

Executive Summary

Mining Lease Proposal
Environmental Impact Statement

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PREFACE

Iron Road Limited's vision is to become a trusted and reliable supplier of premium iron concentrates to the Asian marketplace. The key to achieving this vision is the company's flagship project, the Central Eyre Iron Project (CEIP), on the Eyre Peninsula in South Australia.

The CEIP is a highly competitive project with the potential for strong economic returns and the capability to produce high grade, low impurity iron concentrate over several decades. The product will serve as a cleaner and superior blending product for steel mill customers and has attracted the interest of several global steel producers.

The CEIP will have several positive impacts on a regional to national level, particularly relating to employment and business opportunities. The CEIP Infrastructure, comprising rail, power and port will have the capacity to be utilised by third parties such as for agricultural and other primary producers in the region.

While the CEIP has numerous benefits, Iron Road has undertaken comprehensive impact assessments, particularly environmental and social, to ensure that any negative impacts are minimised.

This Executive Summary is for information only and does not form part of Iron Road's applications for a Mining Lease (ML) under the *Mining Act 1971* and Environmental Impact Statement (EIS) under the *Development Act 1993*, both of which have been submitted to the South Australian Government for assessment.

This document does not cover every aspect of the CEIP or provide the same level of detail with respect to the proposed mine and associated infrastructure, which is set out in both the MLP and the EIS. This Executive Summary is also not intended to be a reproduction of those applications which fully address all impacts, both positive and negative, on a local, regional and State wide scale.



IRON ROAD

Adelaide

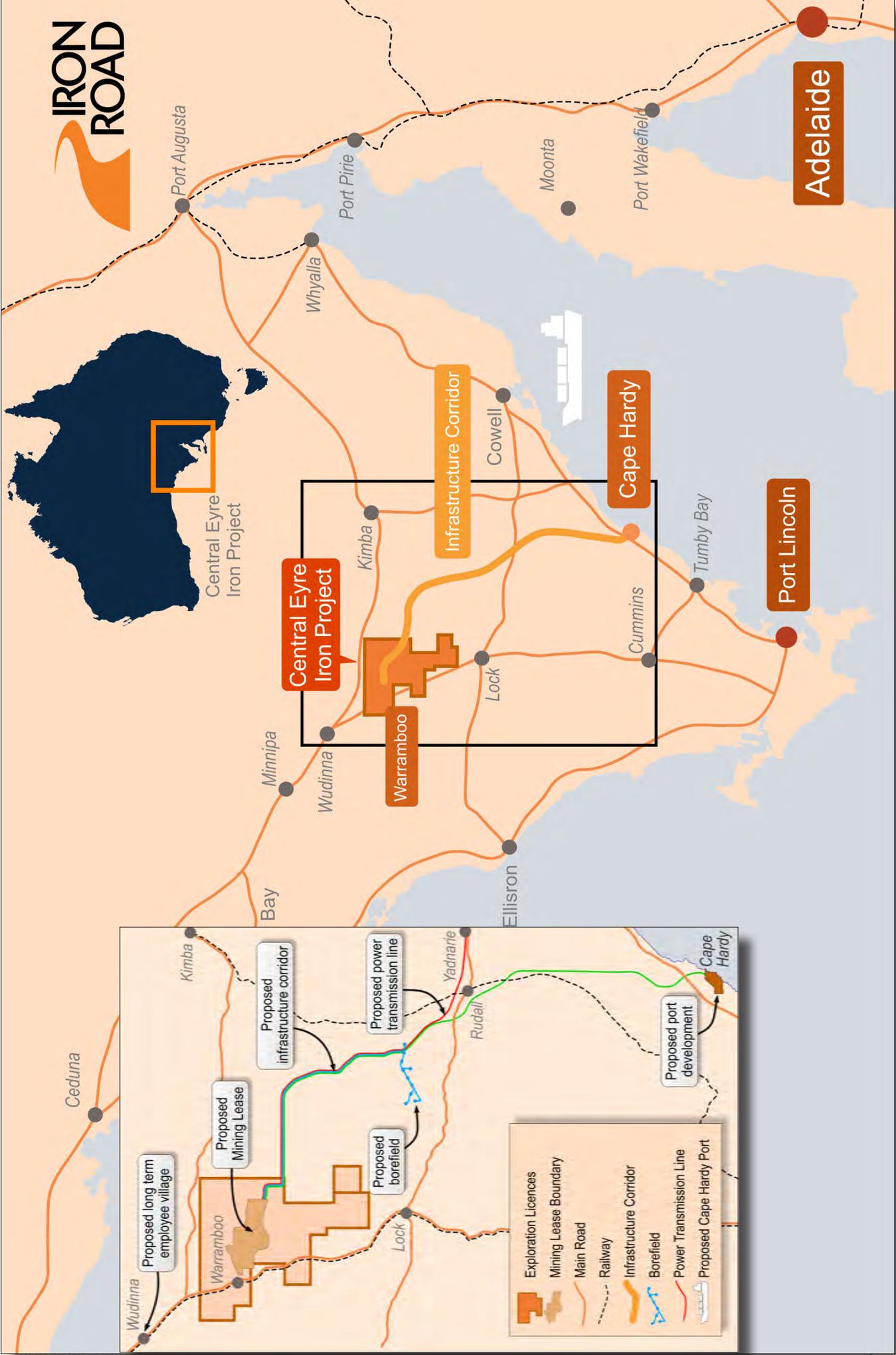
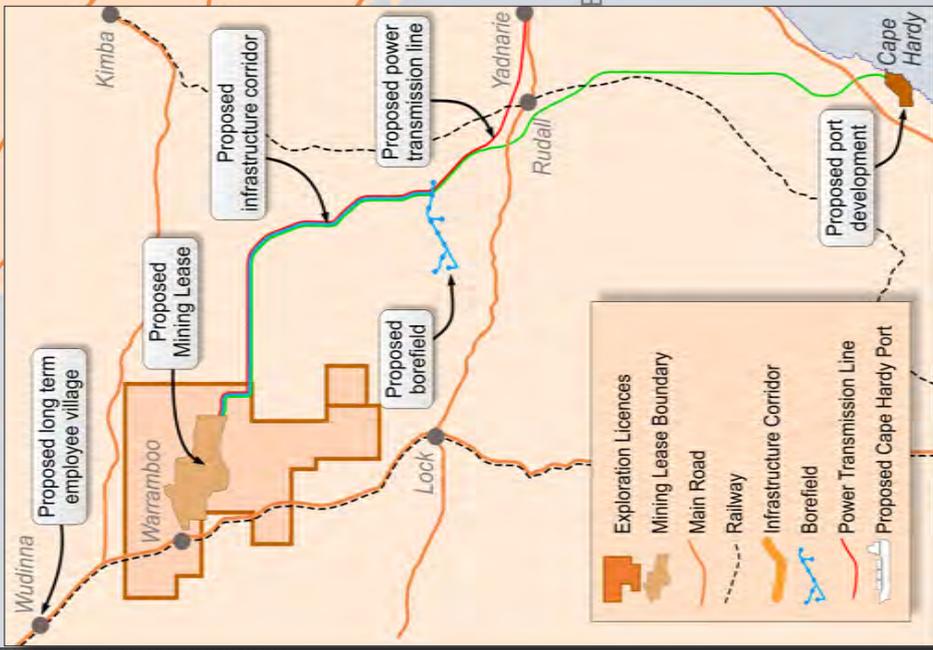
Port Lincoln

Cape Hardy

Infrastructure Corridor

Central Eyre Iron Project

Central Eyre Iron Project



INTRODUCTION

About Iron Road

Iron Road’s head office is in Adelaide, South Australia. The Company listed on the Australian Securities Exchange in June 2008 (ASX: IRD) and has spent more than seven years and over \$120 million on exploration activities, technical studies, feasibility studies, field studies and other environmental, social and economic assessments in relation to the CEIP.

Financing of the CEIP

Iron Road continues to build the CEIP’s development case and has been making significant progress towards the forming of long term off-take agreements that will underpin the project’s development. Other potential participants, such as engineering and project funding partners, are also currently undertaking due diligence. There is significant interest in the development of the rail and port components with discussions being held with potential global infrastructure investors.

What is the CEIP?

The CEIP comprises a magnetite mining and minerals processing operation (CEIP Mine) near Warramboo, approximately 28 km south east of Wudinna on the central Eyre Peninsula, together with significant infrastructure that will be needed to support the mining and processing operation and to provide the logistics chain to enable the export of magnetite concentrate to market (CEIP Infrastructure).

In March 2014, the CEIP was awarded Major Project Facilitation status by the Commonwealth Minister for Infrastructure and Regional Development, the Hon Warren Truss. The CEIP is the only project in South Australia to hold this status, and one of only 18 across Australia, which recognises at a national level its strategic significance to Australia including economic growth, exports, employment and infrastructure development.

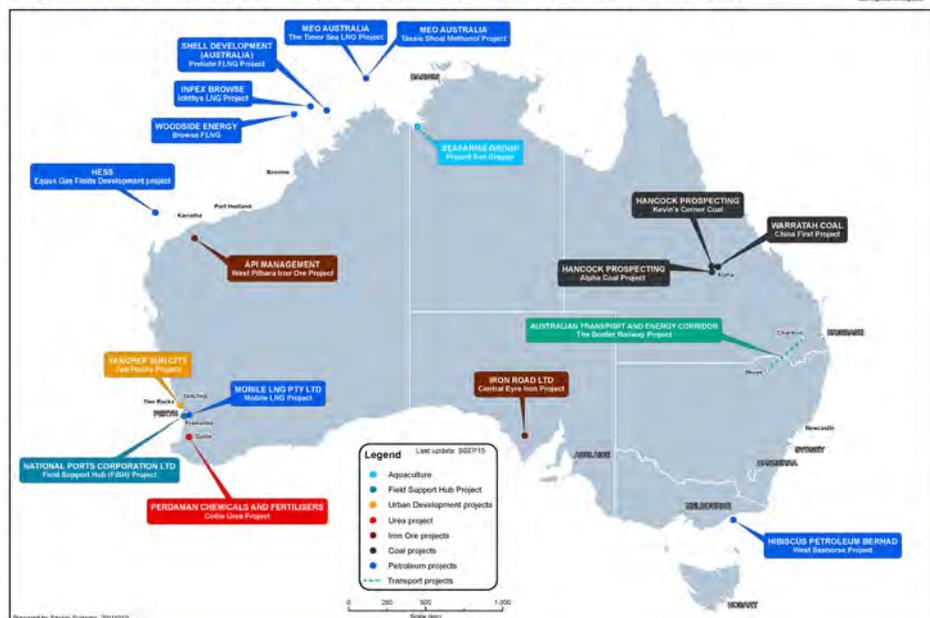
CEIP Mine

The CEIP has a Mineral Resource of 4.5 Billion tonnes of magnetite ore with a Mining Reserve of 2.1 Billion tonnes. An indicative 21.5 Mtpa of magnetite concentrate will be processed onsite and exported to market via a standard gauge railway line and deep sea port.

The proposed Mining Lease (ML) will encompass:

- **Mining Operations:** Contract mining of two large scale open pits using in-pit crushing (IPCC) and conveying. Mobile crushers will result in a significant reduction in diesel consumption and truck generated dust, compared to conventional truck and shovel mining methods.
- **Processing:** An onsite processing plant with crushing, grinding and milling facilities and tailings handling and retention. The use of semi-autogenous grinding technology and progressively separating waste between grind stages, will reduce the amount of material to be processed. A simple plant layout will result in power efficiencies.
- **Waste Rock and Tailings:** Will be combined into an integrated waste landform (IWL) to be developed at the site. This will form a stable structure with a reduced footprint compared to other conventional methods of tailings and waste rock storage.
- **Water Efficiency:** Water recycling and tailings treatment will reduce the overall water requirement.
- **Loading:** Magnetite concentrate will be loaded on site via a rail loading facility into covered, bottom-dumping wagons for transport to the port export facility at Cape Hardy.
- **Additional Onsite Infrastructure:** Comprising a small desalination plant for potable water supply, temporary and permanent camps for accommodation, workshops, warehouses and security and emergency services.

PROJECTS RECEIVING MAJOR PROJECT FACILITATION SERVICES



CEIP Infrastructure

Significant infrastructure will be required to support the mining and processing operation at Warramboos including:

- **Long-Term Employee Village:** The long term accommodation for members of the mine site workforce that do not live locally will be located adjacent to Wudinna within an area of approximately 5 ha.
- **Infrastructure Corridor:** The infrastructure corridor will connect the CEIP Mine to the port at Cape Hardy and include a railway line spanning the entire length of the corridor to transport the magnetite concentrate to market.
- **Borefield:** Located near Kielpa, approximately 60 km from the CEIP Mine, the borefield will include 10 wells connected by a water pipeline that will feed into the infrastructure corridor to provide the water required for the mining and processing operations.
- **Power Transmission Line:** The powerline will run from the Yadnarie substation and follow the existing ElectraNet powerline route until it joins the infrastructure corridor north of the Birdseye Highway. This line will provide the mine with the power required to operate the mining and processing operations.
- **Port:** The port and export facility is proposed to be built at Cape Hardy, approximately 7 km south of Port Neill, in an area that provides a natural deep water location with no dredging required.

Applications for Approvals

The CEIP will require three primary statutory approvals and numerous secondary approvals under both State and Commonwealth legislation. Iron Road and numerous independent and expert contractors/consultants have undertaken a wide range of detailed studies in support of these applications.

Mining Lease – Mining Act 1971 (SA)

Iron Road is seeking the approval of the Minister for Mineral Resources and Energy for a Mining Lease (ML) under the Mining Act to enable it to undertake mining and processing operations near Warramboos.

Iron Road has submitted an ML application over the entire area of Mineral Claim 4383. The ML application is accompanied by a detailed Mining Lease Proposal (MLP), both of which have been lodged with the Department of State Development (DSD) for assessment under the Mining Act. The MLP has been prepared in accordance with the Mining Act, Mining Regulations 2011 and Ministerial Determination 006 (MD006) and addresses social, economic and environmental issues for each phase of the proposed mine, being construction, operations and closure. Detailed mitigation and management measures are also discussed.

Development Approval – EIS under the Development Act 1993 (SA)

The CEIP Infrastructure was declared a major development in August 2013 due to its environmental, social and economic importance to South Australia. As such, approval to construct and build the CEIP Infrastructure is being sought under the major development provisions of the Development Act and the EIS will be assessed by the Department of Planning, Transport and Infrastructure (DPTI).

The EIS covers all aspects of the project as directed in the Guidelines issued to Iron Road by the SA Planning Minister in November 2014 which were prepared in consultation with the Commonwealth Government's Department of the Environment. The assessment requirements under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) have been incorporated into the EIS process and will be assessed by DPTI under the terms of the Bilateral Agreement between the SA and Commonwealth Governments.

EPBC Approval – EPBC Act (Commonwealth)

The third primary approval required by Iron Road, being a 'controlled action' for the proposed port at Cape Hardy under the Commonwealth Government's EPBC Act, will be assessed as part of the EIS and in accordance with the Bilateral Agreement between the Commonwealth and SA Governments. Following the SA Government assessment, the Commonwealth Environment Minister will decide whether to approve the proposed port at Cape Hardy.





Secondary Approvals

Iron Road will be required to obtain a wide range of other approvals, permits, licences and agreements during the construction and operational phases of the CEIP under both South Australian and Commonwealth legislation, some of which are referred to within the EIS and/or MLP.

Access to land

CEIP Mine

The 8,458 hectares of land comprised within the boundary of the proposed ML contains 11 parcels owned by six different farming families and portions of public road reserves. In addition, there are three lessees in relation to four parcels of land, one of those being Iron Road itself. The majority of the land is 'exempt land' as defined under the Mining Act by virtue of it being used for cropping or other agricultural purposes, or due to the existence of housing and other buildings such as shearing sheds. However, public road reserves and the several areas of remnant native vegetation are not classified as 'exempt land'.

All minerals are owned by the State and the Mining Act sets out the process to be followed to enable the extraction of its mineral resources, including requirements for both the mining proponent and the landowner. Iron Road has commenced the process outlined under the Mining Act to start discussions and negotiations with landowners (including lessees) within the boundary of the ML. It is Iron Road's intention to negotiate the sale and purchase of all land prior to the commencement of mining operations on those individual parcels. At the very least Iron Road will (and must) enter into appropriate access arrangements, including the 'waiving' of any exempt land, before it can commence mining operations on exempt land.

CEIP Infrastructure

The Development Act does not have the same requirements as the Mining Act for accessing land and there are no legislative provisions governing how parties can – or should – work together to achieve access. The CEIP Infrastructure does not traverse any conservation parks, reserves or Heritage Agreement areas. The majority of land is held under freehold title by individuals

or farming businesses, with other land held under Crown Reserve by either the DC Cleve or the Minister for Environment, Sustainability and Conservation.

Port

An Iron Road subsidiary company owns approximately 1,100 hectares of land at Cape Hardy.

The majority of the land (10 out of the 11 land parcels) is currently leased to two local farmers. As only approximately 461 hectares, or 42% of the total land area, will be required for the development of the port facility, Iron Road anticipates that the balance of its land holding could continue to be used for third parties and/or agricultural purposes during both construction and operation of the proposed port.

Infrastructure Corridor

The land within the proposed infrastructure corridor is a combination of tenures such as freehold, Crown Reserves and Crown Leases held by various parties. The primary land use is agricultural.

Impact Management Plans will be developed in conjunction with each landowner to better determine impacts and set out what specific design solutions would be needed. The aim is to have these in place and to advance compensation discussions with all landowners in the near future.

Kielpa Borefield

The proposed borefield will be wholly located within public road reserves under the care, control and management of the DC of Cleve. The pipelines will feed into the infrastructure corridor and be co-located with the railway line, maintenance track and power line leading up to the mine site.



Long-Term Employee Village

A long-term employee village is designed to accommodate Iron Road's mine site and railway line operational workers, expected to be approximately 300 people. The village will be located on land immediately adjacent the township of Wudinna to the northwest on an area of up to 5 ha.

Feasibility Studies

Iron Road undertook nine staged mineral resource drilling programmes between September 2008 and October 2014, the results of which clearly demonstrated that the magnetite occurrence at Warrambooboo had economic potential.

A Prefeasibility Study (PFS) commenced in 2010 and indicated that a 12.4 Mtpa project would be viable and have competitive capital and operating costs and favourable export infrastructure options. The PFS determined that the most efficient means of transporting that concentrate to the overseas market would be to a port on the eastern coast of the Eyre Peninsula via slurry pipeline.

Iron Road commissioned a Definitive Feasibility Study (DFS) in January 2012 with the aim of determining whether the assumptions made during the earlier



study were robust enough to support an increase in magnetite concentrate production from 12.4 Mtpa to 21.5 Mtpa.

The results of the DFS were released to the ASX on 26 February 2014 and confirmed a compelling commercial case for a mining, beneficiation and infrastructure solution for the CEIP, with an indicative annual production of 21.5 Mt for 25 years plus. In addition, metallurgical test work indicated that a coarse-grained, high grade, blast furnace quality

concentrate may be produced with low impurities. The concentrate produced would have a consistent grade of 67% iron over the life of the mine with a relatively simple beneficiation process involving conventional crushing, milling and magnetic/gravity separation.

The DFS demonstrated that a slurry pipeline was not the most efficient method of transporting the product to market and that a standard gauge heavy rail would be better suited.

Engineering studies undertaken as part of the DFS also looked at the most appropriate routes for infrastructure requirements, taking into consideration topography, local towns, existing infrastructure and areas of existing vegetation. The route chosen for the proposed infrastructure corridor fits all required criteria and has the potential to allow future connection into the national rail network. This in turn would have the potential to open up an export catchment from approximately 25% of the Australian land mass.

The DFS studied financial requirements in depth, particularly around both the capital expenditure (CAPEX) of US\$3.98B and operating expenditure (OPEX) of US\$44.33 per dry metric tonne. In all, the DFS confirmed the CEIP as a technically robust and profitable project that will deliver a consistent premium quality magnetite concentrate, at a competitive cost, to meet the growing demand across Asia for high quality, low impurity blast furnace feedstocks.

Optimisation Studies

Post-completion of the DFS, Iron Road continued to look at the design of all CEIP components, exploring opportunities to further optimise the proposed development, with the objective being to minimise environmental and/or social

impacts, whilst maximising benefits to the local communities and third parties.

A recent optimisation study validated, improved on and further de-risked the findings of the DFS. Results were released to the ASX on 13 October 2015 and confirmed the work undertaken during the DFS. A key outcome was that OPEX could be reduced from the US\$44.33 per dry metric tonne in the DFS to US\$37.72 per dry metric tonne (ex-State royalty, sustaining capital).

STAKEHOLDER ENGAGEMENT AND CONSULTATION

Although Iron Road established an in-house stakeholder engagement team in late 2011, the Company's executive management team has always held the view that stakeholder engagement is the responsibility of all staff and all employees need to be involved and contribute. Underpinning this strategy is the value Iron Road places on its standing within the community and a belief that well planned and managed mining operations, with a clear commitment to social and environmental responsibility, benefit both the Company and the community.



Engagement Activities and Relationships

Iron Road has worked with stakeholders locally and regionally across South Australia, and more broadly, through a number of initiatives to create direct and ongoing engagement and consultation. Timely engagement with stakeholders and communities in the decision-making process has promoted more informed, better understood and sustainable decisions and allowed stakeholder feedback to be incorporated into the design of project elements.

Iron Road maintains a comprehensive website that provides up to date project information and contact details including a dedicated community email address and a 24 hour toll free phone number.



Engagement activities have included one-on-one meetings with affected landowners, a series of focus group meetings and round table discussions,

establishment of a Community Consultative Committee (CCC) and over 20 community information sessions and public meetings. Iron Road has also participated in numerous community events as a way to provide information and seek feedback from the community and held regular meetings with District Councils and State Government agencies.



All engagement activities have provided Iron Road with valuable feedback that has been incorporated into the project planning and design process of the CEIP. In addition, Iron Road has been able to work in partnership with stakeholders to ascertain the many opportunities and benefits the CEIP offers the region and to identify and address concerns raised by stakeholders.

Continuous Improvement

To gather quantitative data regarding community expectations and perceptions of the CEIP and to better inform the Company's engagement activities and methods in the future, Iron Road engaged an independent professional market research organisation to undertake a phone survey across the Eyre Peninsula. The survey was undertaken in June 2015 and the results have provided an unbiased snapshot of the views from community members potentially affected by the CEIP and a measure of how effective Iron Road's engagement has been to date. A full copy of the survey can be downloaded from Iron Road's website.

Key Commitments

Iron Road will:

- Continue to work with communities and stakeholders throughout every phase of the CEIP (construction, operation and closure).
- Engage independent professionals to undertake regular reviews of the company's effectiveness in consulting and communicating with stakeholders to ensure continual improvement.
- Continue to support local community events and initiatives.

Engagement with Traditional Owners

All of the land within the CEIP footprint falls entirely within the native title claim lodged by the Barngarla people in 1996. Iron Road commenced discussions with representatives of the Barngarla Aboriginal Corporation (on behalf of the Barngarla Native Title Claimants) in 2014 and these informative, open and productive meetings concluded in early 2015 with the successful negotiation of an Indigenous Land Use Agreement (ILUA). The greater Barngarla community later ratified the terms of the ILUA at a certification meeting held in Whyalla in early June 2015, paving the way for the ILUA to be formally executed by all of the parties. It will be lodged with the National Native Title Tribunal for registration under the *Native Title Act, 1993* at the end of 2015.

The ILUA also provides a clear mechanism for the protection of Aboriginal sites, artefacts and remains and contains a Heritage Protocol which governed the carrying out of the heritage survey.

Key Commitment

Iron Road will:

- Continue to develop its relationship with the Barngarla people and ensure that all operations are compliant with the terms and conditions of the ILUA, the Heritage Protocol and the heritage survey report.



CEIP MINE

If approved, the CEIP Mine will be South Australia’s largest iron ore project and the second largest resources project in the State’s history. Unlike the majority of iron ore projects which produce hematite, the iron concentrate at the CEIP Mine is a magnetite which, after upgrading, has a number of advantages including high iron content, a low level of impurities and lower carbon emissions during the production of steel. As a result the concentrate from the CEIP Mine will be a premium and highly desirable product.

A summary of the proposed mine is outlined below:

Characteristic	Description
Location	Warramboe approx. 28 km southeast of Wudinna on the Eyre Peninsula
Exploration Licence	EL 4849 covering approx. 663km ²
Area covered by Proposed Mining Lease	8,458 ha (the entire area of Mineral Claim 4383) which is located within Exploration Licence 4849
Mining footprint	4,567 ha land disturbance
Mining method	Open pit, contract mining, fully mobile in-pit crushing and conveying (IPCC)
Mineral to be mined	Iron ore (magnetite)
Mine life	25 years minimum
Peak material movement rate	347 Mtpa
Strip ratio	1:1.2
Ore processing method	Conventional crushing, milling and magnetic/gravity separation
Processing feed	Peak of 150 Mtpa of feed material at a head grade of 15.5% Fe
Product	Magnetite concentrate - 67% iron, P ₈₀ of 130 µm
Mine production	A minimum of 21.5 Mtpa of magnetite concentrate following a staged ramp up over 2.5 years
Operating hours	24 hours a day, 7 days a week
Blasting operation	Daily blast charge will be approximately 983 kg per hole (335 holes) or a total of approximately 329 tonnes.
Workforce	Site personnel – 1,050 during construction phase (including workforce to construct long-term employee village in Wudinna), 560 during operation (260 employees, 300 contractors), 300 for shutdown. Adelaide office – 540 during construction (for CEIP Infrastructure and Mine) and 60 during operation.
Waste rock and tailings	Stacked waste rock and tailings combined in IWL. Progressively stacked to three levels – 45, 90 and 135 m. Radius of stack area 3 - 3.5 km (approx. a semi-circle). Waste rock up to 160 mm diameter and up to approx. 186 Mtpa.
Power	Approximate peak demand of 2569 GWh per year with supply for a new 275 kV transmission line from Yadnarie substation.
Process water	Approximately 12.4 GL per year of saline groundwater from the proposed Kielpa borefield. Commissioning and ramp up of the ore processing facility will require a once off additional quantity of water.

It is anticipated that the construction phase will take place over three years and include pre-stripping and the construction of surface facilities. It will be followed by 25 years of mining (the production phase). The mine will produce an indicative 21.5 Mt of magnetite concentrate per annum following a staged ramp-up over a period of two and a half years.

The mine will be open pit and have two distinct stages of production, first focusing on the Murphy South pit area, then extending into the Boo Loo pit area.

Following the production phase, but prior to the mining lease being relinquished, a mine closure phase will commence.



Year 5



Year 10



Year 15



Year 20



Year 25



Post Closure

Mining Operations

A conventional truck and shovel mining operation was originally anticipated. However as part of the DFS a comparison of the feasibility of that method over the life of the mine, versus using an in-pit crushing and conveying (IPCC) mining operation after the completion of pre-stripping was undertaken. This determined that the nature of the magnetite resource ideally suited IPCC and this method would not only be more cost effective but would provide a number of other benefits including a reduced mining fleet (meaning a reduction in wheel-generated dust on haul roads), simplified in-pit traffic flow, lower diesel requirements and optimised waste rock disposal.

The IPCC mining method comprises traditional open pit operation consisting of drilling and blasting followed by direct feed of six fully mobile crushers by large diesel-powered excavators at the mine face, eliminating the traditional need for trucks to move material between excavators and crusher feed bins. Each crusher will feed a track-mounted and covered mobile conveyor connected to overland conveyers exiting the mine pit. Once out of the pit, the ore will be delivered via covered conveyors to the coarse ore stockpiles prior to processing, and waste rock delivered via covered conveyors to the IWL for spreading.

Management of groundwater infiltration into the mine pit using dewatering bores surrounding the mine pit will be an essential part of the mining operation.

Processing

Ore treatment by conventional crushing, milling and magnetic/gravity separation is planned to deliver low impurity magnetite concentrate. The ore processing facility will treat approximately 160 Mtpa of feed material at a head grade of 15.5% Fe. It has been designed for an indicative production of 21.5 Mtpa magnetite concentrate at approximately 67% Fe with a relatively coarse size distribution, P_{80} of 130 μm .

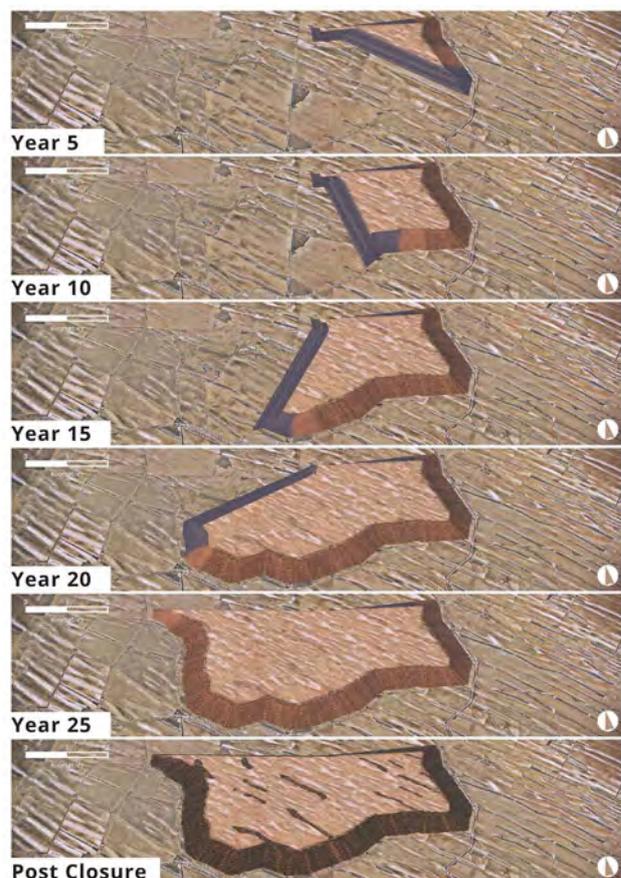
The modularised ore processing facility will have three discrete crushing, grinding and recovery trains to provide a high level of plant availability and to minimise operational downtime.

Tailings from each processing train will pass through the tailings thickener (dewatering) and filter building to reduce moisture to approximately 10%. The filtered tailings, with the consistency of wet sand, will then be transferred to a conveyor, combined with the waste rock and spread onto the IWL.

Integrated Waste Landform (IWL)

Iron Road investigated cutting edge design, technology and innovative approaches to reduce both the footprint and environmental impact of the mine, particularly around the storage and management of tailings and waste rock, which is a key concern for communities. Current tailings storage techniques leave a visible legacy and can potentially lead to ongoing environmental impacts and risks to public health and safety when managed and designed poorly.

The current design proposes an IWL utilising a unique and innovative approach to landform development which has significantly reduced the potential impacts of standard designs. The proposed design incorporates geotechnically stable waste and tailings and progressively distributes these across the landform footprint at a rate of approximately 500 m per year at the perimeter. Whilst standard tailings distribution utilises vertical layering of tailings material, with the final layer and topsoil distributed at the end of mine life, the IWL design stacks and distributes the stable waste and tailings progressively across the site. The tailings and waste rock will be covered with topsoil to provide for progressive rehabilitation of the landform from the start of operations, as opposed to standard approaches only allowing for rehabilitation on the final landform at mine closure.



The resulting design has achieved the following environmental outcomes:

- 70% reduction in water use
- Elimination of wet tailings as a seepage risk to groundwater
- 50% reduction in tailings/waste rock footprint
- 90% reduction in truck fleet, replaced by covered conveyors
- No waste rock truck dumping, eliminating this dust and noise source
- 80% reduction in diesel use
- 60% reduction in CO₂ emissions
- Progressive rehabilitation throughout the life with corresponding reduction in government bond rehabilitation liability



Trials will be undertaken in the early years of development to confirm the viability of rehabilitating the landform to agricultural land (existing wheat crops or other crops) which is theoretically feasible at this stage. Discussions with stakeholders regarding desired options for the landform are currently underway.

Iron Road believes that this new approach to design and management of stacked, combined tailings and waste rock is the first of its kind to be proposed in Australia and indeed the world. This new benchmark has the potential to change industry practice and to set a precedent for achieving sustainable outcomes.

The CEIP will provide significant opportunities for research, education and development of this new design and Iron Road is already in discussions and planning for future work.

Mine Closure

After the mine has ceased operating Iron Road will enter a closure phase to ensure that the land is made safe and rehabilitated in accordance with an approved Program for Environment Protection and Rehabilitation (PEPR). Mine closure will involve the decommissioning of site infrastructure, any and all works that will be required to stabilise and make safe the mine pit and prevent unauthorised entry, and final rehabilitation of the IWL.

It is anticipated that at closure the mine site will consist of:

- Rehabilitated land where surface infrastructure and buildings have been decommissioned and removed. The company will liaise with Wudinna DC, local landowners and other key stakeholders during the later stages of mining to determine which infrastructure is of value and which can be decommissioned and removed from site. Subject to negotiations with the State Government, it is anticipated that the railway line, rail loop and power transmission line will be retained due to their use by third parties. Rehabilitation of land will include site assessment, remediation planning, and the removal of fuel, chemical storage and wastewater treatment facilities.
- The mine pit will be stabilised and over time will become a pit lake as rainwater collects and groundwater discharges into the pit. The pit lake water level is predicted to stabilise at approximately -275 m AHD approximately 1000 years post closure. This is approximately 335 m below the pre-mining groundwater level and, as such, a permanent cone of groundwater depression is predicted to form around the pits. A new steady state groundwater flow regime will be maintained once the pit lake level has stabilised.
- An IWL with a surface cover which allows for successful revegetation. It is anticipated that at mine completion the IWL will meet, or at least be on a trajectory to meet, the following objectives:
 - The landform will be physically stable and safe
 - The landform will be non-polluting
 - The landform will allow rehabilitation outcomes to be met

Appropriate placement of suitable topsoil and subsoil within the stabilising rock matrix on the cover surface will facilitate effective revegetation by native vegetation on the slopes and batters.



Land Use Options Post Mine Closure

Iron Road anticipates that in areas of the mine site that have been rehabilitated or were never developed, farmers would again be able to use the land for agricultural purposes post mine closure, with the benefit of the availability of additional infrastructure, including the railway line and power transmission line.

There are various alternative land use options for the IWL which include:

- vegetation cover
- agricultural production (cropping and grazing)
- agroforestry
- a native woodland ecosystem for conservation or mixed use vegetation

- potential for wind or solar power generation.

Post closure land use options will be discussed in detail with the Wudinna DC, State Government, local landowners and other key stakeholders during the later stages of mining.

Key Commitments

- Removal of all infrastructure other than where retention is agreed for third party use
- Progressive rehabilitation of the IWL
- Construction of fencing and earth bunds to restrict pedestrian and light vehicle access to the mine pits following mine closure
- Post mining land use to be determined in consultation with stakeholders.





Australian Farmer

Maryann Bell 2009

CEIP INFRASTRUCTURE

The locations of all infrastructure components have been carefully chosen by taking into account environmental, engineering, social and cultural considerations. A summary of the required infrastructure is set out below:

CEIP Infrastructure Component	Measurement
Long-Term Employee Village	
Area of long-term employee village	Up to 5 hectares
Expected accommodation capacity	300 people
Infrastructure Corridor	
Infrastructure corridor length (mining lease boundary to port boundary)	130 km
Infrastructure corridor area (railway line, rail maintenance track, water pipeline and earthworks from the mining lease boundary to the port boundary)	743 hectares
Total rail length (including railway line and loops within the mining lease and port boundaries)	148 km
Length of water pipeline from the pump station to the mining lease boundary	56 km
Length of main collector pipeline that runs centrally through the borefield to the pump station	14 km
Combined lengths of connector pipelines from the central borefield pipeline to the bores	7 km
Area of borefield and collector pipeline	42 hectares
Length of power transmission line from the Yadnarie substation to the infrastructure corridor	20 km
Length of power transmission line along infrastructure corridor to the mining lease boundary	56 km
Area of power transmission line pole footprint (Yadnarie substation to the mine site)	43 hectares
Operational workforce (approximately)	40 people
Port Site	
Port site loop (rail length)	5 km
Distance from port site to Port Neill (port site entrance to edge of town)	5 km
Area of port land owned by Iron Road entity, IRD Port Assets Pty Ltd	1,100 hectares
Proposed port site coastal exclusion zone	2 hectares
Proposed port operating area (marine waters)	243 hectares
Area of "active" Port land (within the security fence)	461 hectares (42% of available land)
Length of causeway (part of jetty)	200 metres
Length of jetty	900 metres
Length of wharf	400 metres
Operational workforce (approximately)	100 people
Approximate number of ship arrivals per year	145

Long Term Employee Village

Approximately 300 mine site and rail operational workers will reside in a long term employee village to be built immediately adjacent to the town of Wudinna. It will operate as a drive in, drive out facility and cover an area of up to five hectares on the north-west side of the town.

Both Iron Road and Wudinna DC believe that integrating workers into the town is important from a social and economic perspective as local services and business could be utilised and the village residents encouraged to participate in local sporting clubs and volunteer organisations.



Artists impression of infrastructure corridor with rail, power and water pipeline

Infrastructure Corridor

The infrastructure corridor has been designed to comprise multiple components to minimise overall impact to land and will include, at different points, a standard gauge railway, a maintenance track, power transmission line and water pipeline. Only the railway line and maintenance track will exist along the entire length of the corridor. Although the maintenance track will be gated and sign posted as a private road, Iron Road will allow access for directly affected landowners to assist them with their normal farming activities.

The width of the corridor will range from 60 m in the south (where only the rail and track will be included) up to approximately 110 m in the north depending on which components are present, with some areas slightly wider in order to provide for two rail sidings, a pump station and earthwork embankments. In locations where the railway line will run through sections of cut below ground level, the maintenance track will be maintained along the natural ground surface to avoid additional earthworks. In these locations, additional dry weather vehicle access will be provided adjacent to the track to allow for track maintenance and inspection.



Power Transmission Line

Power will be provided by connecting into the existing high voltage electricity substation at Yadnarie and building a new 275 kV power line, parallel to the exiting power line owned and operated by ElectraNet, which will feed into the infrastructure corridor just north of the Birdseye Highway. From there the transmission line will run parallel to the railway line, forming part of the infrastructure corridor and continuing on to the mine site.

The line will be constructed within a 50 m wide easement with the span distance between the poles being approximately 350 metres apart. The final pole height will vary depending on land topography, minimal clearance requirements and localised environmental conditions.

Borefield

A supply of brackish water was located by Iron Road approximately 60 km south of the proposed mining lease boundary and 7.5 km west of Kielpa. The results of drilling and pumping tests determined that the water would be viable for use for the mining and processing operations.

There are many advantages of using this water supply:

- It has eliminated the need to pump seawater to the mine
- The water is saline (in the range of 25,000 mg/L to 40,000 mg/L) and not suitable for either human consumption or stock use
- It has no connection to water resources currently utilised by Eyre Peninsula communities
- Even with the expected mine life of 25 years plus, use of that water would be less than 1% of the total available, unused resource.

The borefield will consist of 10 bores, each installed to a depth of approximately 300 metres and spaced about 2,000 m apart and all within existing public road reserves. The pipeline required to transport approximately 14 GL per year of water to the mine will be constructed above ground. There is no requirement for a return water pipeline as the waste water from the processing plant at the mine site will be recycled in a process water pond and reused in processing, dust suppression and road maintenance within the boundary of the mining lease.

Port

Iron Road undertook a substantial review of all possible port locations on the Eyre Peninsula before choosing Cape Hardy as the most appropriate site for a deep sea port.

Cape Hardy is a natural deep water location with the onshore land resting within a natural amphitheatre with a rise traversing the western boundary providing both a visual and sound barrier. No dredging will be required for any aspect of the port development.



The port has been designed to support both Panamax and Capesize vessels, with a 1.3 km jetty and wharf structure that will incorporate a tug harbour and

module off-loading facility. The ship loader will have a capacity of 70 Mtpa which will leave approximately 48.5 Mtpa capacity for use by third parties for a range of commodities, subject to those parties obtaining appropriate Government approvals.

The inner harbour would be available for import and export of low-volume high value cargoes, including the import of machinery, cement and fertiliser, and the export of mineral concentrates, grain, hay and containerised cargoes.

The magnetite concentrate from the mine will be received from the rail system via the rail unloading facility, and then transported via conveyors to a stacker to be located in the stockyard. It is anticipated that the minimum capacity of the stockpile will be 660,000 t, being approximately three to four shiploads of material. The concentrate will be received from the stockpile by a bucket wheel reclaimer and transferred via conveyor along the main jetty to the ship loader on the wharf.

Approximately 145 shipments of magnetite concentrate from the CEIP Mine will be scheduled per annum and will utilise a combination of Capesize and Panamax vessels.

In addition to the approximately 1,100 ha of onshore land owned by Iron Road, the port site will also include a proposed lease of approximately 2 ha over coastal land for a coastal exclusion zone, plus approximately 147 ha of marine waters which will be incorporated into a port operating limit.

A Port Operating Agreement with the Minister for Transport and Infrastructure must be approved and in place, including all land and waters required for the operation of the proposed port, prior to any construction commencing.

The jetty will provide access to the ship loading wharf for the magnetite concentrate, operational personnel and maintenance equipment. The wharf deck will provide two berths (Outer and Inner), with the dolphins maintaining the berthed vessels at a suitable distance from the wharf structure).

Up to 650 workers will need to be accommodated in the local area during the construction of the port and the infrastructure corridor. As only short term accommodation is required, Iron Road intends to build a temporary construction camp on land owned by the company at Cape Hardy. Once construction of the port site and infrastructure corridor have been completed – expected to be three years – the construction camp will be removed.

Key Commitments

- No dredging is required for jetty construction.
- Covered conveyor system and telescopic ship-loader for concentrate transport from land to ship.
- Shutdown and observation zones for marine mammals during jetty construction.
- Vessel speed will be restricted within the port by using tugs for manoeuvring the large ships.



SOCIAL IMPACTS OF THE CEIP

Social Changes

The Eyre Peninsula is an important agricultural region for South Australia, producing around \$1 billion in agricultural commodities each year. Mining is also well-established with the mining of iron ore having occurred on the Middleback Ranges for over 100 years. Iron Road recognises that the central Eyre Peninsula does not have a history of large mines and, as a result, some in the community are concerned about how the CEIP will affect the social character of the region and ongoing agricultural production. Others are excited about the prospect of a significant new industry bringing employment and economic benefits, particularly given the declining population of the region. Many people and organisations are interested in how to maximise these benefits for the local and regional communities.

To this end, Iron Road has completed an extensive social impact assessment of the impacts and benefits of the CEIP on the local community and region, drawing on lessons learnt from other mining areas. The main changes identified in the assessment are discussed below.



Loss of Agricultural Land

Most land within the CEIP footprint is currently used for agricultural purposes, primarily the growing of mixed crops such as wheat and barley. Combined, the proposed CEIP footprint will result in the permanent loss of approximately 7,050 hectares of productive agricultural land. At a regional level, this equates to less than 0.2 per cent of all productive land in the Eyre Peninsula NRM Region.

The revenue from this lost agricultural productivity has been conservatively calculated using above average and average data (yield 2-3 tonnes/hectare, price \$250-\$300/hectare, cropping intensity 50-80% and livestock \$150-\$250/hectare) and does not include any allowance for drought years. The annual

revenue loss is estimated at \$3.2-\$6.8 million.

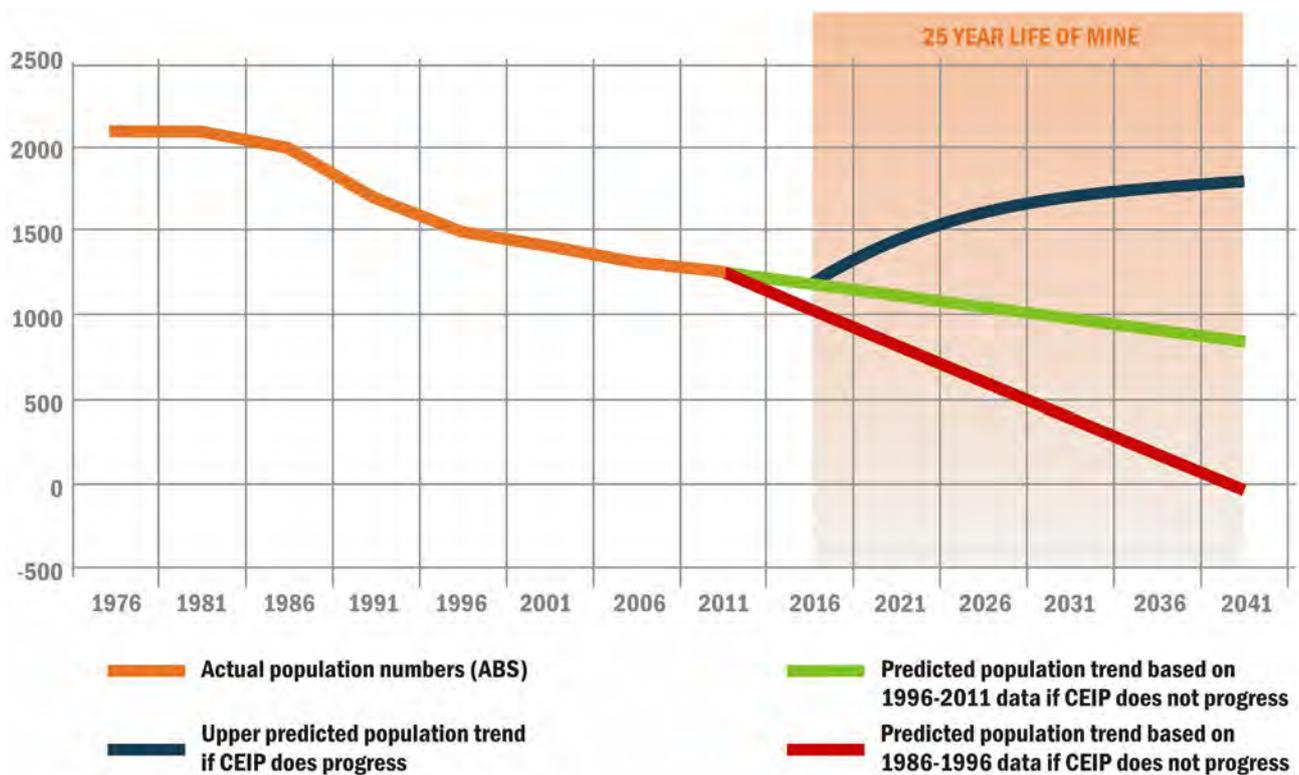
The predicted annual revenue range for the CEIP Mine is estimated at \$1.6-\$3.8 billion based on a conservative range of magnetite concentrate prices (AU\$75-\$175). For the life of the 25 year mine, the total farming revenue is \$79-\$171 million as compared to \$40-\$94 billion from the mine. It would therefore take between 6,000 and 30,000 years of farming the equivalent area of land, drought free, to return the same revenue as mining.

Iron Road has sought to minimise its impacts in a number of ways:

- Changes to the way in which mining will be undertaken have reduced the footprint for the proposed mining lease from approximately 11,500 hectares to 8,458 hectares.
- Negotiations for the acquisition of land within the mining lease will be undertaken with the expectation that any final purchase price will be the same or better than current market prices.
- Areas within the proposed mining lease and at the port site that are not needed at the time for CEIP activities, will be leased for agricultural purposes.
- The infrastructure corridor has been sited to minimise impacts on farming operations, with design solutions being developed with farmers to assist with stock, machinery and farm access.
- Post mining, as much of the mine site as practicable will be returned to agricultural production, although there will be a permanent loss of productive land in areas unable to be rehabilitated, such as the railway line, port and mine pits.

Iron Road acknowledges that while the CEIP will bring significant benefits to the Eyre Peninsula and the State as a whole, the negative impacts must be handled respectfully with stakeholders, in particular directly impacted landowners.





Historic and Predicted Population change in Wudinna DC

Impacts on Communities

The CEIP will be a significant employer in the region both during construction and over its 25 year operation. It will require 1,950 construction workers and 700 operational workers. A long-term employee village at Wudinna will house 300 operational workers. In addition, a mine contract workforce of an additional 300 people will be accommodated in a camp at the mine site, largely on a fly-in fly-out or drive-in drive-out basis. A number of jobs will also be created in support industries. For example, this is expected to result in an additional 196 jobs in Wudinna.

Clearly, this is going to result in significant population growth within the region, with the effects felt mostly in Wudinna, but also in other towns on the central Eyre Peninsula. Many residents have expressed concern about how this will impact access to services, safety and security, cost of living and the social character of the community.

In addressing these changes, it is important to look at population growth trends in places such as Wudinna. As shown in the figure, population decline has occurred in the Wudinna DC area over the past three decades with a total population loss of around 40% from 1976 to 2011. This trend of population decline is forecast to continue. At the 2011 Census of Population and Housing, the Wudinna DC area had a resident population of around 1,253 people compared to 2,091 in 1981.

The CEIP will reverse this decline and return Wudinna to the level of population it had in the 1980s as shown in the above Figure. The town and surrounds has previously coped with this level of population and is well placed to do so again. It will also address the aging population, bringing young people back to the town.

An increase in population will ensure that local schools and other essential services are not closed down, as is the case in several other towns on the Eyre Peninsula, and may also assist the Wudinna DC in securing State or Federal funding for various infrastructure projects such as upgrading and sealing roads that will benefit its community members.

Other benefits of a higher population are more people to support and increase membership of sporting clubs and volunteer organisations, growth of local businesses and industries and the creation of a diversified drought proof economy that is not reliant solely on agriculture.

Increased population may, however, put pressure on existing services and force up the cost of housing. Current residents may also be concerned about safety and security with a large number of new people moving into the area.

Key Commitments:

Iron Road will

- Encourage the operational workforce to live locally and contribute to the community.
- Continue to support local community groups and community-based activities, and develop corporate volunteering programs to bolster the membership base of volunteer groups.
- Develop induction procedures and information for our workforce so they understand the values and expectations of the local community.
- Operate a zero tolerance policy with regular drug and alcohol testing of all workers to ensure workplace safety.
- Work closely with Wudinna DC and other district councils to monitor housing demand in order to manage prices.
- Collaborate with key government agencies to plan for and support appropriate and sustainable services and amenities that benefit existing and incoming residents.
- Locate temporary construction camps at both the mine and port sites to minimise disruption to local communities.
- Develop flexible work practices to accommodate farm work, for example during peak agricultural periods such as harvesting.



MULTIPLE LAND USE

Both the agricultural and mining industries benefit the wider community and Iron Road is committed to co-existence where possible and practical within the CEIP footprint.

The Company has focussed on reducing the amount of agricultural land that will be required to support the CEIP. For example, a review of the preferred mining operation methods, including the removal of separate waste rock and tailings facilities, was undertaken and resulted in a reduction of the area required for the CEIP Mine.

The Council of Australian Governments' (COAG)

Energy Council, has developed a Multiple Land Use Framework to address challenges that have arisen from competing land use, land access and land use change. The Framework states: "Conceptually, the objective is to maximise the net benefits to present and future generations from a combination of land uses which benefit the wider community, now or in the future".

In November 2015 the SA Government released a draft framework for stakeholder consultation called "South Australian Multiple Land Use Framework" which follows the COAG's framework. Iron Road supports this framework.



ECONOMIC BENEFITS

If approved, the CEIP will bring significant economic benefit to the local communities across the Eyre Peninsula and more broadly across South Australia and Australia. Benefits would include an increase in economic activity resulting in economic growth, an increase in employment and training opportunities, an increase in business development opportunities for suppliers and an increase in government revenue.

Apart from providing an increase in employment opportunities for local and regional workers, the CEIP will also provide existing suppliers and contractors with more opportunity to diversify and grow their businesses. For example, an increase in demand for goods and services will naturally occur due to a higher population and the existence of Iron Road staff and contractors in the region.

On a State level, as all minerals are owned by the Crown, Iron Road will be required to pay royalties based on the amount of magnetite sold or intended for sale.

Approximately 26% of direct construction expenditure on the CEIP and 19% of direct operational expenditure would be spent on the Eyre Peninsula, with the greatest expenditure to occur within the Wudinna DC area. During construction, the greatest flow-on in terms of both Gross Regional Product (GRP) and employment generation would be in the accommodation, food services and construction industry. During operations, the greatest flow-on in terms of GRP and employment generated would be in the wholesale trade, accommodation, food services and retail trade industries.

Whilst the development of the CEIP will result in the loss of some agricultural land, it represents an opportunity to diversify the economic base on the Eyre Peninsula at the same time as maintaining the agricultural viability of the local economy.

Economic Impact Assessment (EIA)

The potential benefits and impacts of the CEIP have been examined on a local, regional and State wide basis and information gathered to assess the predicted economic benefits and impacts associated with its construction and operation. The EIA notes that the impacts associated with the proposed mine are inter-dependant on the proposed infrastructure components, as one would not occur without the other.

The key findings of the EIA show that over the life of the mine, including the construction and operation phases, the CEIP is expected to generate a total increase to gross state product for SA of around \$28 billion with over \$1.5 billion in revenues delivered to the State Government and \$4.4 billion to the Australian Government.

For South Australia, the CEIP is expected to generate an average annual increase to Gross State Product (GSP) of around \$2.7 billion over a projected mine life of 25 operational years. It is anticipated the CEIP will employ 1,950 construction workers and 700 operational workers (including 300 contractors) and indirectly create a number of other jobs in support industries, adding approximately 0.3% to the State's employed labour force.



Expected Direct Employment Opportunities

While it is commonly acknowledged that the construction aspects of the CEIP will likely require a FIFO work force due to the specialised nature of that work, the operational aspects will require many different roles in areas such as mining, processing, maintenance, operations, environment, stakeholder engagement, planning, geology, transport, logistics, finance and administration. Iron Road has a strong desire to employ local, regional and state based people for these roles

Increased Business Development Opportunities

The CEIP will provide substantial direct and indirect flow-on effects business opportunities for local, regional and State-wide businesses. Direct business opportunities would relate to the provision of goods and services to Iron Road staff and contractors and indirect flow-on effects generated in other sectors of the economy as a result of higher incomes levels and consumer spending in the region, including the provision of goods and services to workers and/or incoming residents in local townships. This could benefit a range of business types from small to large, stimulate growth in the local and regional economy, and contribute to the overall well-being of communities.

Contribution to Growth in Training Opportunities

Iron Road is committed to ensuring, wherever possible, local and regional community member participation in the direct employment and supplier

opportunities arising from the CEIP. To enable participation Iron Road will work collaboratively with government, education and training providers, and other relevant organisations, to train and up skill local and regional people to work on the project and to enhance business capacity among local and regional suppliers.

Iron Road must comply with the Commonwealth Government's *Australian Jobs Act 2013* which requires Australian entities be given full, fair and reasonable opportunity to bid for the supply of key goods and/or services. The Company has already prepared, and received approval for, an Australian Industry Participation Plan which sets out that Iron Road will work with the Industry Capability Network SA in relation to the CEIP to ensure that local, regional, State and Australian businesses are given every opportunity to participate in and benefit from the CEIP.

Key Commitments

Iron Road will:

- Develop and implement a local employment policy to provide local and regional workers with priority access to employment opportunities through the CEIP.
- Develop an Australian Industry Participation Plan that sets out Iron Road's strategy and intent for providing full, fair and reasonable opportunity to local, South Australian and Australian suppliers, manufacturers and contractors.
- Where possible, provide access to infrastructure such as the rail and port facility to support existing and new regional industries.



ENVIRONMENTAL IMPACTS

Extensive environmental impact assessments have been conducted over several years and consultations with our stakeholders have consistently identified that the biggest environmental concerns for the community, beyond mine closure and how that will be achieved, are dust (air quality), water, noise and visual amenity.

Dust/Air Quality

Both the proposed CEIP Mine and CEIP Infrastructure will introduce new air emission sources to the project areas as a result of ground disturbance, blasting, excavation of overburden and waste rock, materials handling, ore processing activities, the storage of magnetite concentrate at the port and ship-loading activities.



Iron Road has undertaken extensive studies to better understand how the introduction of these emissions sources may affect ambient air quality and public amenity values. The investigations provide a comparison of the predicted particulate and non-particulate concentrations and dust deposition levels to regulatory limits (where available) or advisory standards at sensitive receiver locations. These predictions take into account design and management measures to reduce dust generation. Risks associated with project-related emissions that could reasonably occur during construction and operations are considered.

Importantly, all scientific modelling has shown that the dust generated from CEIP activities will be fully compliant with all public health and environmental standards.

Iron Road has designed a monitoring programme which will confirm compliance with the air quality criteria for the project and focus on the sensitive receivers with the greatest potential for air quality impacts. A dust management plan will be implemented, incorporating real-time monitoring of dust emissions and weather forecast information to enable early identification of potential dust issues and adaptive management strategies.

Due to the importance of the issue of mobilised salt to the community and Iron Road, a nation-wide and industry-accepted crop yield monitoring program (YieldProphet™) is currently being considered in partnership with SARDI to quantitatively monitor crop yields surrounding the project area. Iron Road is also considering a partnership with the Minnipa Agricultural Centre for a research project that determines the locally grown wheat species' tolerance to dust and saline aerosols, despite air quality concentration predictions being below potential impact levels. Both programs will be detailed in the PEPR, should the CEIP Mine application be granted by government, and approved by the Iron Road Board.



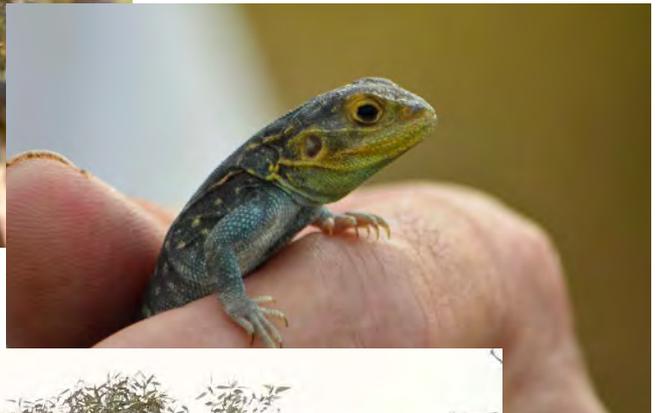
Key Commitments

- Establish real-time dust monitors at government-approved locations and make all data publicly accessible via Iron Road's website.
- Regular use of water trucks, water sprays or suitable wetting agents on susceptible earthen material loads, active stockpiles, particularly during dry or windy conditions.
- Vegetation retained where possible, and rehabilitation to occur as soon as practicable including progressive revegetation of the IWL.

Water

Hydrogeology is a highly complex and technical field which requires rigorous investigations and technical studies by scientists who are specialists in this field, to determine impacts and devise appropriate mitigation measures to manage those impacts. With the knowledge that water supply is an important and sensitive issue which, if not handled appropriately, could have social and environmental implications for communities, Iron Road commissioned a detailed technical groundwater study for the CEIP.

The groundwater study looked at numerous factors, including (but not limited to) possible sources of



water supply, the risks of the Company's proposed mining and processing activities having impact on the Eyre Peninsula's limited, fresh groundwater resources and the risks the drawdown of saline groundwater, as a result of mining operations, will have on adjacent land uses.

Modelling has shown that the water table surrounding the mine will be permanently lowered up to a radius of around 7 km forming a 'cone of depression'. This water is highly saline and currently has no uses. It does not support crop growth and instead results in scalding where it is close to the surface. Even under a worst case scenario, the outer edge of the cone of depression is still many, many kilometres from the freshwater resources in the Poldra Basin and is geologically separated.

The CEIP Mine will require water for the processing of the magnetite ore produced from the mine. Iron Road undertook a regional groundwater survey comprising boreholes and associated tests in an effort to source a supply of water that would not impact on communities or the environment.

A water supply near Kielpa, approximately 60 km south of the CEIP Mine, was located and subjected to drilling and pumping tests to determine the viability of utilising the water as the primary supply for the processing and other activities at the mine site. The tests showed that the water is saline and not suitable for either human consumption or for stock use. The supply has no connection to currently used resources. In addition, the supply at Kielpa is so vast that, during the expected life of mine of 25 years, less than 1% of the resource would be utilised by Iron Road.

Water required for the long-term employee village near Wudinna will need to be sourced from mains water and the port facility will also be reliant on mains water for the duration of construction only.

Key Commitments

- Use of saline groundwater as the primary water supply that is not connected to fresh groundwater resources in the region.
- Working collaboratively with Councils and communities to explore the possibility of supplying potable water from the mine site supply.

Traffic

The construction and operation of the CEIP will generate traffic above existing levels which will impact the current traffic and transport environment on the Eyre Peninsula. The mine, port and infrastructure corridor will all require alterations to the local road network, including the closure and realignment of a number of roads and various upgrades to road intersections in order to ensure traffic safety.

A detailed Traffic Impact Assessment was undertaken to examine the potential impacts the CEIP could have on traffic and transport in the region, taking into account the existing transport network and the design modifications proposed by Iron Road to alleviate as many impacts as possible.

Iron Road is committed to consulting with all relevant DCs, Government agencies and other stakeholders to ensure that traffic can be appropriately managed.

Key Commitments

- The use of modularised construction methods to reduce the overall volume of construction traffic.
- A construction camp within the mine site so that construction workers are not unnecessarily utilising the local road network.
- The upgrade of various local roads, particularly where they intersect with major roads (such as the Tod Highway and Nantuma Road intersection).
- Slow moving heavy equipment deliveries to be scheduled to arrive outside peak traffic periods and avoid potential conflict times identified during harvest season.
- A road overpass to be constructed to provide grade separation at the North Coast Road, Lincoln Highway and Chilmans Road crossings.

Noise

The CEIP Mine and CEIP Infrastructure will introduce new noise sources to a rural environment. Iron Road undertook a comprehensive noise assessment to ensure all construction and operational activities will comply with relevant government standards. Of particular focus were mine blasting, rail noise and ship loading.



Noise prediction modelling demonstrated compliance with both day-time and night-time limits. The noise of train pass-bys will occur for 12 short periods (approximately 60 to 90 seconds when passing a fixed point) intermittently during the day and night, separated by long periods of quiet. Despite the predicted rail noise levels meeting the Rail Noise Guideline criteria and being assessed as low impact, it is acknowledged that the rail noise will be audible and initially intrusive for some sensitive receivers used to a relatively quiet rural environment.

Key Commitments

- Establishment of a mobile continuous noise monitoring station to be located at strategic sites, as required, to allow model validation and continuous review of the noise emissions from the proposed mine into the local environment.
- The railway line will be a continuously welded rail which avoids the noise of the wheels impacting on the rail joints which occurs for existing jointed railway lines.
- Modern locomotives will be used which meet the Australian Standards for railway rolling stock and emit less noise than older locomotives.
- The rail loading and unloading facilities will be enclosed to protect equipment, control dust and to minimise noise.



HOW TO RECEIVE FURTHER INFORMATION AND MAKE SUBMISSIONS

Iron Road has, over several years, consulted widely with its stakeholders and provided numerous opportunities for interested parties to receive updates on the CEIP and be involved in various forums.

The joint DPTI/DSD community consultation process provides all stakeholders with a formal opportunity to provide comment on Iron Road's proposed developments directly to Government, by considering the information detailed in both the MLP and EIS documents that the Company has lodged in support of its mining and development applications. Government will provide a copy of each submission received to Iron Road so that the Company can consider all the matters raised during the public consultation process and prepare Response Documents in respect of both the EIS and MLP.

Once Iron Road submits the Response Documents to DSD and DPTI, those agencies will finalise their formal assessment processes and make recommendations to the respective decision makers about whether or not to approve the CEIP. The ultimate decision maker for the EIS is the Governor of South Australia and the Minister for Mineral Resources and Energy or his delegate will make the final decision on the MLP.

Hard copies of the MLP and EIS, which include the main reports plus several volumes of Appendices, are available for viewing by any member of the public at the following locations:

- Wudinna School Community Library, 30 Medley Terrace, Wudinna
- Wudinna District Council, 11 Burton Terrace, Wudinna
- District Council of Cleve, 10 Main Street, Cleve
- Cleve School & Community Library, Second Street, Cleve
- District Council of Kimba, Cross Street, Kimba
- Kimba School Community Library, 69 West Terrace, Kimba
- District Council of Tumby Bay, Corner West Terrace and Mortlock Street, Tumby Bay
- Tumby Bay School Community Library, 28 West Terrace, Tumby Bay
- DPTI – Public Counter, Ground Floor, 101 Grenfell Street, Adelaide
- DPTI - Level 5, 136 North Terrace, Adelaide
- DSD – Minerals and Energy Resources – L7 101 Grenfell St customer service counter

Free copies of the documents on a USB stick are available from each of the above locations or directly from Iron Road.

Viewing/Downloading Documents

Electronic copies of both the EIS and MLP can be viewed at and/or downloaded from:

www.ceipconsultation.sa.gov.au and
www.ironroadlimited.com.au

The MLP alone can also be viewed at and/or downloaded from: http://minerals.statedevelopment.sa.gov.au/mining/public_notices_mining

The EIS alone can also be viewed at and/or downloaded from: <http://www.sa.gov.au/topics/housing-property-and-land/building-and-development/building-and-development-applications/major-development-applications-and-assessments/proposals-currently-being-assessed/cape-hardy-deep-sea-port>

Hard copies of the EIS (Main Report and Appendices) may be purchased from the DPTI Sales Counter, Ground Floor, 101 Grenfell Street, Adelaide (Phone 08 7109 7018) at the following costs:

- EIS Main Report - \$150 per copy
- EIS Appendices - \$150 for full set
- EIS full copy (Main Report and Appendices) - \$300
- Full copy on pdf format on a USB – no cost

Hard copies of the MLP (Main Report and Appendices) may be purchased from the DSD Customer Service Counter, Level 7, 101 Grenfell Street, Adelaide (Phone 08 8463 3483) at the following costs:

- MLP Main Report - \$150 per copy
- MLP Appendices - \$150 for full set
- MLP full Copy (Main Report and Appendices) - \$300
- Full copy in pdf format on a USB – no cost

Making a Submission

Iron Road is proud of the design of the CEIP. The design has evolved through the significant efforts of dedicated and talented individuals with many major improvements driven through the input and knowledge of our stakeholders. We believe the overall benefits of this project greatly outweigh the impacts and we are committed to developing the project. If, as a stakeholder, you wish to see this project developed, we encourage you to formally register your support through the submission process.

DSD will be the key State Government agency for the receipt of any submissions on the EIS, MLP or both. Submissions can only be considered if they are in writing and received by the due date. Details on how to make a submission are available from the following websites:

www.ceipconsultation.sa.gov.au
www.minerals.statedevelopment.sa.gov.au

Submissions may be forwarded by post, courier or email, or hand delivered to the following:

Online: www.ceipconsultation.sa.gov.au

Email to: dsd.ceipconsultation@sa.gov.au

Postal address: CEIP Submissions
Mining Regulation
Attention: Business Support Officer
Department of State Development
GPO Box 320
Adelaide SA 5001

Hand deliver/courier: Customer Services
7th Floor, 101 Grenfell Street
Adelaide SA 5000



GLOSSARY

Acronym/Term	Definition
ASX	Australian Securities Exchange
Borefield	Proposed borefield including bores/wells and associated water pipelines
CAPEX	Capital Expenditure
CCC	Community Consultative Committee
CEIP	Central Eyre Iron Project
CEIP Infrastructure	Port, rail line, pipeline, transmission line, borefield and long-term employee village associated with the proposed CEIP
CEIP Mine	A magnetite mining and minerals processing operation near Warramboo
COAG	Council of Australian Governments
Development Act	Development Act, 1993 (SA)
DC	District Council
DFS	Definitive Feasibility Study
DIDO	Drive-in Drive-out
DPTI	Department of Planning, Transport & Infrastructure (SA)
DSD	Department of State Development (SA)
EIA	Economic Impact Assessment
EIS	Environmental Impact Statement
EPBC Act	Environment Protection and Biodiversity Conservation (EPBC) Act (Commonwealth)
Fe	Iron
FIFO	Fly-in Fly-out
GRP	Gross Regional Production
Guidelines	Guidelines issued and published by the Planning Minister (SA) for the preparation of an EIS
ha	hectares
ILUA	Indigenous Land Use Agreement
IPCC	In-pit Crushing and Conveying
Iron Road	Iron Road Limited and/or IRD Mining Operations Pty Ltd
IWL	Integrated Waste Landform
km	Kilometre
km ²	square kilometres
kV	Kilovolt
m	Metre
Mining Act	Mining Act, 1971 (SA)
ML	Mining Lease
MLP	Mining Lease Proposal

Acronym/Term	Definition
MLUF	Multiple Land Use Framework
MD006	Ministerial Determination 006
MPF	Major Project Facilitation status (Commonwealth)
Mt	Million tonnes
Mtpa	Million tonnes per annum
OPEX	Operating Expenditure
PEPR	Program for Environment Protection and Rehabilitation
PFS	Prefeasibility Study
Proposed Infrastructure Corridor	Incorporates the proposed rail line, maintenance track, water pipeline and transmission line between the mine site and the port site
SA	South Australia
SIA	Social Impact Assessment
State	The State of South Australia/ Government of South Australia



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