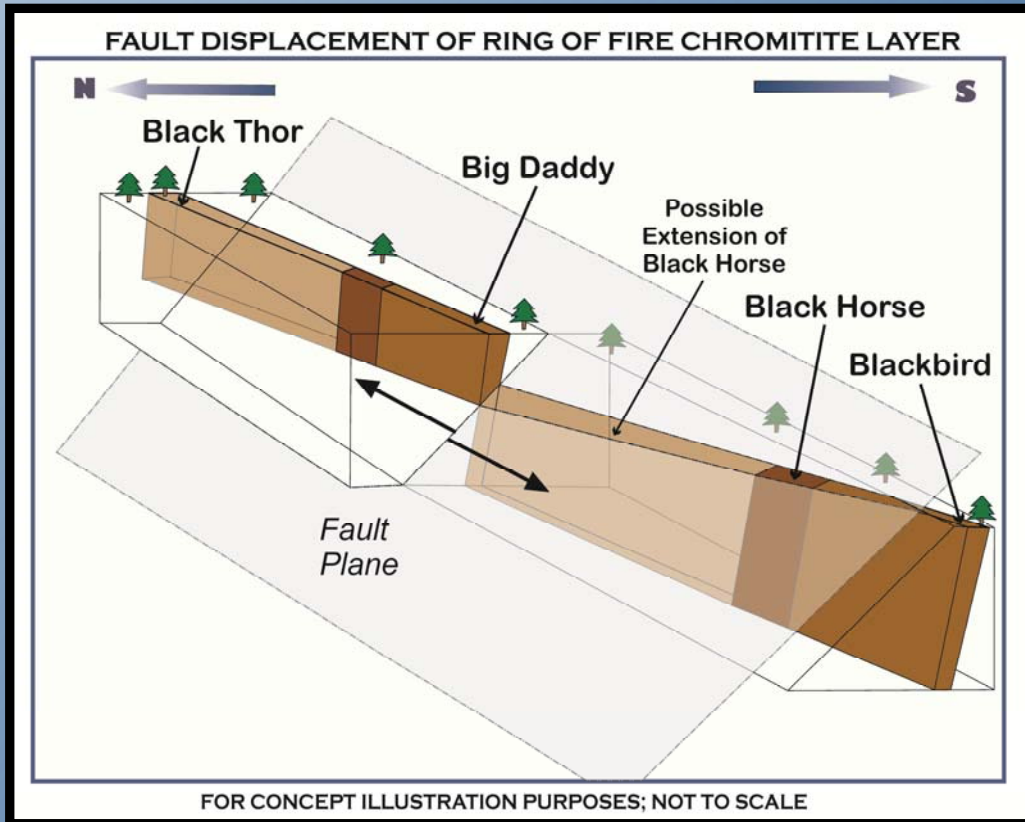




KWG RESOURCES INC.

CANADA CHROME CORPORATION

KWG Resources Inc. is participating in the development of the **Black Horse** and **Big Daddy** chromite deposits in the James Bay Lowlands of Northern Ontario. KWG is aiming to achieve collaboration in the Ring of Fire to see the development of a world class chromite mine along with the related infrastructure.



Drilling of the **Black Horse** chromite deposit has resolved that the reason why the deposit does not come to surface is that it has been truncated by a fault, *Frank's Fault*. The recognition and mapping of this fault also resolves the reason why there is a 4 km gap between the **Blackbird-Black Horse** and the **Big Daddy-Black Thor** deposits. It appears that these deposits were once contiguous and subsequently separated as a result of 4 km of horizontal movement along *Frank's Fault*. The line of intersection between the fault and the chromitite plunges shallowly to the northeast. It is interpreted that although discontinuous at surface, the chromitite is continuous across the claim block at depths greater than 450 metres.

Follow KWG Resources On:

facebook

YouTube

twitter

flickr

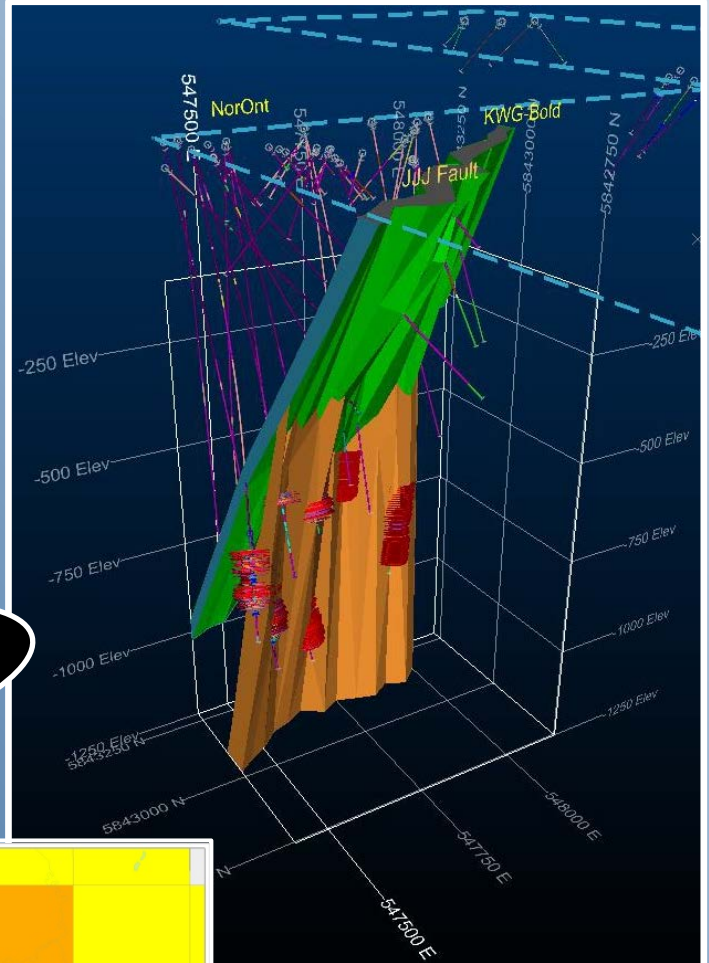
THE DEPOSIT: BLACK HORSE



There is a total of 77.2 million tonnes at a grade of 35.1% Cr₂O₃ of inferred resources in the **Black Horse** deposit, making it the highest grade chromite deposit in the area (as concluded by Sibley Basin Group, based on the 2013 & 2014 drilling results, using a 20% cut-off). Further drilling is planned to test the continuity of the deposit which remains open at depth and to the northeast.

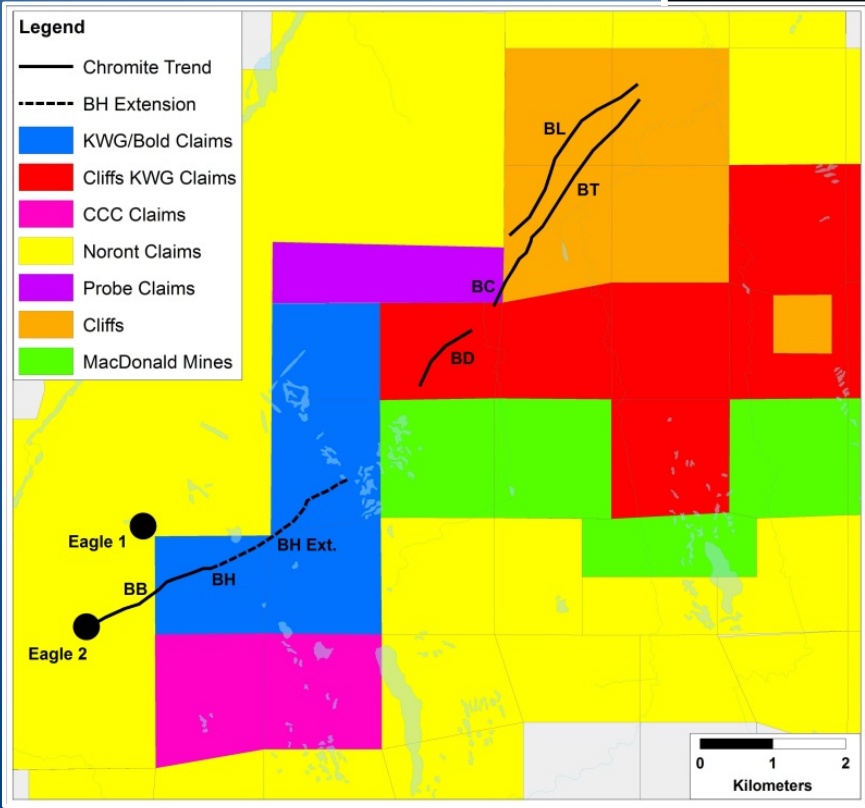
35.1% Cr₂O₃

77.2 million tonnes



Legend

- Chromite Trend
- - - BH Extension
- Blue KWG/Bold Claims
- Red Cliffs KWG Claims
- Pink CCC Claims
- Yellow Noront Claims
- Purple Probe Claims
- Orange Cliffs
- Green MacDonald Mines



KWG is currently funding Bold Ventures Inc. as the Operator to drill off the **Black Horse** chromite discovery. Previous drilling has determined that the chromite mineralization occurs in sufficient quantity and quality to demonstrate the feasibility of mining it and transporting it to market by rail via the claims of Canada Chrome Corporation. The agreement allows for KWG to earn up to 80% of any chromite found.

THE PROCESSING

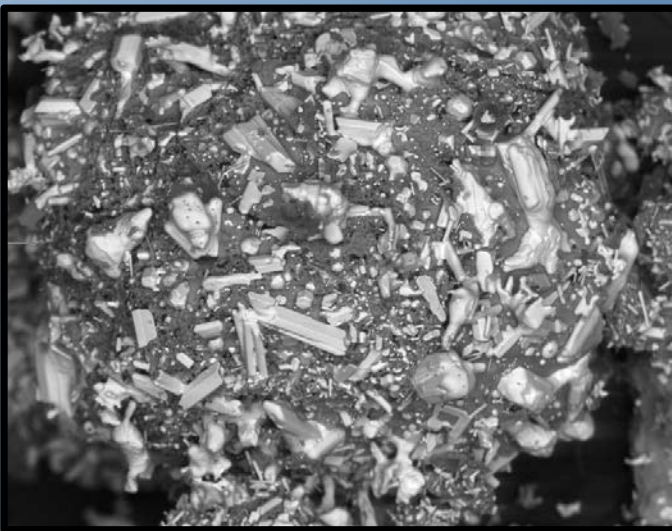


Going Green While Saving Green!

KWG has filed a patent application to commercialize a new method of refining chromite ore into ferrochrome by means of natural gas. In the new process, chromite is reduced in its solid state to metallic ferrochrome using a vertical gas reactor instead of in a conventional SAF smelter. This reduces the energy consumption and process complexity. Natural gas, readily available in Ontario, is used to replace electricity, further reducing production costs. A techno-economic study on the new process identifies a reduction in overall energy consumption of 20% against conventional processing. The scoping level work has yielded promising results. The next stage of the program is to demonstrate the results at a larger scale and determine engineering design criteria for a full scale commercial operation.

Metallurgy Highlights

Smelting test work was completed on the **Black Horse** and **Big Daddy** chromite deposits by XPS. They reported that **Black Horse** chromite ore smelts readily and produces both a high grade alloy and low chromium values in the discard slag. The tests demonstrated that the high grade ore tested produced a high grade alloy, and chromium recoveries were above 95%, which is higher than typical commercial chromium operations.



THE INFRASTRUCTURE



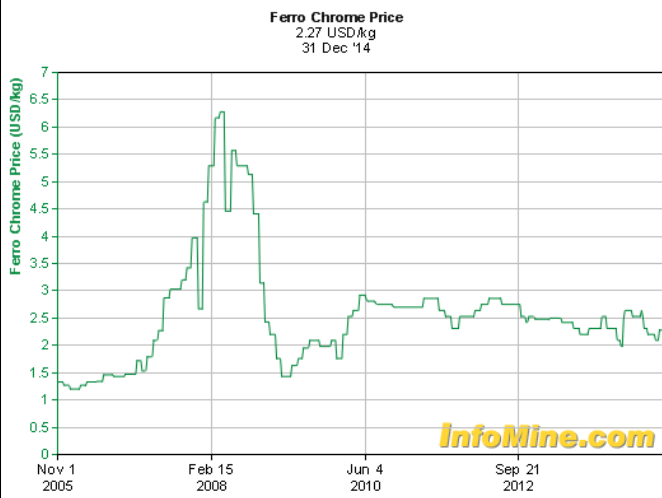
INFRASTRUCTURE COMPARISON

	Road	Rail	Slurry (US\$)
Capital Cost	B\$1.05	B\$1.55	M\$560.8
Operation Cost	M\$183.18	M\$31.65	M\$23
Cost per tonne	\$60.78	\$10.50	\$7.72

SHARES ISSUED
778,163,798

MARKET CAP
\$19.5 Million

52 WEEK RANGE
\$0.02 - \$0.095



"Canada's indigenous people have been guaranteed by Canada's Constitution Act their traditional rights and usage of the land. Thus, the Ring of Fire can only realize its enormous potential through cooperation between the First Nations and those companies with significant deposits that will be developed into mines. We have, therefore, proposed to Ontario's legislators that an ideal way to have mutual collaboration between all parties is to have the Ontario Northland Transportation Commission become The Nishnawbe Northland Transportation Authority to finance, own and operate the required infrastructure facilities." *Frank Smeenk, CEO*

SYMBOL
KWG
EXCHANGE
TSX-V

FOR MORE INFORMATION
CONTACT

Bruce Hodgman
Communications Director

(416) 642-3575
(888) 642-3575

info@kwgresources.com

