

CORRIDOR & RAIL



Corridor

- A corridor comprising of a railway line and service track from mine to port
- Some parts of the corridor will also include a power line and a water pipeline
- Borefield identified to supply mine site water
- Power line to site will assist in the reinforcement of Eyre Peninsula transmission network
- Infrastructure corridor designed in consultation with land holders to minimise impact and maximise benefits – e.g. rail service track designed to enable use by landholders
- Infrastructure corridor design to include lessons learnt by landholders to minimise risk of sand drift

- Provision of crossing points for stock, machinery and grain trucks where practicable
- Alignment adjusted to reduce the number of times school buses cross the rail line
- Rail crossing design based on Australian Level Crossing Assessment Model (ALCAM) in consultation with local councils and the rail safety regulator
- Rail crossing design to include provision for livestock to cross the rail line separate to motor vehicles

Key Opportunities

- Rail can be shared with others – e.g. grain handling
- Continuous welding of the track removes typical clicky-clack train noise
- Potential to feed into Trans-Australian network
- Supports improvement of regional power upgrade

Rail

- Standard gauge, heavy haul rail
- Ore cars will be covered and comprise of a secure bottom chute for unloading
- Anticipated six return train trips per day, 24 hour operation
- Each train will transport almost 10,000 tonnes of iron concentrate from mine to port

All information correct as of July 2014

FAQ

What facilities will be located within the infrastructure corridor?

A standard gauge railway will be located within the entire length of the infrastructure corridor from the proposed mine at Warramboe to the proposed port at Cape Hardy, together with a maintenance track.

A power transmission line will be included for approximately half of the length and will feed into the corridor from Yadnarie to the east.

Water supply for the proposed mine will come from a borefield to be located approximately 60km south of the mine.

What is the proposed bore field and how will you ensure that it does not impact on our existing water supply?

A brackish water supply has been located approximately 60 km south of the proposed mine and has been subject to drilling and pumping tests to determine the viability of utilising that water as the primary supply for the processing plant at the mine site.

As the test results have shown that the supply is viable for our purposes, we no longer need to use seawater at the mine site. The water from the bore field has no connection to currently used resources and the total expected life of mine use would be less than 1% of the total available unused resource.

Note that the water supply is saline and not suitable for human consumption or for stock use.

How will noise and dust relating to the trains be monitored?

There will be no dust generated by the trains as each wagon will be covered. The Iron concentrate also has a high specific gravity and contains approximately 8% moisture.

We will propose an appropriate monitoring system for noise in our approval documents.

This monitoring system will be based on expert consultant advice and the experience of the many ore railways around Australia. Typically, a noise program would involve monitoring for a reasonable period of time to confirm that the noise modelling predictions meet legislative limits. This monitoring program will need to be approved by the State Government before the construction of the railway can commence.

What rail crossings will be required and how will safety matters be addressed?

At this stage of the preliminary rail design there are expected to be several public crossings. The final configuration of rail crossings and signalling standards is subject to a National Rail Authority review and safety audit process that will occur during detailed design in the next phase of the project.

The possibility of private landowner accesses will be subject to outcomes of the project with traffic management and safety review.

The permanent installation of the Rail Maintenance Track (RMT) that parallels the railway for the entire length will in some cases assist landowners to access nearby leaseholds.

Does Iron Road have compulsory acquisition rights to the land needed for the corridor?

We do not have compulsory acquisition rights. Discussions and negotiations have commenced with landowners along the proposed corridor route and will continue throughout the year.