

Construction Environmental Management Plan

Last month in the Granite Iron Road provided information about the Program for Environment Protection and Rehabilitation (PEPR) required for Mining Lease 6467 at Warramboo. This month we explain what is needed for the infrastructure components of the Central Eyre Iron Project (CEIP).

The CEIP Infrastructure (port, railway line, power transmission line, water borefield and long-term employee village) was given Development Approval (DA) on 3 May 2017 by the Governor of South Australia. The DA is subject to conditions, including the requirement to have a **Construction Environmental Management Plan (CEMP)** in place prior to starting any construction activities. Unlike the PEPR which covers construction, operation and closure of the Mining Lease, the CEMP only relates to the *pre-construction and construction phases* of the CEIP Infrastructure. A draft CEMP was provided in Iron Road's Environmental Impact Statement (EIS).

The CEMP will set out measures to manage and monitor numerous matters including:

- Traffic management, impacts to school bus routes, road maintenance and rail crossing management strategies;
- Air quality, dust and sediment control;
- Surface, groundwater, stormwater and waste management;
- Use and storage of chemicals, oil and other materials with the potential to contaminate water;
- Vibration management and noise emissions;
- Vegetation clearance;
- Introduced plants and animals (including weeds and pests);
- Impacts on the marine environment and marine mammals;
- Visual impacts;
- Aboriginal heritage;
- Effects on existing infrastructure;
- Emergency management, including fire; and
- Community complaints.

Iron Road will actively monitor the CEMP to ensure compliance with predicted impacts and formally review it every year until the construction phase is completed, expected to be three years. While construction is underway, Iron Road will prepare an Operational Environmental Management Plan (OEMP) which will cover all measures to manage and monitor each of the above matters during the *operation* of the CEIP Infrastructure.

During the operational phase, Iron Road will develop a rehabilitation / decommissioning plan that will include information related to which CEIP Infrastructure assets can be removed / decommissioned once Iron Road no longer requires them and which assets can be retained for future use. For example, as the port and railway is likely to continue to be utilised long after mining operations have ceased, the aim is to enter into commercial arrangements with another party that could manage and maintain those usable assets for the benefit of the community in perpetuity.