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Ref: STMIN1:LP08

Date: 16 JUN 2008

Hon Mike Rann MP
Premier
GPO Box 2343
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Southern Eyre Peninsula Port/Railway/Road Proposal

I ask that a submission is made to the Federal Government for assistance through the \$20 billion *Building Australia Fund* to provide critical infrastructure for Eyre Peninsula to enable the many small mining companies to value add where possible, and export the minerals located within the Gawler Craton anomaly which covers the region.

I enclose a copy of my letter to Minister Conlon regarding the urgent need to upgrade the Port of Thevenard near Ceduna and the case for a new port on southern Eyre Peninsula and other infrastructure, herewith. Facilitation by the State Government must start now, to assist all players in the building of the necessary infrastructure which is required or the much touted mining boom and the royalties expected will never eventuate.

Infrastructure in Port Lincoln is already under pressure, just coping with grain trucks, and the expansion of the City. The people of the City are not in favour of the additional issues raised by the export of minerals and I see this as an opportunity to plan a staged redevelopment of the city.

I am convinced that a modern multi use port on the east coast of Eyre Peninsula, north of Port Lincoln and south of Port Neill, is needed to provide for the future imports and exports of southern Eyre Peninsula and the commercialisation of the extensive and varied Gawler Craton mineralisation that covers the region. The current mining debate is highlighting just how inadequate the present road, rail, port and even the air infrastructure is for the future development of Eyre Peninsula and the advancement of the state.

The Port Lincoln port operated by Flinders Ports is under utilised. It is rumoured to be only 15% usage and declining. However it will never be able to be fully utilised, despite having reasonably deep water and rail access, because of its central location in the City. Road access to the port is poor as it is provided via busy central business routes.

As a new port is developed the present wharf precinct should gradually be sold off to provide for fishing, tourism and housing. The funds reinvested by the beneficiaries into the new greenfield port, with Flinders Ports being part of the project at the new site.

The Murray Point, former BHP site, that has been proposed as a possible solution for the export of minerals requires double handling with barges. It is currently designated for future expansion of the city, which remains the best use of this site in my opinion.

A Public Private Partnership, government or private enterprise could build a new port on a greenfield site in conjunction with an extended and upgraded railway, improved road network and possibly slurry pipelines, to provide for mineral and grain exports and any imports as required. Value adding before export of our commodities should be undertaken where possible and the inclusion of an iron ore pellet plant incorporated in the initial Port plans would be strategic.

Genesee Wyoming could sell the railway line or become part of the new port project. However the current narrow gauge railway line is not the most suitable for haulage of iron ore and needs upgrading. For that reason it is currently being proposed that B Double trucks would bring minerals into Port Lincoln adding considerably to existing and future road traffic problems.

I envisage that the new railway line would have provision for upgrading to standard gauge and be redirected along a new section, approximately 30 kilometres, from Ungarra to the new port to take all freight, including grain and minerals. The railway land in Port Lincoln could then revert back to Colonel Light's original plan and become parklands. Any excess land could be sold. Liverpool Street would finally be able to be extended through to Kirton Point and Porter Bay providing easy access to the marina. The Government could use proceeds to assist with the upgrade and extension of the rail to the new port.

Reasons for the change:

Given the quantity of minerals on Eyre Peninsula and the potential growth of Port Lincoln the wharf is never going to be a long term solution for the export of minerals. Grain trucks are already a problem on the Lincoln Highway due to increased local and visitor traffic and the highway not being able to be widened. The proposed

alternative road route is getting more and more expensive and difficult as the hills are rapidly being subdivided and built on.

Mayor Peter Davis and a group of local people went across to look at the port facilities and infrastructure at Esperance in Western Australia. Peter has written a report advising that he will not support using Port Lincoln for the exports of minerals. This report, which is enclosed, reflects the thinking of almost all of the residents. The fishing industry has also come out strongly against it.

The fishing industry doesn't have enough room for future expansion however they would have more flexibility if the wharf became more available with grain exports gradually relocating to a new port. The recreational jetty (No.1 berth at the wharf) that was hard fought for would also remain available for the tourists and recreational fishers where access is under threat at the moment. Cruise ships expected to visit the city in the near future could be easily catered for in the wharf/city precinct with plenty of room for facilities. The same would apply to yachts that could be facilitated and given much easier access to the Yacht Club and the centre of the city. Private marina berths off the wharf area could be sold generating additional funding, as well as creating the kind of ambience that I believe would enhance our city. Similar to that currently enjoyed by Hobart.

The grain market has been deregulated and a new grain marketing group formed under the auspices of Free Eyre. They will not necessarily be using the silos but large bags to hold and segregate their grain. This will mean that they will need more space and will not be using the large cement silos at the wharf. Many of these silos are getting old now and I have been told that some may need to be pulled down as has already happened in Western Australia, where some have also been converted to high rise housing developments.

ABB Grain I believe owns the grain silos, sheds and gantries at the Port Lincoln wharf. However to export minerals from either the main wharf, the BHP, or the fuel wharf if the fuel is taken elsewhere, will require extensive new mineral specific infrastructure and more space. It would make sense for ABB Grain to be part of a new port project and to put in dual purpose new dust proof gantries in a port catering for bulk fertilisers, grain and minerals in an environmentally friendly manner.

Modern fertiliser unloading equipment and sheds and eventually even new fuel unloading and tanks located at a new port and the old ones removed from our city centre would free up more space in our city and provide modern accessible services for our communities in a much safer location. As a new dedicated fuel wharf would probably have to be built this may not happen for some time but should be planned for now. The existing fuel wharf could be repaired and made available for tourism and recreational use, which would be much more compatible with its residential location.

Centrex is only the first of many mining companies that will want to export from Port Lincoln. So the problem must be fixed now if we are to gain the benefits for our region and the State, of having a mining industry while retaining and possibly improving Port Lincoln's ambience. It would be judicious if existing grain and fertiliser companies' activities were also encompassed.

There has been and continues to be, a range of problems with the exporting of grain from the wharf. Grain dust for asthma sufferers has long been a problem. Anecdotally the numbers of people suffering from asthma is increasing and some, I am aware of, actually leave the town. The native galahs I am told were not originally found in Port Lincoln but followed the grain down here, have bred prolifically, are offensively noisy and ruin trees. Pigeons, also attracted by grain, have bred up and make a mess in the city.

The rail that presently runs through the middle of the town could go and the ambience and views would return as the large silos and the green gantries are eventually demolished.

Some of the mining ventures on southern Eyre Peninsula expected over the next few years which will also need a deep sea port outlet are:

- The Centrex hematite iron ore reserve at Wilgerup near Lock is 10 million tonne reserve at \$90 to \$95/tonne and they are confident of increasing the Wilgerup reserves once mining started. Starting 2011'12.
- Centrex also have magnetite iron ore deposits on Eyre Peninsula with, identified exploration targets exceeding two billion tonnes of magnetite iron ore in the Southern and South Central tenements, with another major deposit near Cowell.
- Lincoln Minerals has hematite and magnetite iron ore at Gum Flat and has an exploration target of more than 250 million tonnes of ore at the project, which is about 20km from Port Lincoln.
- Adelaide Resource's iron ore project, 175 km north of Port Lincoln, contains extensive magnetite anomalies with a cumulative strike length in excess of 50km. They have launched a new company Iron Road to handle it.
- North of Kimba at the Wilcherry Hill is the Ironclad Mining Company's iron ore deposit. The Wilcherry deposits contain coarse crystalline magnetite and low silica contents which enable low cost and efficient production of concentrates containing over 70% iron with very low impurity levels.

- In addition not far away is the Menninnie Dam site where there is said to be a crew currently working 24 hours a day exploring for zinc, lead and copper with the potential also for iron ore. (The Kimba to Buckleboo railway line that links through to Ungarra is currently closed but would not be far from these deposits.)

If the Port of Thevenard is not upgraded then the new port south of Port Neill would become the only major port to service the whole of Eyre Peninsula and minerals from the North West may have to be brought down. These could include:

- Minatour's kaolin deposit near Streaky Bay, which is of very high quality with 9 million tonne plus 150 million tonne inferred, and is selling for \$US500/tonne. Starting 2008/9.
- Adelaide Resources has mineral sands, uranium and iron ore deposits on Eyre Peninsula. Their testing at Warramboe indicates a significant strike length of magnetite bearing iron ore of exceptional chemical quality and substantial tonnage.

Consideration of this port project to provide for the future development and prosperity of Eyre Peninsula and our state would be appreciated. It is the role of governments to facilitate this project such as this as no one company should have the responsibility to provide the initial infrastructure that will in the long term benefit many, including the State and Federal Governments in royalties, taxes and economic activity.

Yours sincerely,



Mrs. Liz Penfold MP
Member for Flinders

Cc
 Hon Kevin Foley, Treasurer, Hon Patrick Conlon, Minister for Transport,
 Mr Martin Hamilton Smith, Leader of the Opposition
 Dr Duncan Mc Fetridge, Shadow Minister for Transport, Industry & Trade, Hon David Ridgway MLC, Shadow Minister for Mineral Resources Development,
 Senator Nick Minchin, Senator Cory Bernadi, Senator Grant Chapman, Senator Alan Ferguson, Senator Mary Jo Fisher, Senator Simon Birmingham
 Mr Rowan Ramsey, Member for Grey
 Eyre Regional Development Board, Eyre Peninsula District Councils
 Centrex Minerals, Adelaide Resources, Iluka, Lincoln Minerals, Minatour, Ironclad Mining
 Flinders Ports
 Genesec Wyoming
 SA Chamber of Mines & Energy Inc



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ENCLOSURE I

Hon Patrick Conlon MP
Minister for Transport, Energy & Infrastructure
GPO Box 2969
ADELAIDE SA 5001

Dear Patrick

I write in support of the dredging of the Thevenard Port as a critical infrastructure funding priority for your Government. Now Iluka Resources has committed to a \$420 million capital investment into their Jacinth-Ambrosia mineral sands project it is crucial that the "tangible support" by your government for the mineral industry is shown in a practical way. As you are aware there are numerous other mining projects nearby that would also benefit from the deepening of this port.

Global shipping trends indicate that bigger ships are now being used around the world. If we are to gain the greatest benefit for our State from these projects it is essential that the channel is widened and dredged deep enough to accommodate Panamax (14 metres) and; if at all possible; Cape Bulker (18 to 20 metres) ships. Straightening the channel should also be investigated as it could be a better option than the current proposal.

The Port of Thevenard is a multi commodity port, initially established for the export of grain and since been developed to handle the export of salt and gypsum and to provide for the unloading of fishing vessels. In 2006 it was the State's 4th busiest port handling 1.955 M tonnes of export products, including almost 1.7 M tonnes of gypsum valued at \$29.12 million. From 2010, perhaps sooner mineral sands, iron ore and kaolin are expected to increase the tonnages and value of commodities more than tenfold but for this to be achieved the port needs to be significantly upgraded.

Mining is expected to start in 2009/10 at Iluka's Jacinth-Ambrosia, a world-class deposit, with a measured and indicated resource of 9.5 million tonnes of heavy mineral sands. Iluka joint ventures for other mineral sand deposits in the area are Typhoon, Tripitaka, Dromedary and Gulliver's. Iluka has recently signed a memorandum of understanding with ABB Grain to handle up to 700,000 tonnes of mineral sand per year through Thevenard.

Just some of the other new mining ventures in the North West of Eyre Peninsula expected over the next few years are:

- Minotaur's, kaolin deposit near Streaky Bay, which is of very high quality with 9 million tonne plus 150 million tonne inferred, and is selling for \$US1,000/tonne. Starting 2008/9.
- Adelaide Resources has mineral sands close to Iluka's and also uranium and iron ore deposits on Eyre Peninsula. Their testing at Warramboe indicates a significant strike length of magnetite-bearing iron ore of exceptional chemical quality and substantial tonnage.

- There is also the potential for Western Plains and other northern companies to use this port instead of being forced to take their minerals out of Darwin, as is being canvassed at the moment or use the Port Bonython option, which will take many years to develop, even if it gets over the significant hurdles that it has to jump. The Western Plains iron ore project at Peculiar Knob is predicted to produce 0.95 Mtpa lump and 1.75 Mtpa fines of iron ore.

Infrastructure costs to enable the ore from this deposit to be delivered to Thevenard by road or rail or piped should not be significantly different to those estimated for the route to Whyalla and the upgrading of a port there.

Some of the new mining ventures on Southern Eyre Peninsula expected over the next few years which will also need a deep sea port outlet are:

- The Centrex hematite iron ore reserve at Wilgerup near Lock is 10 million tonne reserve at \$90 to \$95/tonne and they are confident of increasing the Wilgerup reserves once mining started. Starting 2008/9.
- Centrex also have magnetite iron ore deposits on Eyre Peninsula with, identified exploration targets exceeding two billion tonnes of magnetite iron ore in the Southern and South Central tenements alone, with another major deposit near Cowell.
- Lincoln Minerals has hematite and magnetite iron ore at Gum Flat and has an exploration target of more than 250 million tonnes of ore at the project, which is about 20km from Port Lincoln. Starting 2008/9.
- Adelaide Resource's iron ore project, 175 km north of Port Lincoln, contains extensive magnetite anomalies with a cumulative strike length in excess of 50km. They have launched a new company Iron Road to handle it.

Centrex has been looking into using the port facilities at Port Lincoln however the community is against this idea. Therefore, Thevenard must be considered as an option for the export of these minerals, unless a new port is built on the east coast near Port Neill.

The EP Ports Master Plan identified that the 8.2 m channel depth at Thevenard is a considerable impediment as shipping capacity is limited to approximately 25,000 tonnes. The proposal in the Report to deepen the channel to 10.7 metres will enable the full loading of Handymax ships with 45,000 tonne capacity, however it will only enable part loading of Panamax vessels. The shipping of iron ore from nearby mining sites will require Panamax, (approximately 70,000 tonnes) and Cape Bulker, (approximately 170,000 tonnes) ships, which need up to 18m in depth. Therefore deepening of the channel to at least 18 metres at Thevenard needs to be completed as soon as possible to allow access for these ships. A detailed geotechnical investigation has been carried out to determine the feasibility of deepening the Thevenard Port Channel (the Yatala Channel), however the possibility of dredging a more direct channel by straightening or widening the channel to a width of 200m and 250-300m at the turns needs to be investigated and costed.

I am concerned about the long term viability of the port at Thevenard if it is not deepened very soon because the global trend towards larger vessels has already had an adverse influence on the quantity of grain exported from there and it is impacting on the viability of the gypsum industry. Without remedial action, there is a real possibility that the port will be downgraded, with all grain products being transported 400 km's from Ceduna to Port Lincoln. For growers west of Ceduna this could add an additional cost of \$28 to \$40 per tonne which would adversely impact the viability of the grain industry in the far west of EP.

There are significant issues to be overcome, such as upgrading the rail to Thevenard and finding land for storage and handling facilities, however reduced port usage could make Thevenard commercially unsustainable and all port services could cease. The ramifications for the industries and commodities in the western region of EP would be extremely serious and would result in additional freight and transportation charges. The flow on effect would be catastrophic to the economic and social fabric of the towns that rely on these industries and would impact directly on 300 farmers in the western region. The viability of the existing and future mineral exports would be put in jeopardy. Therefore upgrading the port is the only option and I ask that you give this infrastructure project priority status in your government's current budget considerations.

Yours sincerely,



Mrs. Liz Penfold MP
Member for Flinders

Cc Shadow Minister for Transport D McFetridge, Shadow Minister for Regional Development J Dawkins, Shadow Minister for Infrastructure M Williams, Shadow Minister for Mineral Resources D Ridgeway, ERDB, DC Cadema.

Mayor's Parlor,
Tasman Terrace,
Port Lincoln,
South Australia,



22/5/2008

MAYOR'S REPORT, ESPERANCE VISIT, 20-22/5/2008

Over the three days above I joined the Pt. Lincoln Community Consultative Community representatives considering iron ore exports from Pt. Lincoln / Proper Bay compared with existing conditions being experienced at Esperance, W.A. I went at the express invitation of Gerard Anderson, Managing Director, Centrex Metals. This Company totally funded our visit and I convey my express appreciation for the opportunity to witness actual conditions on the ground.

Members of our party were: Pilot and Councillor Malcolm Catt, [also City Council's representative on the Eyre Regional Development Board.] Councillor Neville Starke [and Chairman of the Community Consultative Committee.] Councillor Danny Bartlett, a Consultative Committee Member. Mrs Daphne Freeman and Mr. Kevin Weibrich [Community representatives.] Ms. Hailey Franke, an Environmental Consultant working on a study for Centrex Metals.

THE FUNDAMENTAL PURPOSE OF THE VISIT WAS TO CONSIDER THE ENVIRONMENTAL ISSUES OF IRON ORE DUST ESCAPE AND NOISE IMPACTS ON THE ESPERANCE COMMUNITY.

Weather conditions were perfect with wind speed below 5 knots to calm, clear skies and warm conditions.

Upon arrival at the Esperance Port Authority we were met by Mr. Bill O'Reilly, acting Port manager. We were taken on a most extensive inspection of the port operations, ranging from watching grain being bulk loaded [with a slight dust haze present]. A brief description of the container loading facilities for the export of nickel concentrate bound for Gladstone, including our attention being drawn to significant odour problems related to a chemical [zanthate?] being added to the mineral to assist product stability, but which can result in unpleasant odours drifting over the City. We saw the stockpile of sulphur in a shed [an inbound cargo]. We passed the shed now covering the shed containing 9,000 tonnes of lead carbonate. This is the remnant stockpile following the Port's refusal to load any further lead cargo that is alleged to have caused environmental damage within the city. We then inspected the iron ore sheds, conveyer system, entered the control room where computers aid the loading of iron ore via the covered wharf conveyor belt system feeding the ship loader. We witnessed iron ore loading at various rates from about 2500 tonnes per hour up to 4300 tonnes per hour. We spent extensive

time inspecting the various opportunities for iron ore dust to escape from a range of locations including the negatively pressured receival shed to the rail discharge terminal where a "tippler" [a rotating car discharger that clamps a single rail "car" and rotates it through 270 degrees dumping the contained ore.] The unloading rate is approximately 2500 tonnes per hour... each "car" takes some 2 minutes to be rotated. A train consists of 126 cars plus the locomotive. Each train load brings some 8000 tonnes from Norseman, some 500 Kms distant. Generally 3 trains arrive each day with the unloading time per train being some 5 hours.

We inspected the site where the individual cars are pushed into the tipping shed and witnessed [to our surprise] about 30 feet distant over a galvanized iron fence road trains delivering grain in open trailers. Clearly, iron dust contamination is not occurring.

The ship "Azura" had begun loading iron ore shortly before we commenced our visit, being slightly down by the bow. By approximately 2-00 P.M. Wednesday, she departed fully loaded with some 80,000 tonnes.

THE PORT AUTHORITY IS GRAPPLING WITH MAJOR EXPANSION ISSUES. FOR EXAMPLE, IRON ORE EXPORTS BEGAN IN 1992 WITH APROX 1.5 MILLION TONNES INITIALLY AND SOME SIGNIFICANT DUST ISSUES FROM THE SHIP LOADER. IN THE YEAR 2005-6 SOME 6 MILLION TONNES WERE EXPORTED. LAST YEAR, JUST ON 7.5 MILLION TONNES WERE SHIPPED, TOGETHER WITH ANOTHER 2 MILLION TONNES OF VARIOUS PRODUCT, BOTH INBOUND AND OUTBOUND. [For accurate details, consult the attached annual report].

Whilst I do not want to prejudice the Consultative Committee's opinions, I think it fair to say there is no community problem with either iron ore dust or associated PORT AUTHORITY noise. I am not surprised the Port was named Australian Port of the Year in 2003. We stood inside the main shed as iron ore was being moved via a front end loader into the hopper loading the belts feeding the ship. The ore was clearly damp, the flood lights under the roof of the building were clearly visible with little dust haze. There was no dust haze escaping from either the belts feeding the loader, the loader shed nor the ship loader. Throughout the time we were present and within sight of the ship I did not witness any dust escape. There is little iron ore dust staining evidence within the immediate ship loading facility and none outside the iron ore area.

I am convinced that given a similar or improved loading system that neither iron ore dust nor associated loading noises will be an issue for Eyre Peninsula. However, Esperance has experienced significant negative issues with nickel and lead.

I feel compelled to place on record the excellent results being delivered by the Port and Rail staff in handling huge iron ore tonnages within constrained, limited facilities undergoing large annual tonnage increments.

I had stated publicly prior to my visit that I believe the main wharf at Pt. Lincoln and the B.H.P. facility in Proper Bay are **NOT** appropriate iron ore loading sites for Eyre Peninsula exports. My visit to Esperance has confirmed my belief for the following reasons:

- The similarities between the two Ports are uncanny. Both effectively began as grain exporting ports 150 years ago with communities springing up round the loading site
- With the advent of bulk handling, the earlier rail and jetty infrastructure was utilized but the rapid increase in vessel load capacity made existing infrastructure obsolete.
- About 1982 Pt. Lincoln completed construction of its main wharf, dredging channel to 15 metres depth giving the current capacity to load Panamax vessels. In 1992 Esperance completed their initial ore loading facilities. The iron ore wharf, land reclamation, breakwater and channel deliver a working depth of 19.5 metres and are capable of loading Cape Bulkers to some 200,000 tonnes.
- Both Ports are terminals for local [meaning disconnected from the National] rail infrastructure. The narrow gauge Pt. Lincoln track was built 100 years ago. It delivers about 800,000 tonnes of grain annually on degraded track that is both speed limited and axle loading limited. Esperance minerals began arriving on the standard gauge track completed in 1974. Significantly, the Norseman/Esperance track is considering replacing 150 kms. of degraded track. I witnessed marked sleepers within Esperance City marked for replacement. The Esperance trains are speed limited to 50 kms on some sections. Pt. Lincoln track has much more stringent speed limits due to worn, aged track. Maximum Pt. Lincoln rail loads are currently some 2,500 tonnes. Esperance, some 8,500 tonnes per train.
- Neither City has a rail loop, resulting in extremely inefficient unloading practices. Both Cities need trains to be broken into three separate entities that must be hauled and shunted, resulting in major rail noise impacts within their respective cities.
- Both cities have three separate motor vehicle crossings over their respective rail corridors resulting in major traffic dislocation, noise impact and negative ROAD TRAIN implications. Malcolm Catt, Hailey Franke and I watched amazed as road trains, semis, etc, had to stop, wait for limited domestic traffic, turn right, cross the rail line and turn hard left before entering the Port Authority area. We spent some 30 minutes. There were more truck movements than I have seen in Pt. Lincoln but truck driver courtesy was identical despite their inconvenience.
- Significantly, the above rail crossing near the Harbour Road, Hardy Road site is alongside their local caravan park resulting in visitor annoyance with both rail and road noise. See the letter to the Editor, Pt. Lincoln Times, 22nd May, Warren and Kylie Hood. I can confirm their complaint is well justified.
- Both cities have rail maintenance yards within their city limits where noisy operations are inevitable involving shunting, hookups, repairs and maintenance etc.
- The Esperance rail operations manager told me he had taken off duty a Vee 12, Detroit powered, Roots supercharged locomotive due to community complaints from

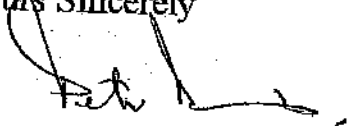
the excessive whistle of the engine noise. I witnessed it standing idle within the A.R.G. maintenance yard.

- Both Ports have rail unloading rates that cannot keep pace with ship loading rates resulting in management frustration and logistical difficulties. Pt. Lincoln only currently loads grains. Esperance has difficulties with iron ore.
- In summary, both Ports demonstrate short term expediency over many years. Neither Port demonstrates well planned facilities capable of easy, simple, logarithmic expansion, nor cargo variety or complexity.
- Esperance is now considering a huge Port expansion to handle somewhere between 15 to possibly 40 million tonnes ore annually involving a massive port expansion on its Western face, together with a 14 kilometre conveyor belt system to bring ore into town from "Shark Lake" industrial park. Wood chips are being considered.!!!!
- Both Ports, [Lincoln in particular] suffer a ship charter penalty of some \$150,000 daily being a long way South and East of B.H.P./RIO mines located in the Pilbara. Pt. Lincoln is a further 800 miles, or some 5 days or \$750,000 extra charter Eastwards. The only long term solution is a purpose built port and associated shore facilities capable of massive expansion with no community nearby DELIVERING MAXIMUM LOADING EFFICIENCIES. Barging iron ore is not logical.

STATE GOVERNMENT CAN AVOID THE MISTAKES EVIDENT IN BOTH PORTS BY UNDERTAKING A CLEANFIELDS STUDY OF THE EASTERN EYRE PENINSULA COAST WITH A VIEW TO A 2 KILOMETRE RAIL LOOP DELIVERING ORE INTO A SHED /LOADING SYSTEM FEEDING ORE TO A SHIP LOADER LOCATED IN DEEP [20 METRES] WATER NEARBY.

IN SUMMARY, I AM VERY GRATEFUL FOR CENTREX METALS GIVING US THE OPPORTUNITY TO WITNESS THE ESPERANCE PORT AND RAIL INFRASTRUCTURE. I HOPE OUR CHILDREN WILL NOT SUFFER THE LOGISITICS PROBLEMS EVIDENT IN OUR TWO CITIES AS A RESULT OF SHORT TERM PLANNING EXPEDIENCY CLEARLY EVIDENT IN BOTH PORTS.

Yours Sincerely



PETER DAVIS.

Copies: Centrex Metals.

The Hon Paul Holloway, Minister for Mining and Energy.

The Hon Pat Conlon, Minister for Infrastructure.

Pt. Lincoln City Council.

References held by Pt. Lincoln City Council: 1/ Esperance Port Annual Report,
2/ Calender, 3/Article, "Portman predicts big lift", "Australian" page 23... 22/5/2008.