



GENERAL FAQ'S

Iron Road is positioning itself to build a long-term, fully integrated magnetite project on the Eyre Peninsula. The Central Eyre Iron Project (CEIP) will consist of a mine located at Warramboos with a 25+ year life, a deep water port and storage facility at Cape Hardy near Port Neill and a mine-to-port infrastructure corridor comprising a new railway line, power and water.

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.



MINE



RAIL



PORT

Why is there no traditional tailings dam in the CEIP design?

To minimise the footprint of the proposed mine, Iron Road investigated a more innovative and safer approach to storing mine tailings and waste rock. The traditional tailings storage facility combined with a separate waste rock stockpile has been replaced in the CEIP design with an Integrated Waste Landform (IWL) which combines and stacks both materials radially to a height of 135 metres.

Not only does the IWL greatly minimise water use and the storage area required, it is also safer and allows for progressive, continuous rehabilitation reducing the risk of dust generation and erosion.

What will be the noticeable impacts of blasting on the community and how will they be monitored?

Blasting will occur once a day and be managed within stringent limits that will apply as part of the mining lease approval (if granted). Nearby residents may feel vibrations and “hear” the over-pressure from blasts but this will not cause damage to any structures or create health risk.

Why doesn't the infrastructure corridor go through the Hambidge Wilderness Protection Area instead of farming land?

Iron Road fully considered the option of locating the proposed corridor through the Hambidge Wilderness Protection Area (WPA) very early on in its planning process. However, the existing legislation does not allow for such an option and to pursue it would require a resolution of both Houses of Parliament.

Iron Road received expert advice that this was highly unlikely to occur due to the inconsistency of the proposed land use (eg an infrastructure corridor with rail, power and water pipeline) with the established wilderness values of the WPA. In addition, even if the company was successful in obtaining the prior support of relevant environmental groups and the Department of Environment, Water and Natural Resources, the parliamentary process would take several years with no guarantee of success.



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How will impacts to farmers along the infrastructure corridor be minimised and compensated?

Iron Road acknowledges that discussions with directly affected landowners along the corridor have, in some cases, been inconsistent.

The aim of the engagement has always been to better understand each individual landowner's business requirements and how to minimise impacts wherever possible. Each landowner along the corridor has different requirements depending on the proposed changes to their properties and Iron Road is working to have uniquely tailored compensation solutions for each.

Rail safety is a highly regulated area and protocols around stock and vehicle movements and rail crossings will ultimately be bound by the relevant legislation. This will also be an important topic of discussion when engaging with corridor landowners in the future.

How is Iron Road earning its place in the community?

Iron Road understands it will take time to become part of the community and this is not taken for granted.

Earning a place in the community is an aspiration no different to any business starting up in a new area and wanting to become recognised and trusted for what it brings into a community. Iron Road recognises that such an aspiration takes time and effort and a consistency of purpose.

Iron Road has been on this journey for a number of years through its work with the community, local government and other groups. The company and its employees will continue to foster these relationships and seek avenues to bring shared benefit to the community and broader region.

How is the project still viable when other iron ore mines are closing?

Not all iron ore is created equal!

Iron Road is proposing to produce a magnetite concentrate that will consistently contain 67% iron. The spot iron ore price is based on direct ship hematite at 62% iron.

Iron Road's product contains fewer impurities and is higher in iron content hence it attracts a higher price and lends itself well to blending with lower grade ores that are now becoming increasingly common as high quality orebodies dwindle.

Due to the nature of the Warramboob orebody and efficient mine design, Iron Road's production costs will be in the bottom third of all iron ore producers. When compared with other niche magnetite producers, Iron Road will be one of the world's most efficient and cost effective producers.

