

Information Sheet



PROPOSAL OVERVIEW

Cliffs Asia Pacific Iron Ore (Cliffs) is investigating the feasibility of increasing its iron ore production from its Koolyanobbing mining operations from 8.8 million tonnes per annum (Mtpa) to 11.5Mtpa from 2012. Cliffs and Esperance Ports Sea and Land (EPSL) are working together to seek regulatory environmental approval to allow the export of 11.5Mtpa of iron ore from Esperance Port.

How will an iron ore export of 11.5Mtpa be achieved?

To achieve an export of 11.5Mtpa of iron ore, there will be:

- no change to the number or frequency of train movements currently approved, since use of longer trains is proposed (159 wagons, compared to 126 wagons currently);
- no significant changes to the existing infrastructure and no new infrastructure required at the Esperance Port, since sufficient capacity and capability exists to cope with the potential increased throughput; and
- no change to the total number of export sea vessels currently approved from the Esperance Port. However, there will be an increased number of larger vessels entering the Esperance Port.

The proposal to increase export of iron ore to 11.5Mtpa will require changes to:

- **Sims Street:** To eliminate the impact of the longer trains arriving at the Esperance Rail Yard, a new road traffic bridge is proposed at the Sims Street rail crossing, which will be a significant improvement to the current crossing. This new road traffic bridge would be built at Cliffs' cost (over \$5 million) and would allow unimpeded, safe access across the rail line at all times (Figure 1).
- **Rail track and the Esperance Rail Yard:** Upgrades to the rail track (a combination of new and replacement track) to the north of the Esperance Rail Yard and within the existing yard are proposed and will be undertaken by owners and operators of the rail line, WestNet Rail and Australian Railroad Group (ARG). Construction of a new locomotive/wagon maintenance shed and a warehouse building at the Esperance Rail Yard are also proposed.
- **Infrastructure at the Port:** Minor modifications to the rotary car dumper and enhancements to the conveyor systems are proposed to improve the reliability and efficiency of the iron ore circuit.

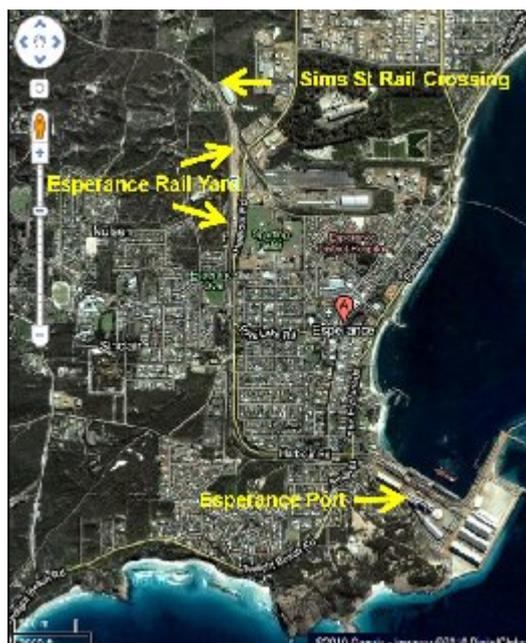


Figure 1: Location of the Sims Street rail crossing, Esperance Rail Yard and Esperance Port. All proposed work will be undertaken within existing road and rail corridors. Source: Google Map.

What are the benefits to Esperance?

The increased export of iron ore provides an economic return to Cliffs, EPSL and the broader community, including that of Esperance. Works to upgrade rail infrastructure at Esperance will create employment opportunities for the construction period and train maintenance, thereafter. Continued use of the Esperance Port for the export of iron ore also provides longer-term security of local employment in the Yilgarn and Esperance regions during the life of the Koolyanobbing mining operations.

PROPOSAL HIGHLIGHTS

- No change to the number and frequency of trains.
- Longer trains are proposed (159 wagons compared to 126 wagons).
- A road traffic bridge at Sims Street rail crossing is proposed.
- New/replacement rail track and new infrastructure at the Esperance Rail Yard is proposed.
- Ongoing economic benefit to the community of Esperance.