

Southdown Joint Venture Southdown Magnetite Project Transshipping Information Sheet

October 2022

The Southdown Project is a joint venture between Grange Resources (70%) and SRT Australia Pty Ltd (30%) – this partnership is known as the ‘Southdown Joint Venture.’

Grange Resources Limited (Grange Resources) is Australia’s most experienced magnetite producer with over 50 years of mining and production from its Savage River Mine in Tasmania.

SRT Australia Pty Ltd is jointly owned by Sojitz Corporation, a Japanese global trading company, and Kobe Steel, a major Japanese steel maker.

Who is Southern Ports Authority, and what is their role?

The export of magnetite concentrate will be through the Port of Albany, owned and operated by the Southern Ports Authority, a Western Australian Government Trading Enterprise. Southern Ports is the custodian of the three ‘gateway’ ports of Albany, Bunbury and Esperance, connecting Western Australia to the world. Southern Ports’ role will be to facilitate the movement and loading of magnetite through the port.

What operations will occur at the Port of Albany for the Southdown Magnetite Project?

In agreement with the Southern Ports Authority, Lot 60, Lot 61 and Berth 5 have been identified as the proposed sites for concentrate receipt, dewatering, storage and shiploading at the Port of Albany (refer to the map below).



**APPROXIMATE PROPOSED
PROJECT INFRASTRUCTURE
FOOTPRINT**



What are the Southdown Joint Venture operations at the Port of Albany?

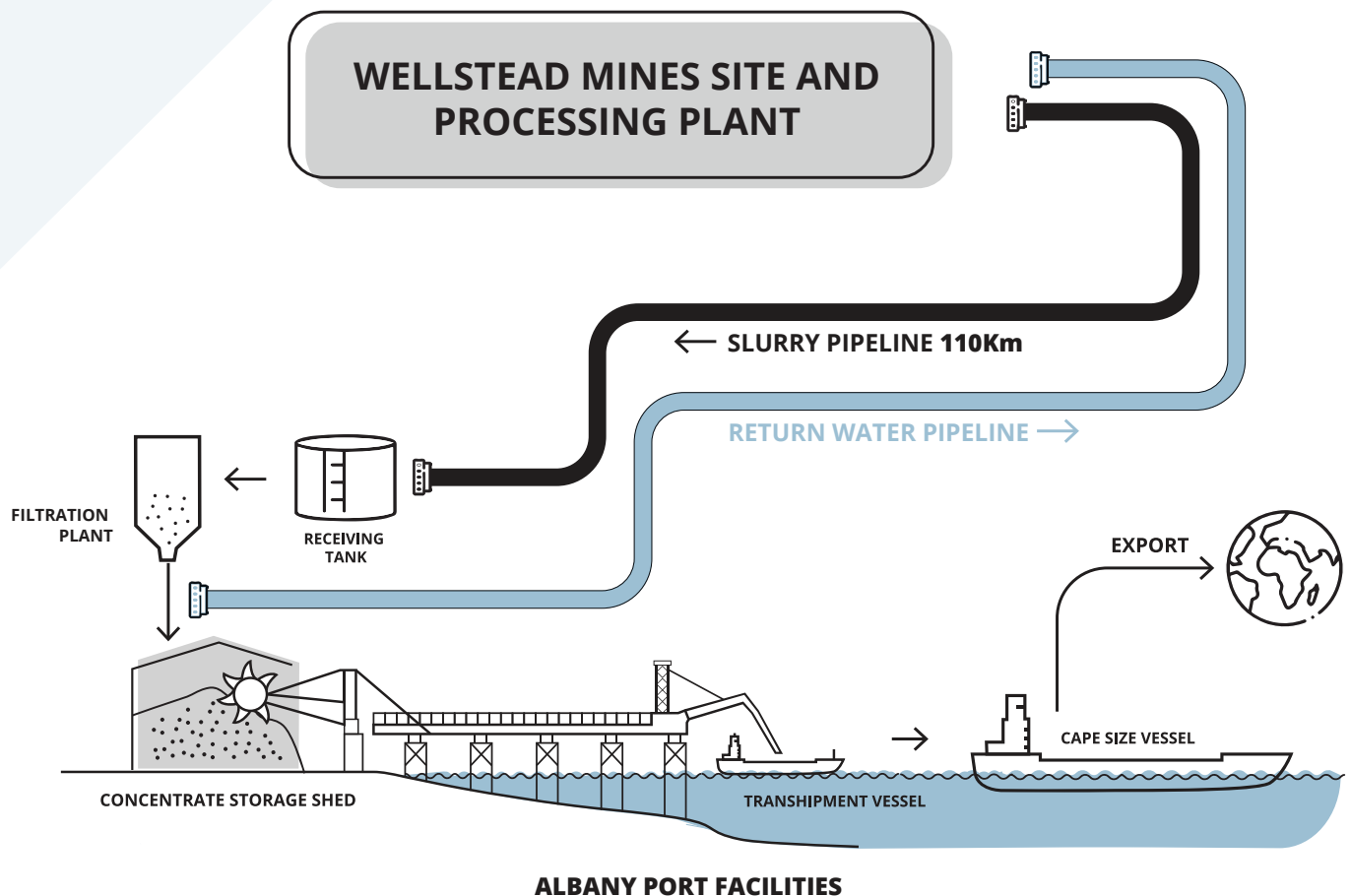
Magnetite slurry will be transported from the mine to the Port of Albany via a slurry pipeline, where it will be dewatered and stored in a storage shed ready for shipping. Dewatering involves passing the slurry through a bank of filters to separate the water from the magnetite concentrate.

Water from the dewatering process will be pumped back to the mine site for reuse in a second pipeline following the same alignment as the slurry pipeline. About 85% of the water pumped with the slurry will be returned to the mine site for reuse and 15% is used to add moisture to the concentrate to minimise dust when transshipping.

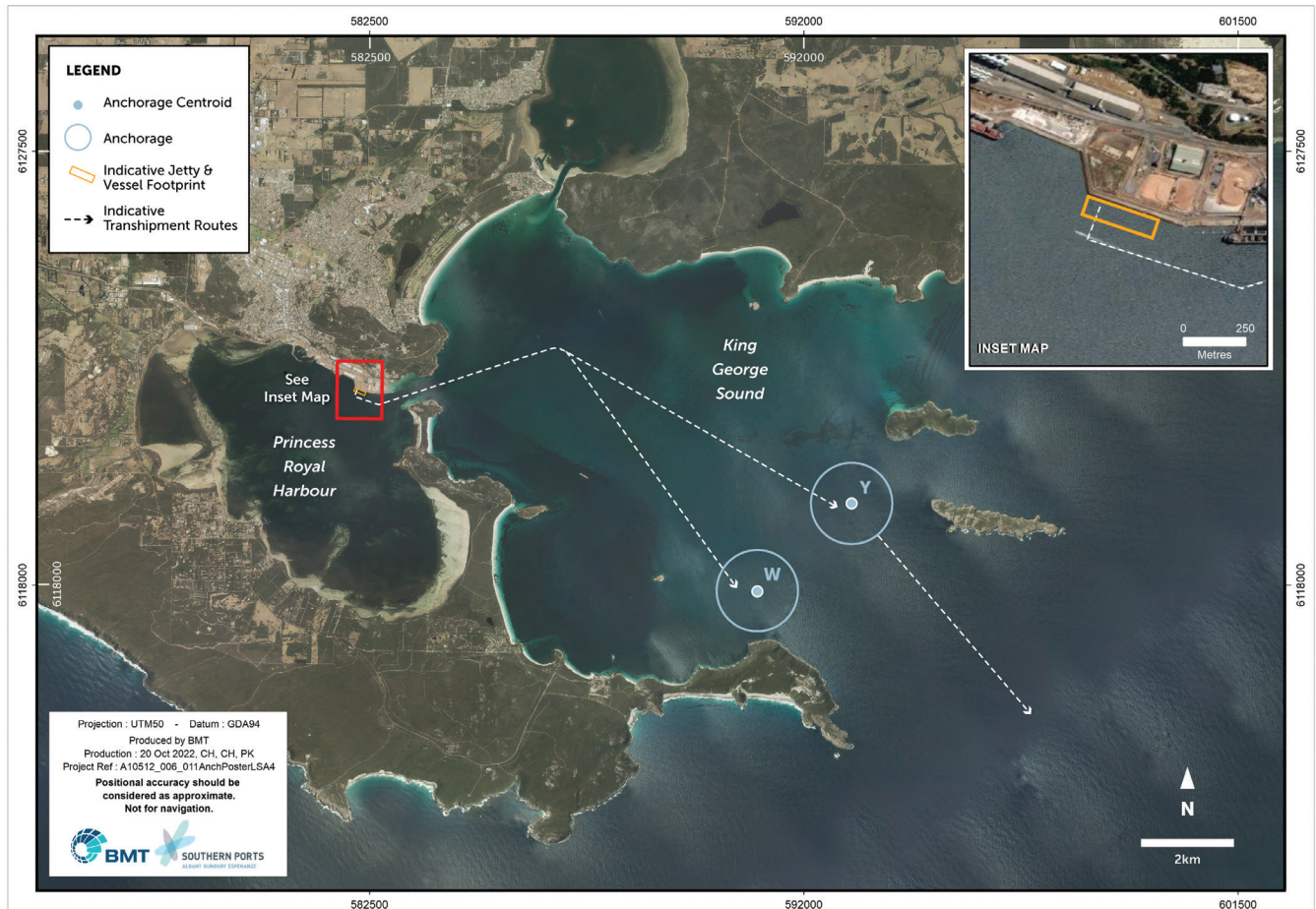
Transshipping is the process of loading goods from one vessel, to another vessel for exporting to market.

The concentrate will be loaded on to small vessels via conveyors and a shiploader and transported to larger Cape Size vessels in King George Sound. This process is known as transshipping.

It is anticipated that 26 cape vessels will be loaded at anchor throughout the year. Vessels arrival will match the production rate. Once a Cape vessel arrives to be loaded, the transshipping vessel will service the Cape vessel twice a day.



Due to the depth of water required for Cape Size vessels when fully loaded, the vessels are proposed to be located at anchorage sites W and Y within King George Sound, between the Breaksea Island and Frenchman Bay. Anchorage areas W and Y will be expanded to accommodate transhipping.



What environmental approvals are required for transhipping?

The project has previously been granted primary environmental approvals by the Western Australian government under the *Environmental Protection Act 1986* (EP Act) and by the federal government under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). However, there are some modifications to the project that require further approvals.

A new environmental approval will be sought for the transhipping component of the project by the Southern Ports Authority. It is anticipated that referrals will be submitted to the regulators at the end of 2022. This referral will be advertised for public comment on the EPA website.



Detailed technical and environmental assessments have been undertaken to assess the potential landside and waterside impacts of transhipping. The key findings of the assessments are summarised below:

- The facilities proposed at Lots 60 and 61 and Berth 5 within Albany Port are not likely to significantly affect visual amenity and they are consistent with activities already occurring within the Port.
- Transhipment activities will have minor visual significance for public receptor points, and although there would be some visibility of transhipment operations offshore from private receptors, these would not visually differ from the maritime operations that already occur at this location.
- The project can reasonably and practicably comply with applicable state noise regulations and minimise its impact to the existing acoustic environment.
- All relevant ambient air quality and dust deposition criteria are met at the nearest sensitive receptors.
- Results of benthic habitat studies at the proposed anchorages show no seagrass will be impacted by transhipping, and no impacts to important marine fauna are expected with all mitigation efforts in place to minimise risks such as vessel strike.

Contact Information

To stay informed of upcoming engagement opportunities or learn more about the project, visit the Southdown Magnetite Project webpage at www.grangeresources.com.au/operations/southdown

If you wish to speak with a member of the project team, please email info@grangeresources.com.au phone **08 9841 4255** or visit the Albany Project Office at **31 Albany Hwy, Albany, WA**

We acknowledge the Noongar Menang people as traditional custodians of this region and recognise their continuing connection to land, water and culture. We pay our respects to Aboriginal communities and cultures, and to their Elders past, present and emerging.