



CEIP & FARMING

CEIP impacts
0.2% of all farming land
on the Eyre Peninsula

Rail & port facilities
can be **SHARED**

Iron Road has an
MOU with a
MAJOR grain handler

Potential opportunities
for **HIGH VALUE**
imports & exports

A MODEL OF MULTIPLE LAND USE AND COEXISTENCE

The proposed Central Eyre Iron Project (CEIP) is located within traditional cropping and grazing country.

Whether it is essential for farming and mining to operate side-by-side has become a common debate as mining companies increasingly seek to access mineral resources in traditional agricultural areas.

The fact is that both of these industries play an integral role in our State's social and economic fabric and they have a long history of successful coexistence across Australia and beyond.

With both the rail and port infrastructure open to third parties, the CEIP provides the opportunity for new business prospects in the region. A modern rail and port has the potential to provide more efficient and lower cost grain handling and storage facilities on the Eyre Peninsula for grain producers.

Modern, innovative mining methods, collaborative agricultural research and adherence to a tight regulatory framework will ensure production is unaffected on farms surrounding the CEIP operation.





FAQ

How much agricultural land will be impacted by the CEIP?

The percentage of land currently used for agricultural production on the Eyre Peninsula that will be impacted by the proposed CEIP will be 0.2%. This figure is based on conservative assumptions that all land within the proposed mining lease, along the infrastructure corridor and at the port site is currently used for agricultural production or cropping and that none of this land will be available for cropping post-construction.

What is the revenue from farming compared with the expected revenue from mining the CEIP?

Using very conservative figures that assume average to above average yields, high and low commodity prices and agricultural intensities with no allowance for climatic impacts such as drought or storm damage, revenue from farming within the CEIP footprint over 25 years is estimated at \$79-\$175 million. Over a 25 year mine life, revenue from the CEIP mine is estimated at \$40-\$94 billion. On this basis, it would take 6,000-30,000 years of farming the land to return the same revenue as 25 years of mining.

What happens to the land once mining has ceased?

A detailed plan for mine closure and rehabilitation is included within the Mining Lease Proposal submitted to the State Government for assessment. This plan will be further developed in a Program for Environment Protection and Rehabilitation (PEPR) and describes how the site will be left in a safe condition and made suitable for the agreed post-mining use. The open pits will be made stable and safe and are expected to partially fill with saline water over many years.

Farming will be able to continue over some areas of the proposed mining lease. After mining has been completed and land rehabilitated, more areas will be able to return to agricultural use.

How will impacts on farms along the infrastructure corridor be managed?

Discussions between Iron Road and landowners impacted by the proposed infrastructure corridor are continuing. Iron Road is seeking to better understand each landowner's business requirements and how to best minimise any impacts. Fencing arrangements, gates, roads, stock and machinery crossings and amenity options are included in these discussions.

What potential opportunities could the CEIP rail and port infrastructure bring to the region's agricultural industry?

The proposed capacity, layout and design of the CEIP infrastructure, supported by the signed Memorandum of Understanding (MOU) with a major grain handler, allow for ongoing investigations into the transportation, storage and export of grain from Cape Hardy. The addition of a modern and efficient grain handling facility on the Eyre Peninsula has the potential to realise significant savings to local grain producers.

The proposed inner harbour at Cape Hardy will have the capability to handle containerised cargo, opening other opportunities for the import and export of low volume, high value commodities such as machinery, fertiliser, specialised agricultural produce and hay.

It is important to note that Iron Road's approvals application only covers the export of magnetite concentrate and any third party arrangements would require additional government approvals.