

Central Eyre Iron Project (CEIP)

What it is and what it is not...

Iron Road appreciates that Eyre Peninsula communities want to understand the CEIP and how it will affect everyone's lives.

Our community team members, Tim Scholz and Tilly Smart, have worked hard to provide as much information as possible to develop district-wide understanding as well as to seek input on the CEIP.

Significant matters need to be discussed with any major development. Project impacts must be taken seriously and addressed through a process of credible scientific assessment, evidence-based decision-making and respectful discussion. Furthermore, studies and history indicates that mining and agriculture can co-exist.

But we should want more than coexistence; we should aim for appreciation and understanding of all industries.

We are concerned that the 'publishing' of inaccurate or misleading information by parties other than Iron Road may cause unnecessary anxiety. Therefore, this month we address some of the assertions that have been made.

The CEIP development will result in the destruction of a sustainable agricultural industry

The development of an open-pit mine cannot avoid some land disturbance. In the case of the CEIP, inclusive of the mine,



infrastructure corridor and port, the loss will be approximately 0.4% of agricultural land available across the Eyre Peninsula.

However, the CEIP also includes the creation of a new standard gauge rail and port logistics system.

A globally significant grain handler has taken up the opportunity for potential third party access and in doing so signed a memorandum of understanding with us to examine grain exports through our planned system. Initial discussions indicate that savings to farmers may be in the region of \$10 per tonne of grain.

The CEIP development will result in the destruction of, if not a major disruption to, the regional hydrology of the area

The hydrology (surface water movement) will be modified in the immediate area of the mine due to the open-pit mine and stacked waste rock/tailings. Iron Road has

designed these structures so that no surface water run-off will leave the mining lease.

We believe the statement is meant to discuss 'hydrogeology', which is the study of underground water movement. Extensive groundwater investigations by experienced hydrogeologists, coupled with sophisticated, regulator approved computer models, clearly demonstrate that there will be no impact to any potable water sources such as the Polda Basin (a subset of the Musgrave Prescribed Well Area).

Much work has been completed in this area and detailed information on those studies will be provided to the regulator in our approval applications.

The CEIP development has the potential for contamination of 150km of prime agricultural land adjacent to the transport corridor through fugitive dust containing free silica (a known carcinogen of

not only iron ore but also 3-4% the respiratory disease silicosis) across the seasonal prevailing wind dispersion areas (the community and towns)

All rail wagons will be covered. The iron concentrate is inert (non-toxic and insoluble) and contains 0% free silica.

The CEIP has undisclosed concentrations of heavy metals and possibly uranium and associated nuclides

The mineral and geochemical composition of the magnetite deposit and surrounding rocks is benign.

The potential for CEIP iron ore dust in sheep wool, which can greatly devalue the product

The potential for this to occur is not credible.

The potential ingestion of heavy metal laden CEIP dust by grazing stock, which can cause significant health problems and additionally a problem for sale at market, etc.

The 'dust' is non-toxic and the potential for this to occur is not credible.

Our community representatives Tim Scholz and Tilly Smart are available to discuss all aspects of

the project. If they cannot answer your question, they will find the answer for you. Alternatively, seek out members of the CEIP Community Consultative Committee if you prefer to talk with someone from within your community as they can bring inquiries or issues to the table for discussion and problem-solving at committee meetings.

For further information:

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IPCC Technology a Positive for CEIP

Iron Road will be investing in a method of moving ore from the open-cut pit to the plant that cuts dust and noise pollution known as 'In pit crushing and conveying' (IPCC).

A major source of dust in a mining operation is from the trucks carting material in and out of the pit. By using conveyors, Iron Road will reduce its planned 98-strong trucking fleet back to just 34.

The reduced fleet will mean:

- Reduced dependence on fossil fuels
- Reduced carbon emissions
- Reduced dust

- Reduced noise from truck movements
- Less water for dust control

Once the orebody has been exposed, crushers will then be placed in the pit with conveyor belts taking the crushed ore up to the processing plant where it will be magnetically separated to increase its iron content from 16% to 67%.

Other conveyors will take crushed waste to be disposed of with the filtered tailings.

The original – and usual – method is for the crushers to be near the processing plant with trucks trundling back and forth,

taking ore from the pit to the crushers. The waste rock would normally be moved by truck to a waste dump.

Instead, the trucks will move ore over a relatively short distance and be restricted inside the pit.

Placing the crushers in the pit has the added benefit of helping to contain their operational noise too.

As the pit deepens over time, the crushers will go lower and further contain any noise. The length of the conveyors will increase and result in truck-kilometre savings.