

CAPE HARDY PORT (STAGE I)

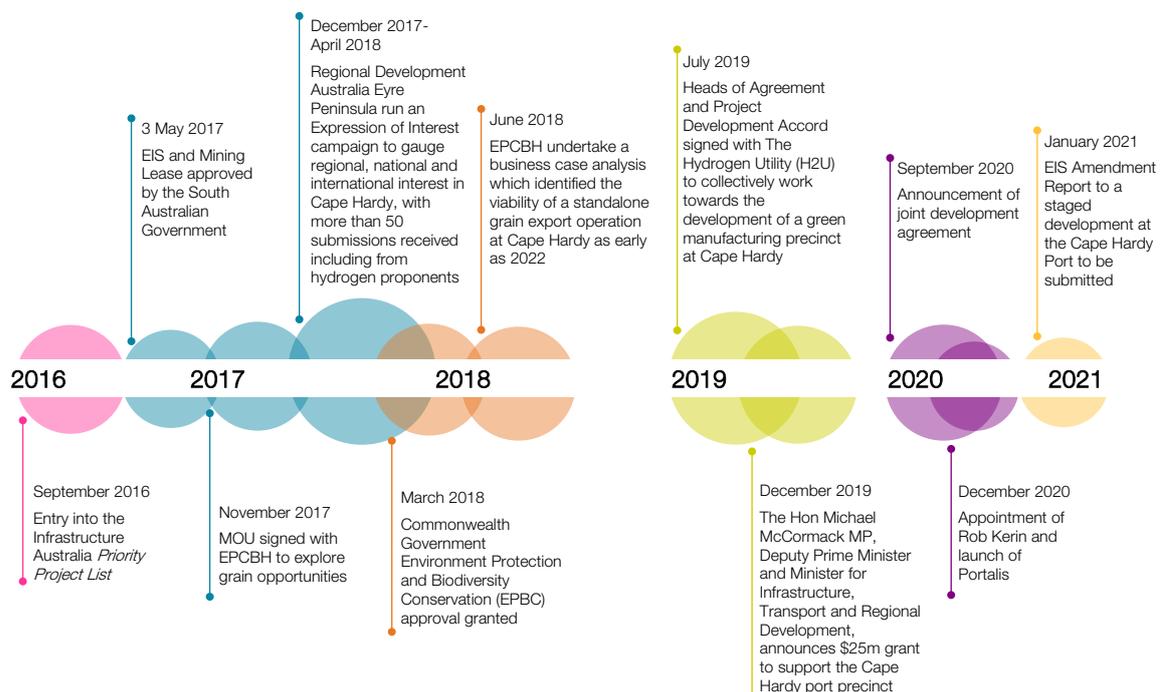


Iron Road, Macquarie Capital and Eyre Peninsula Co-operative Bulk Handling (EPCBH) are proposing to finance and construct a deep water, multi-user port at Cape Hardy, approximately 7 km south of Port Neill on the eastern Eyre Peninsula, as part of the broader Central Eyre Iron Project (CEIP).

The application to build the Cape Hardy port and associated infrastructure was made via an Environmental Impact Statement (EIS) in November 2015 and was approved by the South Australian Government on 3 May 2017 as part of the broader CEIP. The EIS did not include a detailed specific assessment of commodities such as grain, therefore, to allow the export of grain through Cape Hardy, an application to amend the EIS is required to be submitted to Planning and Land Use Services - Attorney-General's Department (PLUS - AGD) for assessment and approval.

Snapshot of Stage I

- **Removes** significant freight movements from the main streets of Port Lincoln, the Tod Highway and the Lincoln Highway.
- **Improves** supply chain efficiencies following the closure of the Eyre Peninsula rail network.
- **Generation** of more than 400 direct and indirect supply-chain jobs during construction
- **18 month** construction period
- **Includes:**
 - A 900 m jetty and wharf structure of a minimum depth of 15 m suitable for receiving and loading vessels up to Panamax class.
 - A causeway capable of easy expansion for Stage II operations
 - A ship loader and conveyor
 - Low draft vessel off-loading facility
 - On-site bunker and silo storage



FAQ

Why is Cape Hardy the preferred Port location?

Cape Hardy has received wide regional support with key representative groups such as the Eyre Peninsula Local Government Association, EPCBH, Regional Development Australia Eyre Peninsula and the broader Eyre Peninsula public. The key drivers for the regional support are its location, multi-commodity and multi-user capacity, minimal environmental and social impacts and significant opportunity for regional economic growth and development.

Has Government provided any support?

The Federal Government has recognised the importance of Cape Hardy in two ways:

- Infrastructure Australia entered the CEIP Infrastructure, including Cape Hardy, as a Priority Project for the nation on its *Priority Project List* in September 2016. To date, this is the only South Australian project on the *Priority Project List*.
- In December 2019 the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development announced a \$25 million grant commitment for the Cape Hardy port precinct.

In both cases, the Federal Government has acknowledged that Cape Hardy would provide a multi-user, multi-commodity manufacturing and export hub that would bring various industries together such as agriculture, mining, green manufacturing (e.g. hydrogen) and indigenous businesses.

Will there be a dedicated conveyor for grain?

The grain facility will operate as a separate entity to other possible users with a dedicated conveyor and ship loading system.

How much grain will Stage I handle and export each year?

It is anticipated that in an average year 1.3 Mtpa of grain will be stored, handled and exported from Cape Hardy, drawn principally from the freight advantaged areas on the greater Eyre Peninsula and dependent on the size of annual harvests.

Can grain exports alone underpin the Stage I port project?

Yes, Cape Hardy is viable on grain export alone. A number of studies have been undertaken and support this position with further information available in the Amendment to the EIS Report. The port will also import and export other commodities which strengthens its position as a true multi-user, multi-commodity deep-sea port.

Why wasn't grain applied for in the original EIS?

Grain was not specifically applied for in the original EIS as a strategic grain partner had not been identified at that time. EPCBH formed in late 2017 and, together with Iron Road and Macquarie Capital, has agreed to progress a Stage I port development.

What other commodities might be exported or imported during Stage I?

Other commodities that may be exported or imported during Stage I include hay, fertiliser, machinery, minerals such as graphite and kaolinite and other general goods.

In addition to the EIS Amendment Report being available for review and comment in the coming weeks, Iron Road's website holds a wealth of information on the history of the CEIP and the Cape Hardy port which can be found at www.ironroadlimited.com.au.

Should you have any questions or insights for the project team regarding Stage I, please contact Iron Road on 08 8214 4400 or email at its dedicated address: community@ironroadlimited.com.au