



Sasol Sustainability Solutions: End-of-Life OTR Tyres-to-Fuel

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Mqondisi Nala



These statements may also relate to our future prospects, expectations, developments and business strategies

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Comprehensive additional information is available on our website: www.sasol.com

What you will hear today

01

Background: Sasol's strategy, strengthening today and building a sustainable tomorrow

02

The Tyre-to-Fuel solution: solving the mines' tyre problem with lower-carbon fuel

03

Proposed pilot and partnership opportunity

04

Questions and answers

STRENGTHEN OUR FOUNDATION

- More efficient organisation
- Resilient Southern Africa
- Unlocking potential in International Chemicals



GROW AND TRANSFORM OUR BUSINESS

- Transforming into a more sustainable business
- 30% GHG reduction by 2030¹
- ERR: Lower capital and no turndown²

Partnership with our customers is part of how we lower our carbon intensity

1. Off the 2017 base 2. ERR no longer limits Secunda production

Sustainable Fuels and Chemicals| Deploying our technology and assets to help customers decarbonise



Customers



Aviation



Mining and Logistics

Sustainable Feedstocks

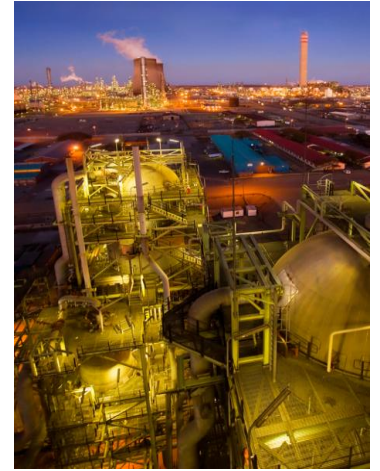


Feedstock supply development

Technology and Assets



Refining



Fischer-Tropsch



Driving innovation through synergistic value-chain partnerships



Circular Waste-to-Fuel Solution| Tyre-to-Fuel gives mines a safe, circular and lower-carbon exit for end-of-life OTR tyres



The mining challenge

~5.5 t

a single 63-inch haul-truck tyre¹

~900 kt

waste tyres stockpiled in South Africa²

~65 kt

processed in 2025/26, vs ~250–300 kt generated a year³

- **Stockpiles:** fire, air-pollution and vermin risks
- **Scrutiny:** NEM:WA, Waste Tyre Regulations, ESG



Safe, compliant disposal

Removes OTR tyres and stockpiles from site with a traceable chain of custody, cutting fire and environmental risk and supporting regulatory compliance.



Closing the loop

Tyres from the haul fleet come back as SANS 342 compliant diesel (RCF) for the same fleet: a mine-to-gasifier-and-back circular economy.



Full material recovery

De-beading and shredding recover bead and wire steel for recycling, while the rubber is converted to fuel, diverting tyres from landfill and burial.



Less coal in the process

Shredded tyres are co-fed with coal at Secunda, replacing part of the coal feed with a waste stream of higher energy content.



ESG & decarbonisation

Tyres are classified as unavoidable waste, so tyre-derived RCF may qualify for sustainability claims that support mines' emissions reporting and targets.



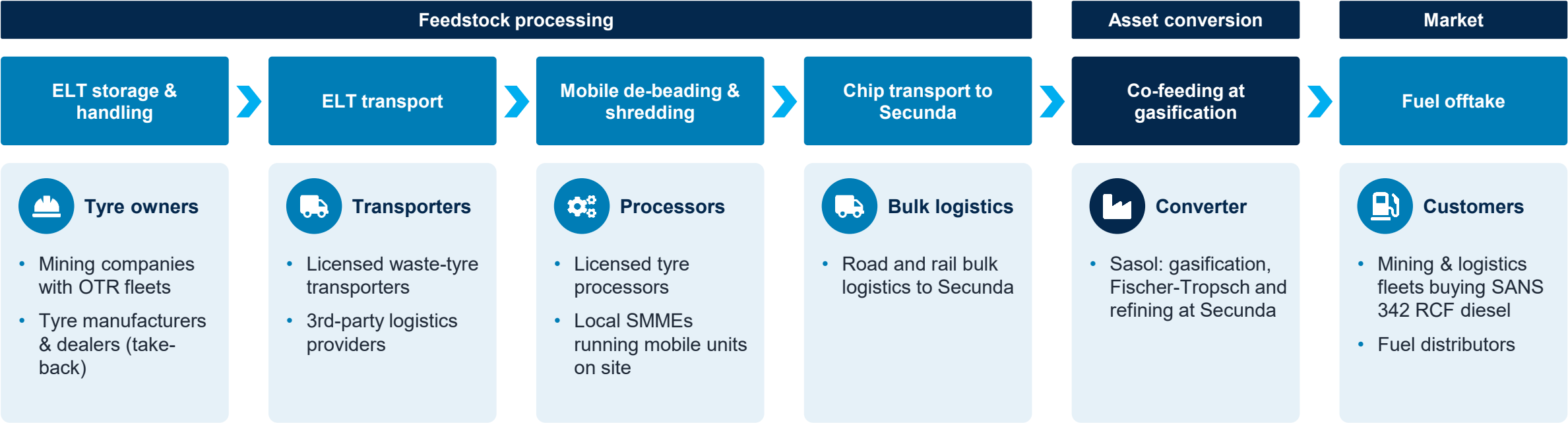
Coordinated solution

Coordinated collection, mobile on-site de-beading and shredding, and logistics. The fuel uses existing storage and refuelling infrastructure.

For mines: a costly, high-risk waste liability becomes a managed, value-adding stream, with tyres safely removed today and returned as cleaner fuel for the fleet.

¹ Goodyear 59/80R63 (Tyrepress, 2012). ² DFFE IndWTMP via TIPS (2022). ³ DFFE via Business Day (Oct 2026); Daily Maverick (2025).

Circular Waste-to-Fuel Solution| A coordinated value chain, from mine site to fuel tank, makes it work



Enablers that make the chain work



ELT: end-of-life tyres. Roles shown by player type; specific partners to be confirmed

Leveraging Sasol's Gasification Technology| Co-feeding tyre chips with coal at Secunda could convert the whole tyre using existing assets



The standard route: standalone pyrolysis

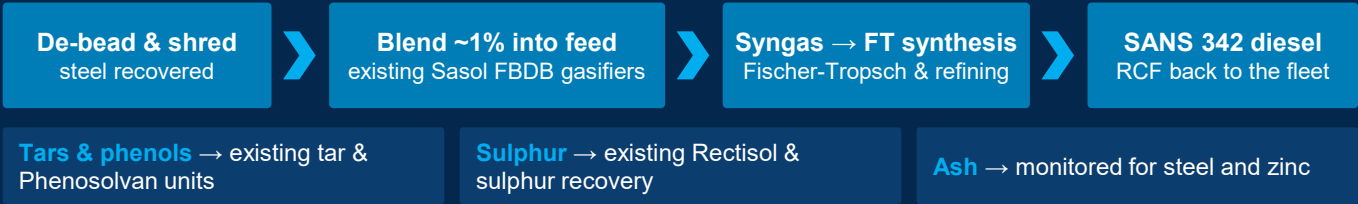
Commercial today



Proven, but a new plant on its own: each of four outputs needs upgrading or its own offtake market (oil refining, carbon-black grading).

The integrated route: co-gasification at Secunda

Builds on existing assets



Why the Secunda route is credible

Same fixed-bed gasifier platform, two continents

Secunda, South Africa 84 FBDB gasifiers, operating since 1980
Great Plains, North Dakota (US) 14 Lurgi gasifiers, operating since 1984

Both recover tar oils and phenols: the route tyre by-products would follow.



Tyres in this gasifier type: Vřesová (Czech Rep.)

Tyre rubber co-gasified with lignite in commercial Lurgi-type fixed-bed gasifiers; no effect on ash.



Waste + coal at scale: SVZ Schwarze Pumpe (Germany)

Fixed-bed gasifiers co-processed over 1 Mt of mixed waste with coal into methanol (1991–2007).



Mining OTR tyres: Michelin–Enviro (Chile)

~US\$30m pyrolysis plant for 30,000 t/a of earthmover tyres: OTR recovery is commercial.

Small enough to integrate carefully: ~1% of Secunda's feed could absorb the national tyre stream and help the mines with all waste problem

~1%

of Secunda's gasifier feed¹



~250–300 kt/a

all waste tyres South Africa generates each year²



Existing gasifiers

with targeted integration investment



Existing infrastructure

for gas cleaning and refining; feed handling to be adapted



Stage-gated

from a proposed 2,000–3,000 t pilot, to protect Secunda operations

Sources: Basin Electric DGC fact sheet; Lignite Energy Council; Straka & Bučko, Fuel Proc. Tech. 90 (2009); EUWID on SVZ; Michelin/Enviro (2021). ¹ Based on Sasol's publicly reported gasification feed (Sasol Technology, 2012). ² DFFE IndWTMP via TIPS (2022); DFFE via Business Day (Oct 2026).

The Climate Case| Tyre-to-fuel cuts coal use and open burning, with carbon claims we will verify



Ends open burning

Stockpiled and dumped tyres are often burnt, releasing black carbon (a potent climate forcer), SO₂, NOx and toxic metals.



Displaces coal

Tyre rubber holds ~25% more energy than coal (US EPA). Each tonne of chips displaces ≥1.25 t of coal on an energy basis.



Part-biogenic carbon

About 18% (passenger) to 29% (truck) of tyre carbon comes from natural rubber, which is biogenic.



Recovers materials

Bead and wire steel is recycled before gasification; the rubber becomes fuel, with nothing sent to landfill.

How we will make the claim credibly

- **Recycled carbon fuel, not biofuel:** tyres are mostly fossil-derived, so we will call the product what it is.
- **A demanding benchmark:** EU rules require recycled carbon fuels to deliver at least 70% GHG savings versus fossil fuel.
- **Verified before it is sold:** independent lifecycle assessment of the fuel's carbon intensity before any claims.

At full scale (~1% of Secunda's gasifier feed)

260 kt/a

tyre chips put to use instead of stockpiled or burnt

≥325 kt/a

coal displaced, on an energy basis

~4x

the tyres South Africa processes today (~65 kt in 2025/26)

Sources: US EPA, Tire-Derived Fuel; Beta Analytic citing Aliapur (2009) on biomass fraction of used tyres; EU Delegated Regulation 2023/1185 (via Gleiss Lutz); Business Report on tyre burning in SA.

Managing the Risks| Integrating tyres at Secunda brings some level of risks that Sasol would need to manage



Steel and wire in the feed

Residual wire can wear feed equipment and report to the gasifier ash, which may affect ash handling and reuse.

Proposed pilot approach: feed-quality checks, magnetic separation and ash sampling



Gasifier and gas-cleaning performance

Rubber behaves differently from coal in a fixed bed; zinc and sulphur add load on gas cleaning.

Proposed pilot approach: a low starting blend, close monitoring and step-ups only after review



Site safety at Secunda

Tyre-chip storage is a new fire risk on a major hazard site that supplies national fuel.

Proposed pilot approach: storage, fire protection and handling reviewed before tyres arrive



Integration capital

Receiving, storage, blending and fire systems would need investment before any value is returned.

Proposed pilot approach: prove the integration at pilot scale before larger investment is considered



Permits and compliance

Co-processing waste is likely to need permit amendments under waste and air-quality legislation.

Proposed pilot approach: early engagement with regulators; operating only within approved permits



Economics and shared value remain uncertain

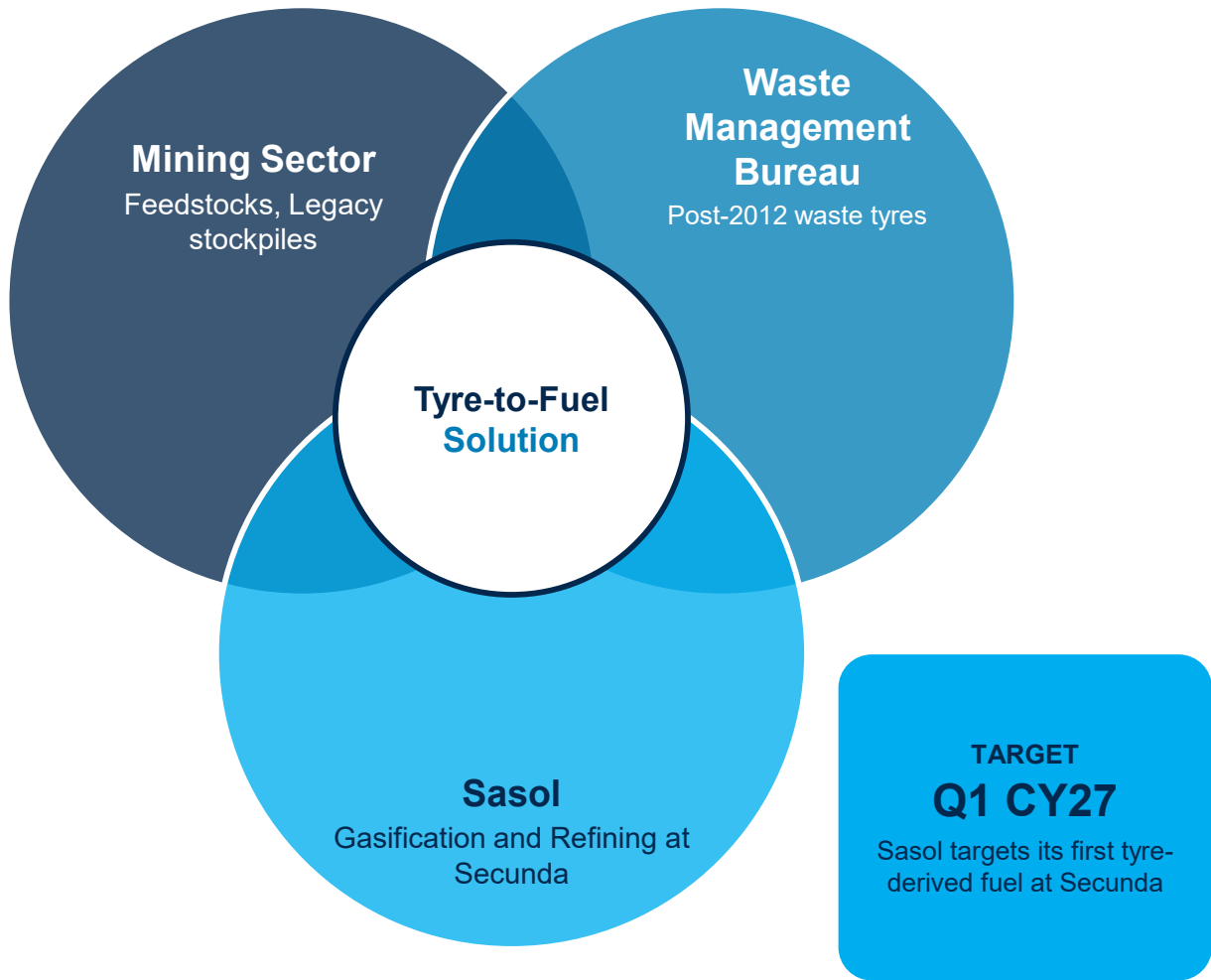
Cost of collection and processing, and recognition of carbon claims are all unproven.

Proposed pilot approach: go/no-go stage gates; carbon claims only after independent verification



Integrating tyres would bring new technical, safety and financial risks onto the Secunda site. The proposed pilot is designed to understand them before any scale-up.

Pilot Opportunity| A proposed 2,000–3,000 t pilot to prove the full chain, with first fuel targeted for Q1 CY27



How we see the partnership roles in the proposed pilot



Mining sector: feedstock

Mobilises member mines to supply end-of-life OTR tyres for the proposed pilot, with data on volumes, locations and tyre sizes.



Waste Management Bureau: tyre owner, logistics & shredding

Post-2012 waste tyres; coordinates collection from mines and licensed de-banding and shredding for delivery to Secunda.



Sasol: gasification and site risk

Co-feed shredded tyres at Secunda and manage the integration, safety and operating risks on site.

Proposed pilot scope: 2,000–3,000 t of tyres, with go/no-go stage gates to test the risks



Showcase the full value chain: the pilot can be shared as a flagship industry partnership that transforms the mining waste tyre problem into fuel.

Integrated Benefits | A shared effort that turns the mining tyre liability into lower-carbon fuel



For mines

- **Liability removed:** OTR stockpiles leave site, cutting fire, pollution and compliance risk
- **Traceable chain of custody** under NEM:WA and the Waste Tyre Regulations
- **Fuel back for the fleet:** SANS 342 RCF through existing refuelling infrastructure



For South Africa

- **Capacity at scale:** ~1% of Secunda's gasifier feed could take all ~250–300 kt/a of waste tyres generated
- **Beyond today's capacity:** about four times the ~65 kt/a processed nationally today
- **Local jobs** in collection, logistics, de-beading and shredding



For the environment

- **Fewer tyres burnt or dumped:** avoids open burning and illegal disposal
- **Less coal in the process:** tyre chips displace part of the gasifier coal feed
- **Full material recovery:** steel recycled, rubber converted, near-zero landfill



Sasol's role

- **Risk at Secunda:** integration, safety and operating risks would sit on the Sasol site
- **Investment before return:** site readiness would be needed ahead of any value
- **Decarbonisation partner:** supports mines' waste and climate goals

What it takes to get there

1

Mines

Release end-of-life OTR tyres (2,000–3,000 t) for the proposed pilot

2

Waste Management Bureau

Enable collection, logistics and permitting

3

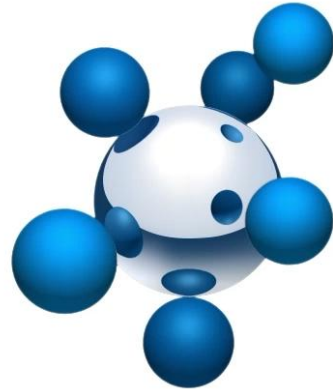
Processing partners

De-bead and shred to Sasol's specification

NEXT MILESTONE

Q1 CY27

First tyre-derived fuel at Secunda



SASOL

Thank you

Questions and discussion