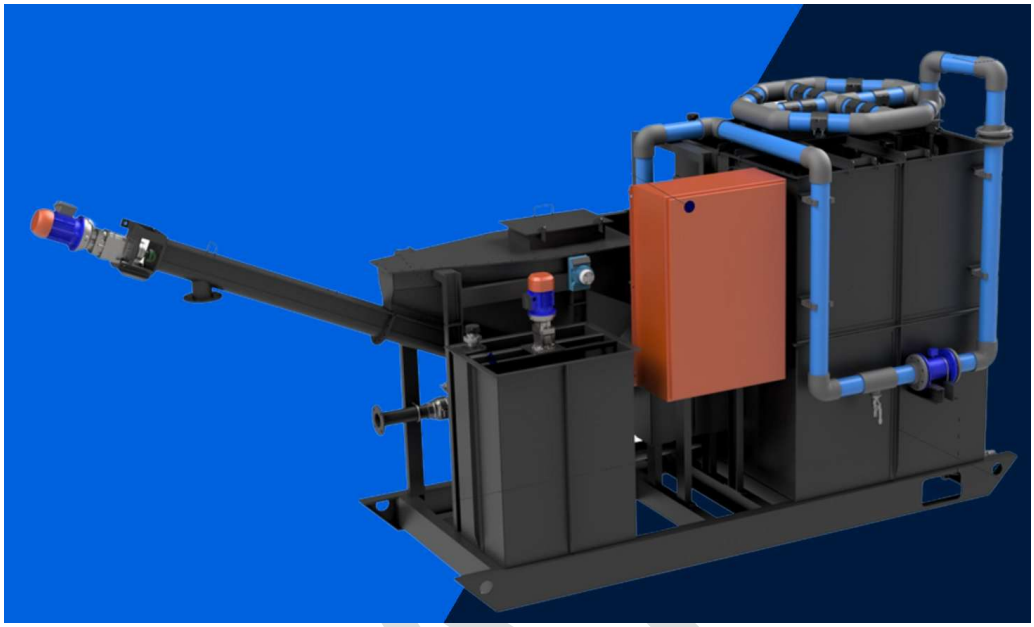
An underground water reservoir will be constructed with a capacity of approximately 15,000 gallons. Water that is cleaned through the sump and clarifier system will be temporarily stored in this reservoir until it is required for underground purposes.



Sump Design With Clarifier



Underground Water Reservoir Design



Water Clarifier

Equipment:

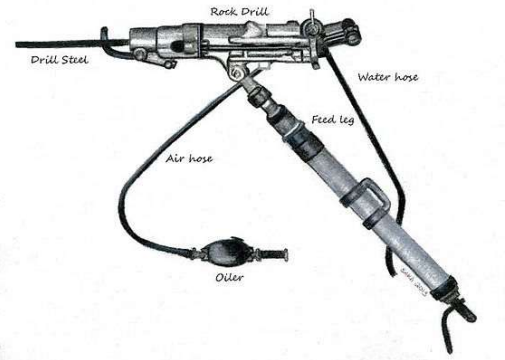
Equipment dedicated to the exploration process is being sourced in excellent or new condition to ensure not only reliability but its serviceability. Equipment on site will be kept mechanically sound and free from leaks to mitigate the possibility of contamination.

The equipment fleet chosen is to be managed through a periodical maintenance program based on manufacturers recommended practices and industry standards. This type of program coupled with the required daily checks by operators will ensure defects are identified and repaired upon discovery.

The following worksheet includes the equipment selected for extraction purposes and some descriptions of the extraction specific fleet intended for use at Sheep Creek

Initial Equipment List

Jackleg Drills		Light Plant
CMAC Drilling Platform		Fuel Storage containment
2 yard mucker		Skid Steer or Telehandler
4 yard mucker		Gensets (400 KW +)
Narrow Vein haul truck		Conex style Maint. Shop
Surface Wheel Loader (Ex. Komatsu WA380)		office conex building/with change out room
Single Boom Jumbo		Welder/tooling for Maintenance
Mechanized Bolter		communication system, Surface Radio or cell repeater
Powder/Primer Magazines		communication system, Underground, pager phone
Maint Truck		Hazmat supplies/trailer
Fuel/lube Truck		ventilation system (100 hp tvt fan and 400' 36" oval bag)
Light Vehicles/crew vehicles		UG piping utilites (driscoll) 4-6" in main to 2" in headings
underground transport equip		UG Electric cable
Light Plant		UG transformer and t boxes if using Jumbo or ug drilling
Fuel Storage containment		Refuge chamber once in any kind of production mode
Skid Steer or Telehandler		Water truck (4x4 1500 gal)
Gensets (400 KW +)		Compressor for mine process air



Jack Leg Drill

Jack Leg Drill in Operation

Jack Leg Drills will be utilized in the extraction process in smaller sized production headings or in areas where a mechanized machine will not readily fit. These machines are powered by compressed air and use a combination of rotation, hammer, and

pressure to drill holes in the rock. Depending on the need, a jackleg drill can be used to drill blast holes and install ground support bolts and various other utility installations.

CMAC Drill

A CMAC drill as pictured above, is a modified drill platform that reduces the risk to the operator by removing them from directly handling the drill, (i.e. Jack Leg). This machine is powered by an air over hydraulic system and has the capability of limited movement under its own power with the assistance of a “foot” mounted to the bottom of the platform. This drill would be used in areas similar to a jack leg drill depending on the size of the excavation.

Mechanized Bolter

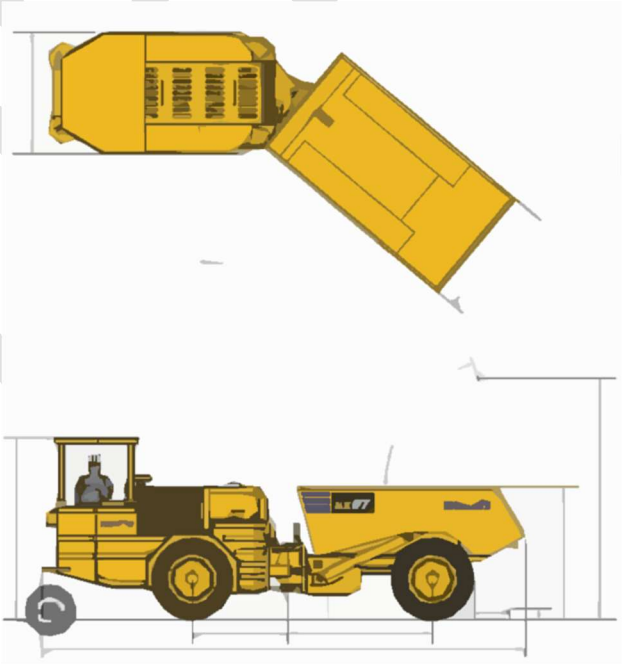
A bolter is used in underground extraction to install ground support bolts into the freshly blasted rock or to bolt and secure areas of the site that are in need of repair. They are also utilized in the hanging of wire mesh, ground support long mats, and utility hangers all while protecting the operator from exposure to the bolting process. Modern machinery such as this is designed to keep the operator in the cab for as much of the process as is possible.

Single Boom Jumbo

A single boom jumbo is a mechanized mobile drill platform typically used to drill blast holes in the ore body face to advance a heading (blasted tunnel or exploration area). These machines further reduce the exposure of the worker to the hazards associated with drilling by placing them in a covered cab at the controls of a modern piece of equipment.

Mucker or LHD

A mucker, or Load-Haul-ump (LHD) is a wheeled articulating loader that is designed and dimensioned for the underground environment. The machines that are being scheduled for use at Sheep Creek are sized at 2-yard and 4-yard machines. Muckers are used to transport blasted rock and materials underground for removal to the surface or for placement of waste rock into areas of the site as part of the exploration process. These machines are also capable of remote operation which is necessary for locations that require a machine to enter areas of limited ground support underground.



Articulating Haul Truck

The articulating haul truck is an underground machine that is suited for carrying extracted material over longer distances for stockpiling or removal from the interior of the site. The planned haul truck we are sourcing is capable of hauling 16 tons of material.

Single Boom Jumbo

A single boom jumbo is a mechanized mobile drill platform typically used to drill blast holes in the ore face to advance a heading (blasted tunnel or exploration area). These machines further reduce the exposure of the worker to the hazards associated with drilling by placing them in a covered cab area at the controls of a modern piece of equipment.

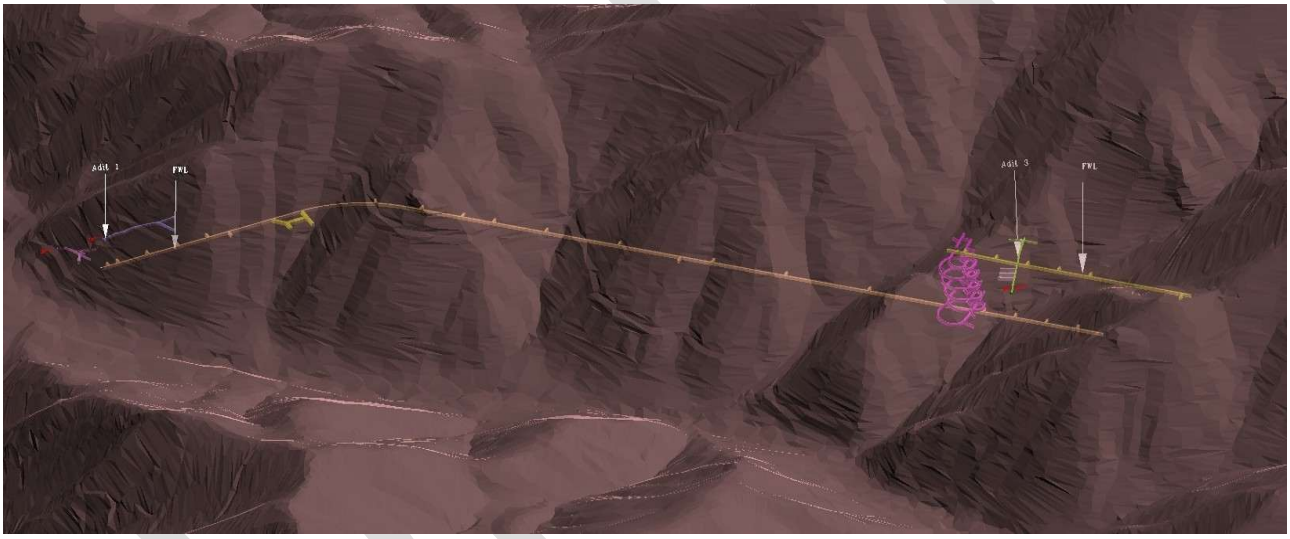
Surface Wheel Loader

A surface wheeled loader such as the one pictured above will be utilized in the hauling and loading of blasted materials on the surface. This machine will be used to load off site bound trucks with extracted materials and for moving materials within the site boundaries.

Extraction Method and Drilling Descriptors:

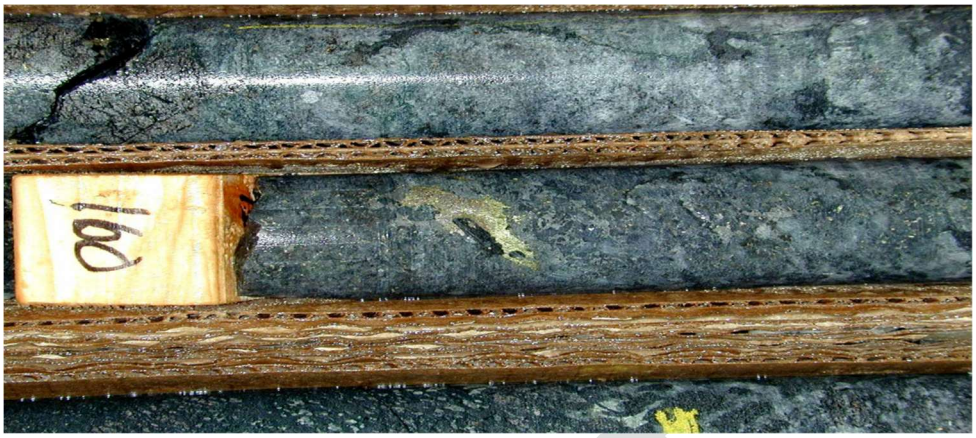
Drilling

At the core of the current site plan is an exploration and bulk sampling plan. In order to better define the in-situ resource core drilling from the underground development headings will be necessary. Underground core drilling consists of the planned placement of drill platforms or vaults underground that allow for the optimum drilling access to the projected (estimated) vein. A core drill is designed with a hollow retrieval (core) that delivers sections of the drilled rock to the drill platform from deep within the rock. This core is then labeled and boxed and sent off for dissection. This allows all core to be kept sequentially to better understand the conditions of the rock you are drilling and identify the ore body.



Sheep Creek Preliminary Underground Design

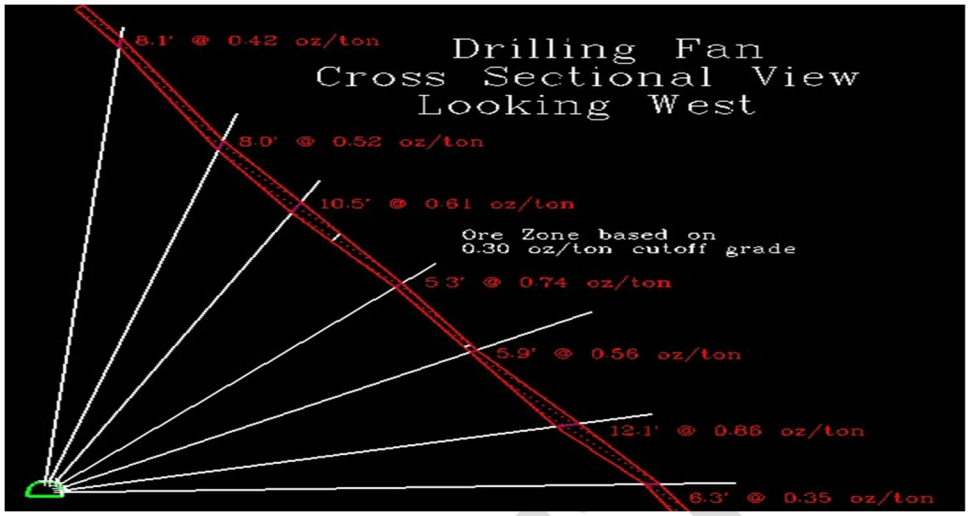
In the image above a preliminary plan for Sheep Creek site is presented. The portals are located on the left and right extents of the image with a connection drift (tunnel) created between the proposed Adit 4 and Adit 3. Along this “drift” there are strategically placed drill vaults that are aligned to drill perpendicular to the suggested vein. This allows drilling to intersect the vein to gather the needed information from the drilling program for deposit planning.



Example of Drill Core

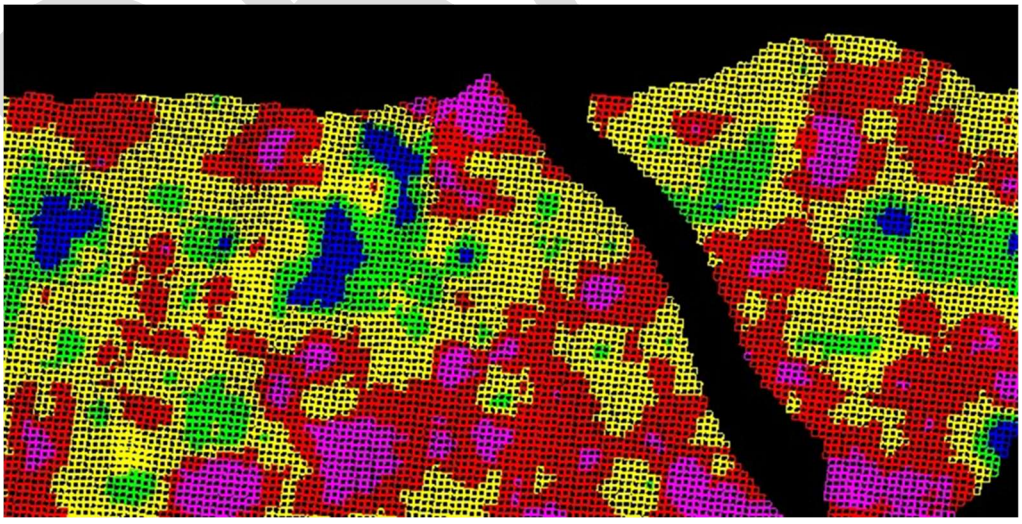
The core box pictured above has a block with 160 feet written on it. These markers are placed incrementally throughout the core samples at set distances to mark the depth at which the sample was collected.

Core Drill



Cross Section of a Drill Fan

A drill fan or planned hole placement is designed to quantify the results of the core drilling at different angles of penetration and depths to better identify the ore body. In the case of the above illustration, drilling is taking place from the green tunnel shape in the lower left-hand corner of the image above at multiple angles and depths represented by the white lines to intercept the estimated ore body in red. The information gathered from this work provides the basis of the information needed to make sound decisions on direction of extraction, methods, scale, and steers virtually all aspects of the site plan.



Block Model

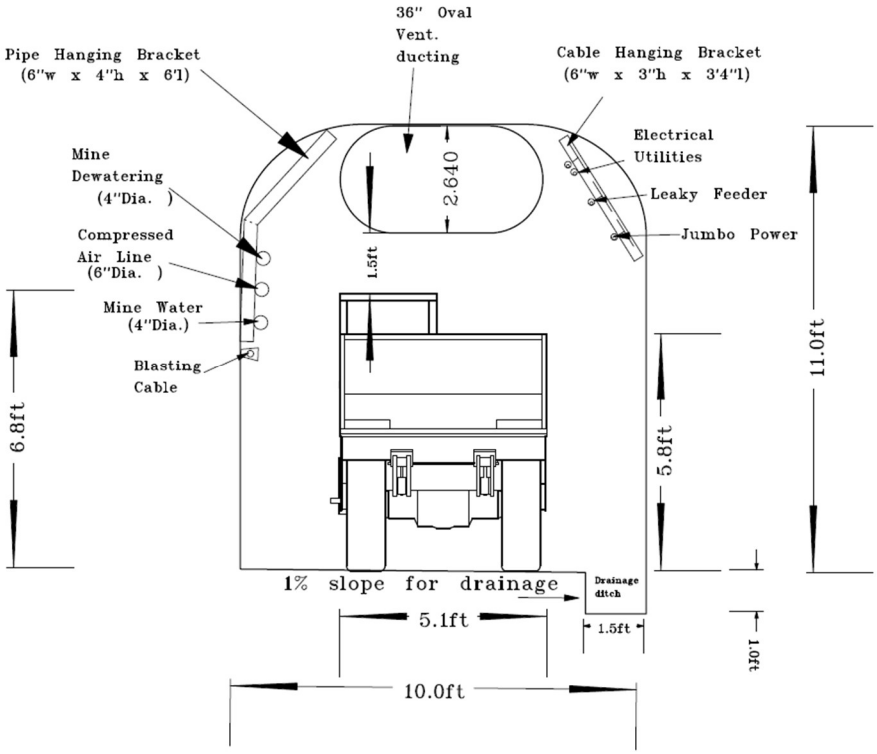
The core drilling results will be analyzed, and the produced data will be recorded in what is referred to as a block model (pictured above). The model shown breaks the indicated

reserves down by grade (quantity/quality) with the colored areas representative of higher or lower grade depending on their color assignment. Drilling will also give an indication of ore body width for a better understanding of the quantities expected. The drilling in this case also identified an offset or potential gap in the ore body which for planning purposes will allow for better decision making around access points and even extraction methods in some areas.

Development

Exploration project areas are typically split into two categories, development (waste) and production (ore).

In narrow vein deposits, the development headings (locations, excavations) are used to access areas of the site, transport people and materials, and remove extracted materials. They are typically the main travel-ways throughout the underground workings and also serve as utility corridors with plumbing installed for process air and water, as well as electrical infrastructure. Adit ventilation runs through the development headings as well to supply fresh breathing air to the site.



Development Heading

The previous image is representative of a haul truck traveling in a 10' wide by 11' excavation. As pictured, on the left-hand side of the image you can see the air and water lines as well as a dewatering line that will be plumbed back to our water reservoir

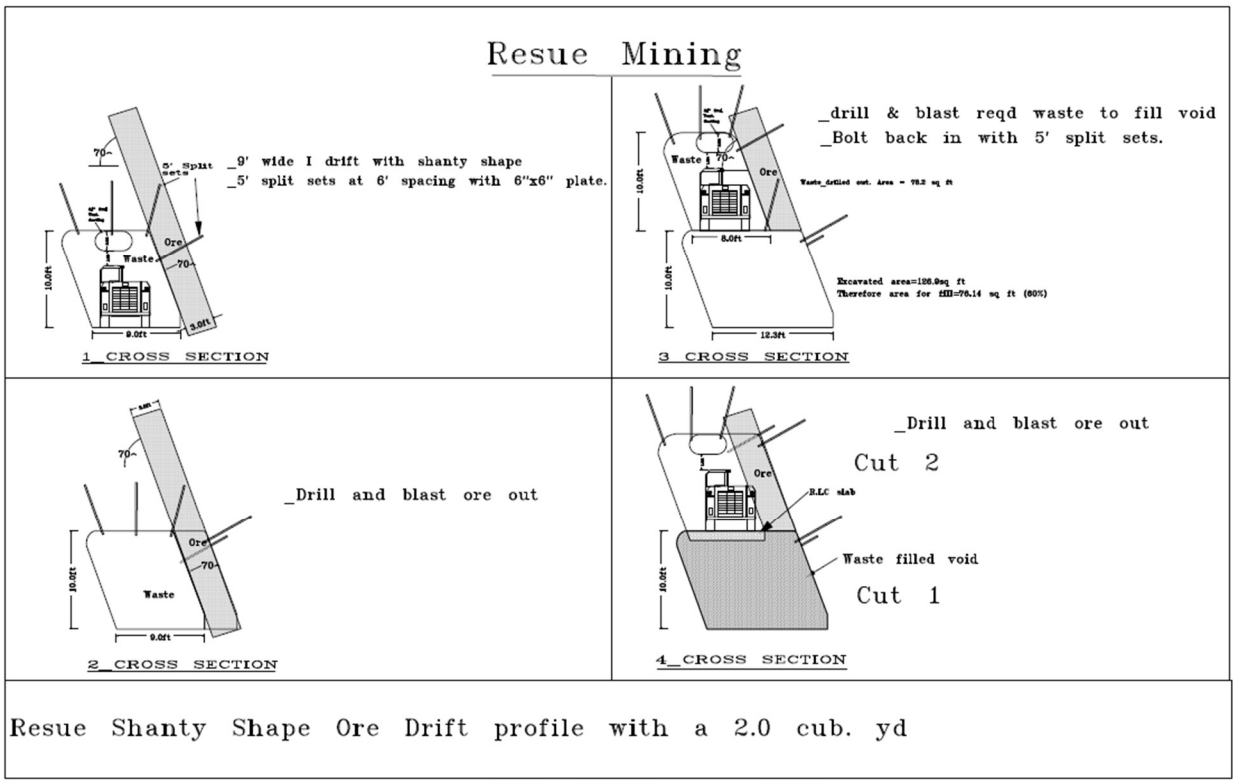
system to be cleaned for process water and reused. On the right side, electrical supply is hung to carry electrical service throughout the site. The drift (heading) is designed with a ditch on one side of the travel way to allow for internal process water to be collected into a sump for cleaning and reuse as well. Located in the back (roof) of the development heading is the oval ventilation line that transfers fresh air from the surface to the underground workings.

Vent Bag in a Development Heading (area)

Vent Bag in a Production Heading (area)

Bulk Sampling

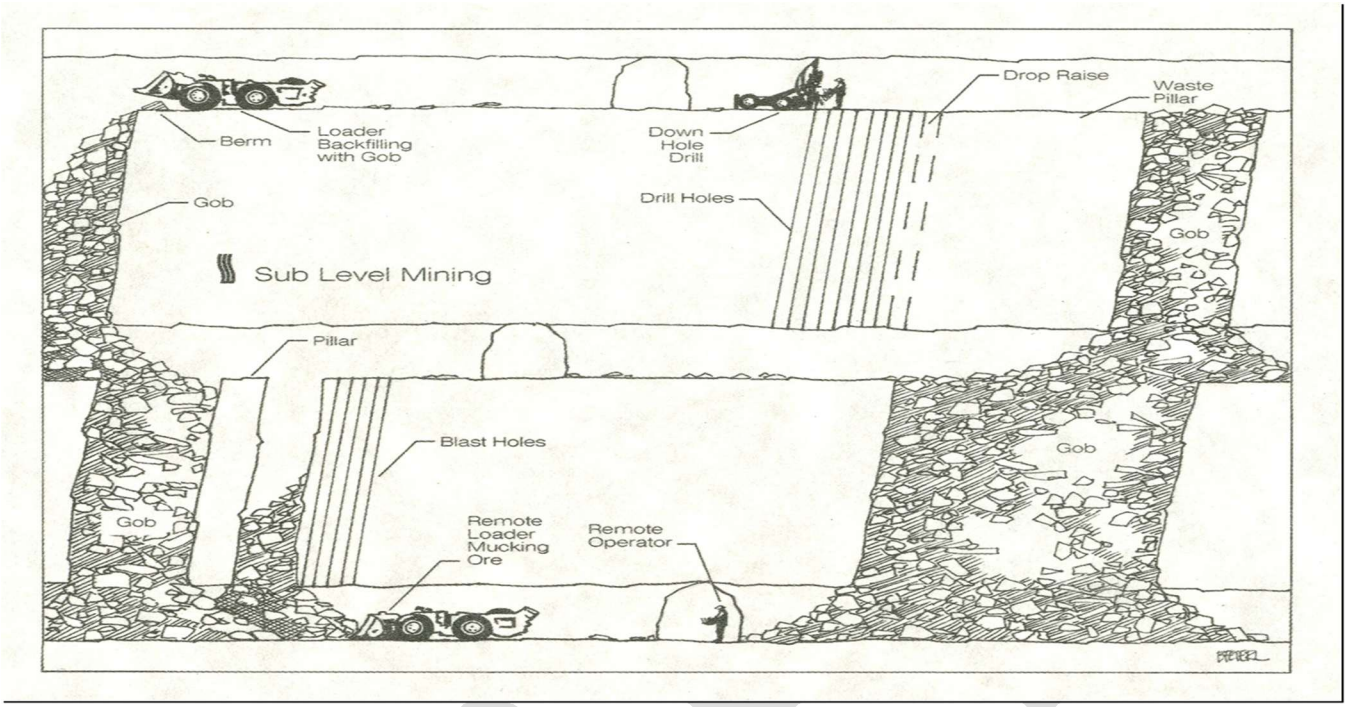
It is proposed to complete limited bulk sampling of the Carbonatite Veins to provide material to processing facilities to complete Gallium and REE testing. For this Buk Sampling narrow vein extraction is the selective removal of the target material and the methods chosen in each case are based around an effort to remove as much of the ore product while separating that product from the waste. The current bulk sampling plan at the Sheep Creek Project consists of several different narrow veins and multiple specific methods in consideration.



Resue Method

The Resue method consists of extracting the initial tunnel (drift) on the ore while removing enough waste to allow for equipment to enter the heading. Once the drift has been driven (advanced) to the desired length, the waste contained in the back (roof) will be selectively blasted and left in place to provide the base for the next “lift” or level of the section of ore body. This allows the ore vein to be selectively removed while using the blasted waste rock as a road base for sequential sampling.

This is considered a selective method which focuses on removing the highest-grade material separate from the waste which reduces cost and increases processing efficiency.

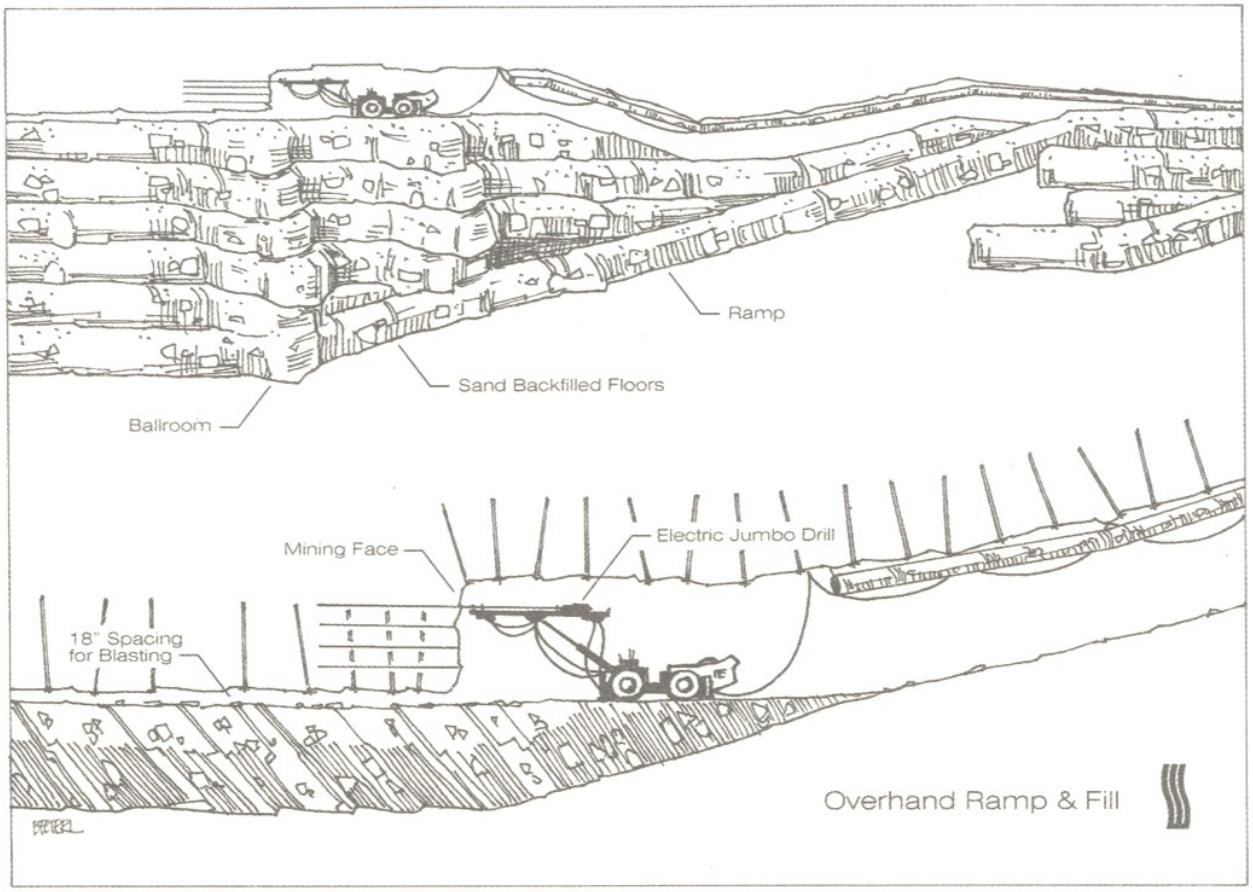


Production Long Hole Extraction

Another method in consideration of the bulk sampling is the Long Hole extraction method. This is still considered a selective exploration method where the focus is on taking the ore and waste separately to improve ore grade. This method requires an excavation shape similar to the resue method, however instead of extracting one level upon the next, the levels are separated by a pre-determined distance.

In the illustration above, there is a drill in the upper mid-right of the picture that is creating blast holes in the ore between two levels. This ore is then blasted and retrieved via a remote mucker pictured at the bottom center of the image. Once the ore has been removed, waste can then be hauled back in to fill the void left by the removal of the ore, as shown in the upper left portion of the image.

This method is a higher production extraction method than Resue, however, the conditions of the host rock (waste rock surrounding the ore) and the dip or angle of the ore are limiting factors, and this method also requires a planned development program that takes more time for proper sequencing of exploration.

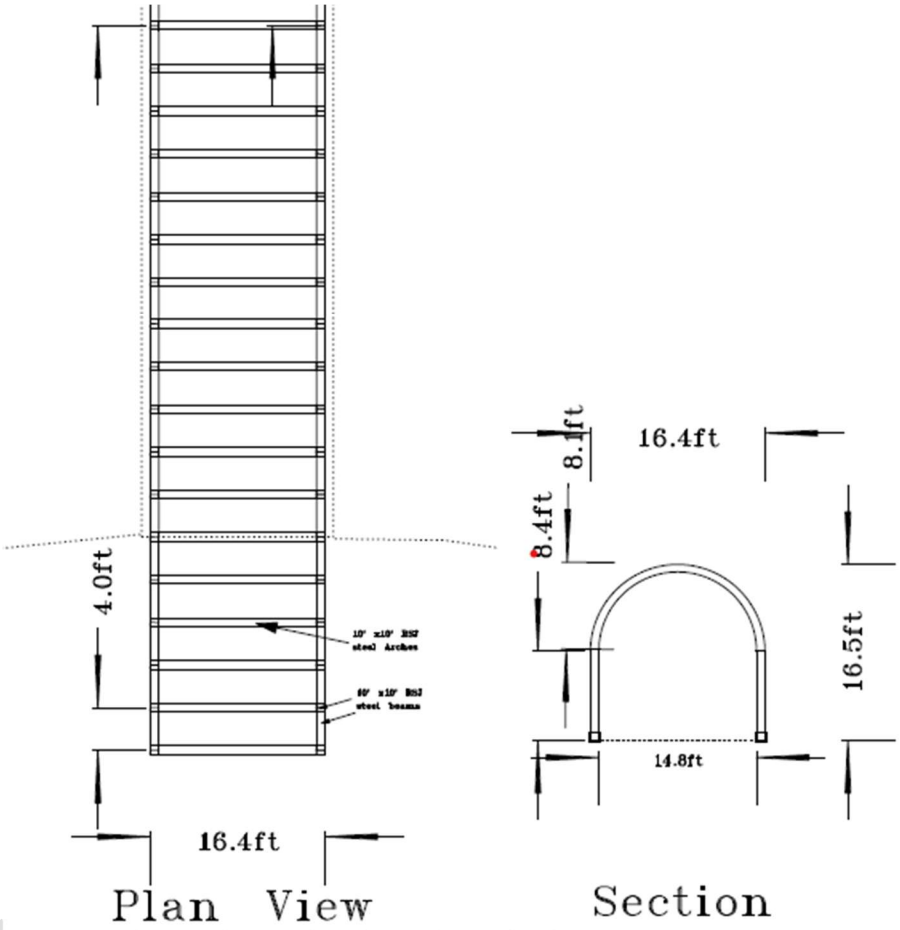


Overhand Ramp and Fill Method

Another potential bulk sampling method is overhand ramp and fill method shown in the Figure above. This method is similar to Resue and in that it relies on the placement of waste rock back into the excavated heading to continue the extraction sequence. A drift (tunnel) is driven on the ore body shown here on the bottom of the image. In this bottom image, the first drive has taken place, and waste has been placed back into that void to allow for the exploration of subsequent levels or lifts. As seen in the upper portion of the image, this process is repeated until the angle of the attack ramp becomes too steep to safely navigate. This allows for multiple cuts (lifts or levels) to take place from a single access point.

These are the typical extraction methods planned for the bulk sampling and will be chosen based on rock conditions, ore vein shape and size, and the ability to control the separation of ore and waste to improve grade.

Portal Cover:



Portal Cover Example

At the beginning of the underground, portal covers will be installed such as the designed cover pictured above. This cover extends from the entrance to provide a cover for the portal and the manpower and equipment entering and leaving the adit. This also provides a platform to build a secure gate to prevent entrance into the Adits when inactive.