



CENTREX METALS
L I M I T E D

PORT SPENCER PROJECT UPDATE 6

DECEMBER 2011

GULF LENDS NAME TO PORT

The permanent name of the proposed port for the Lower Eyre Peninsula has been drawn from the name of the deep water inlet which will carry the vessels into berth.

Port Spencer, drawn from Spencer Gulf, has replaced the interim name, Sheep Hill, which had been used as a reference to the closest land mark identified on marine charts. The announcement of the new name has been well received by stakeholders.

In Centrex' view the new name more appropriately represents the proposed development's significance to the region and the State.

PUBLIC ENVIRONMENTAL REPORT

Final environmental and social studies prepared for the Public Environmental Report (PER) are nearing completion and the documents are being prepared according to the South Australian Government's Development Assessment Commission (DAC) guidelines.

Following submission, the full PER will be available for public comment for a period of 30 working days and public meetings will be held in Port Neill and Tumby Bay to address any outstanding community concerns.

As always, members of the community and any interested stakeholders are welcome to contact Centrex with questions or inquiries outside of any official consultations.

Information about the venues and times for the public meetings will be available in the New Year. A copy of the project guidelines can be found on the DAC website (<http://dataserver.planning.sa.gov.au/publications/1417p.pdf>).

A comprehensive record of community questions, with responses from Centrex, is published on the Centrex website in the form of a Stakeholder Response Report. Go to www.centrexmetals.com.au



DID YOU KNOW? SPENCER GULF WAS NAMED IN 1802 BY EXPLORER MATTHEW FLINDERS AFTER GEORGE JOHN SPENCER, THE 2ND EARL SPENCER AND ANCESTOR OF DIANA PRINCESS OF WALES. FRENCH EXPLORER NICHOLAS BAUDIN ALSO NAMED THE INLET GOLFE BONAPARTE AT A SIMILAR TIME, BUT THE NAME DID NOT CATCH ON.



VIEW FROM ROGER'S BEACH



VIEW FROM 1 KM OFFSHORE



VIEW FROM LIPSON BEACH



VIEW FROM CORNER OF LIPSON & COAST ROAD



VIEW FROM SWAFFERS ROAD

DESIGN VISUALS

Design and feasibility studies are currently being finalised for all aspects of the proposed port's infrastructure. The proposed layout of the port will be explained in detail in the PER documents. Some images of how the port may look are provided to the right.

TECHNICAL STUDIES UPDATE

Technical studies are being finalised to complete the PER documents in time for submission to the SA Government. Studies recently completed include Marine Ecology, Sediment Transport Modelling, Surface Water and Traffic.

Some summary information about each of the studies is provided below and full results will be presented in the PER and as part of future community consultations. In the meantime, anyone wanting more information about any of the work can contact Centrex (see details on back).

SEDIMENT TRANSPORT MODELLING

This study assessed changes in the movement of sediment as a result of the construction of the jetty as well as any changes that might occur when a vessel berths at the proposed port.

This was completed by looking at how water levels, tidal conditions and current speeds may change if a vessel was at the jetty, and how that might affect local beaches and the sea bed.

The modelling predicted there would be an increase in sediment immediately inshore of the jetty, and a decrease in erosion north of the jetty. It also showed that the jetty construction and operation would only impact on the immediate local area, For example, Lipson Island, approximately 1.5km from the site, would not experience any significant change.

SURFACE WATER

The movement of surface water over the site has been studied and a conceptual design developed to allow for the capture, use and safe release of stormwater.

The studies analysed site specific conditions and reviewed 100 years of rain events to understand the movement of water for existing and proposed conditions.

All stormwater falling onto the site will be captured, retained and used for operational activities such as irrigation. Stormwater falling outside the area of the proposed port will be diverted through drainage channels to Roger's Beach which will include sediment and control measures.

Importantly, the conceptual design has considered and promoted the drainage of stormwater runoff to Roger's Beach in a similar manner to existing conditions.

TRAFFIC STUDY

The main vehicle movements to and from the proposed port will be from construction traffic and the transportation of hematite and grain product to storage sheds on-shore.

The vehicles travelling to and from the site will be a mixture of semi-trailer, truck or trailer combinations, road trains, buses transporting construction crews and some light vehicles.

The traffic study has forecast expected road usage, during both construction and operation, and put forward recommendations for upgrading existing roads and improving junctions.

Upgrades will include the following:

- restricting heavy vehicle movements to Swaffers Road and light vehicle movements to Lipson Cove Road

- widening and sealing Swaffers Road and Lipson Cove Road from Lincoln Highway to the proposed port site

- creating right hand turning lanes into Swaffers Road and Lipson Cove Road from Lincoln Highway.

Images of the proposed upgrades are provided to the right.



PROPOSED UPGRADE FOR LINCOLN HIGHWAY AND SWAFFERS ROAD JUNCTION



PROPOSED UPGRADE FOR LIPSON COVE ROAD AND LINCOLN HIGHWAY JUNCTION

FURTHER MARINE ECOLOGY SURVEY

Surveys of the marine environment at the proposed site were undertaken in August and September as part of baseline work to understand the potential impacts from the construction of the jetty and operation of the proposed port.

The results of the surveys showed that species and habitats were similar to those found in the Spencer Gulf and further afield in South Australia.

The survey also revealed a population of an invasive species, the Asian mussel *Musculista senhousia* in the seagrass beds around the location of the proposed jetty. Since the Asian mussel is classified as a marine pest by the Australian government, our team advised Biosecurity SA, who is now investigating to establish the extent of the mussel and will devise a suitable management plan. Centrex will liaise with Biosecurity SA to establish appropriate procedures to be implemented during construction and operation of the proposed port to account for the presence of the Asian mussel.



MARINE SPECIES IDENTIFIED DURING RECENT STUDIES INCLUDED A WARATAH ANEMONE (*ACTINIA TENEBROSA*)



MARINE SPECIES IDENTIFIED DURING RECENT STUDIES INCLUDED A BISCUIT STAR (*TOSIA AUSTRALIS*)

WE APPRECIATE YOUR FEEDBACK

The last Centrex Port Newsletter was issued in March 2011 and can be downloaded from the Centrex Website: www.centrexmetals.com.au/communityrelations/comm_factsheets.html

Other documents available on the website include information posters and the Stakeholder Response Report published following the last round of consultations.

As 2011 draws to a close, the Port Spencer team would like to extend their warmest wishes to all stakeholders for a safe and happy Christmas and prosperous New Year.

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