

Appendix A  
Co-Proponent Letters



# SHIRE OF PERENJORI

Fowler Street, Perenjori, 6620  
PO BOX 22, PERENJORI, 6620 Western Australia  
Telephone: 08 9973 1002 Facsimile 08 9973 1029  
E-mail: [ceo@perenjori.wa.gov.au](mailto:ceo@perenjori.wa.gov.au)



Your Ref :-  
Our Ref :-  
Enquiries :-

21 September 2007

Mr David Quinlivan  
Chief Executive Officer  
Mount Gibson Mining Limited  
Level 1, 7 Havelock Street  
WEST PERTH 6005

Dear Sir

## **Mount Gibson Iron Ore Mine and Infrastructure Project**

The Shire of Perenjori confirms that:

- it is necessary to upgrade the Wanarra East Road, Wanarra Road and Perenjori to Rothsay Roads to accommodate hematite haulage on those roads from the Mount Gibson Iron Ore Mine at Extension Hill (**the Road Upgrade**);
- the Shire of Yalgoo and Shire of Perenjori will have responsibility under the *Environmental Protection Act 1986* for all construction and associated works in relation to the Road Upgrade, to the extent that the construction and associated works falls within their respective Shire boundaries; and
- there will be separate commercial agreements in place between Mount Gibson Mining Limited and each Shire for the construction and ongoing use of the Road Upgrade.

On that basis the Shire of Perenjori confirms that it will be named as a joint proponent with the Shire of Yalgoo for the purposes of referring the Road Upgrade to the Environmental Protection Authority for assessment under the *Environmental Protection Act 1986*.

Yours faithfully

**Stan Scott**  
Chief Executive Officer  
Shire of Perenjori

# Shire of Yalgoo

PO Box 40  
Yalgoo WA 6635  
Telephone: (08) 9962 8042  
Fax: (08) 9962 8020  
Email: [pa@yalgoo.wa.gov.au](mailto:pa@yalgoo.wa.gov.au)

03 OCT 2007



Address all correspondence to the Chief Executive Officer

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Our reference: M5-5  
Your reference:

Mr David Quinlivan  
Chief Executive Officer  
Mount Gibson Mining Limited  
Level 1, 7 Havelock Street  
WEST PERTH WA 6005

Dear Sir,

## **Mount Gibson Iron Ore Mine and Infrastructure Project**

Further to our discussions and emails of the last week, I advise that the proposal for upgrading and maintenance of the portion of Wanarra Road in the Shire of Yalgoo, was considered further at the Council meeting held on Thursday 20 September 2007.

That the Shire of Yalgoo confirms that –

- it is necessary to upgrade the Wanarra East Road, Wanarra to Rothsay Road and Perenjori to Rothsay Roads to accommodate hematite haulage on those roads from the Mount Gibson Iron Ore Mine at Extension Hill (the Road Upgrade);
- the Shire of Yalgoo and Shire of Perenjori have statutory responsibilities under the *Environmental Protection Act 1986* for all construction and associated works in relation to the Road Upgrade, to the extent that the construction and associated works falls within their respective Shire boundaries; and
- there will be separate commercial agreements in place between Mount Gibson Mining Limited and the Shires of Yalgoo and Perenjori for the construction and ongoing use of the Road Upgrade,
- the commercial agreement will include a requirement for Mt Gibson Mining Limited to carry out all environmental assessments and meet of any conditions that may result, at their cost during the life of the Project, without cost to the Shire of Yalgoo.

On that basis the Shire of Yalgoo confirms that it will be named as a joint proponent with the Shire of Perenjori for the purposes of referring the Road Upgrade to the Environmental Protection Authority for assessment under the *Environmental Protection Act 1986*.

I also acknowledge receipt of your letter of 14 September 2007, enclosing the Final Road Design Report and drawings in relation to Extension Hill to Perenjori Haul Road, with appreciation. These have now been forwarded to our consultant engineers for their review and comment.

Please feel free to contact me if you have any queries or further information is required

Yours faithfully



**Niel Mitchell**  
Chief Executive Officer

25 September 2007

cc. Shire of Perenjori

Appendix B  
Letters of Support

Mr John Carstairs  
PO Box 21  
Perenjori WA 6620

30<sup>th</sup> August, 2007

To Whom It May Concern

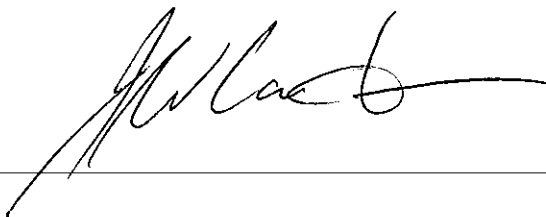
Please be advised that in regards to the Mount Gibson Iron Extension Hill project I wish to advise that I have been consulted on a number of prior occasions regarding the mine and hematite transportation from the site to Perenjori.

I was again consulted by Mt Gibson on 30<sup>th</sup> August regarding the current plans for the Project. As part of this consultation I have reviewed the plans for the Perenjori to Extension Hill Haul Road. These plans incorporate the upgrading of the existing road to provide for road train transportation of the Hematite. I am aware that road train transport of 3.0Mtpa of Hematite will require one truck to be despatched every 18 minutes from the mine.

The transportation of Hematite from Perenjori to Geraldton will be via a new rail siding and will require a substantial upgrading of the rail line. The transportation of Hematite is planned to have the permanent workforce associated with ore transport being located in Perenjori, which will have significant benefits for the Shire.

I support the Mount Gibson proposal to establish a mine in the area and for the transportation of the Ore to Perenjori via road and the further transportation to Geraldton via rail. I am in support of the Project which will bring substantial social, economic and environmental benefits to the region.

Yours faithfully

A handwritten signature in black ink, appearing to read 'John Carstairs', written over a horizontal line.

Ron Cannon  
PO BOX 338  
Perenjori WA 6620

3<sup>rd</sup> September, 2007

To Whom It May Concern

Please be advised that in regards to the Mount Gibson Iron Extension Hill project I can confirm that I have been consulted on a number of prior occasions regarding the mine and hematite transportation from the site to Perenjori.

I was again consulted by Mt Gibson on 28<sup>th</sup> August regarding the current plans for the Project. As part of this consultation I have reviewed the plans for the Perenjori to Extension Hill Haul Road. These plans incorporate the upgrading of the existing road to provide for road train transportation of the Hematite. I understand that road train transport of 3.0Mtpa of Hematite will require one truck to be despatched every 18 minutes from the mine.

The transportation of Hematite from Perenjori to Geraldton will be via a new rail siding and will require a substantial upgrading of the rail line. The transportation of Hematite is planned to have the permanent workforce associated with ore transport being located in Perenjori, which will have significant benefits for the Shire.

I support the Mount Gibson proposal to establish a mine in the area and for the transportation of the Ore to Perenjori via road and the further transportation to Geraldton via rail. In my view the Project will bring substantial social, economic and environmental benefits to the region.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Ron Cannon', with a large loop and a long horizontal stroke extending to the right.

HB & VL Brooks  
PO Box 43  
PERENJORI WA 6620

29 AUG 2007

To Whom It May Concern

Please be advised that in regards to the Mount Gibson Iron Extension Hill project we have been consulted on a number of prior occasions regarding the mine and hematite transportation from the site to Perenjori.

We have today reviewed the plans for the Perenjori to Extension Hill Haul Road. These plans incorporate the upgrading of the existing road to provide for road train transportation of the Hematite. Road train transport of 3.0Mtpa of Hematite will require one truck to be despatched every 18 minutes form the mine.

The transportation of Hematite from Perenjori to Geraldton will be via a new rail siding and will require a substantial upgrading of the rail line. The transportation of Hematite is planned to have the permanent workforce associated with ore transport being located in Perenjori, which will have significant benefits for the Shire.

We support the Mount Gibson proposal to establish a mine in the area and for the transportation of the Ore to Perenjori via road and the further transportation to Geraldton via rail. We consider that the Project will bring substantial social, economic and environmental benefits to the region.

Yours faithfully



Les Brooks  
for HB & VL Brooks  
21 August 2007

---





# SHIRE OF PERENJORI

Fowler Street, Perenjori, 6620  
PO BOX 22, PERENJORI, 6620 Western Australia  
Telephone: 08 9973 1002 Facsimile 08 9973 1029  
E-mail: [ceo@perenjori.wa.gov.au](mailto:ceo@perenjori.wa.gov.au)



Your Ref :-  
Our Ref :-  
Enquiries :-

27 August 2007

Mr Peter Panek  
Extension Hill Haematite  
Project Manager  
Mount Gibson Iron  
PO Box 55  
West Perth WA 6872

Dear Peter

## RE WANARRA ROAD

Thank you for your visit last week. We appreciate your ongoing efforts to consult with the Shire and keep us informed of developments in relation to the Extension Hill haematite project.

I am writing to confirm the Shire's continued support for the project, and in particular the proposed upgrade of Perenjori Rothsay and Wanarra Roads to a dual lane sealed road. As you know the Shire first identified the potential of this road to service that project over 8 years ago, and remains committed to this development.

The road has the strong support of affected residents in the agricultural area in particular, and there are numerous identified benefits of the road upgrade including:

- The road will allow haematite to be moved to a rail siding in Perenjori. This will create up to 60 new jobs based in Perenjori, and will drive investment in the rail link between Perenjori and Geraldton;
- It will provide a more direct link between the eastern wheatbelt and coastal communities between Jurien and Geraldton and beyond;
- It will provide a direct link between Perenjori and Great Northern Highway and should prove a popular route for tourists. As you know over 500 square kilometres of former pastoral land east of Perenjori has been set aside for conservation and improved access should contribute to eco-tourism and wildflower tours.
- Wanarra Road has the potential to act as a significant fire break for rangeland fires – presently the road is too narrow to do this effectively. Even if the road did not proceed we would still seek to widen the cleared area of the road alignment for fire suppression purposes.

I would be happy to provide more information, or elaborate on any of the foregoing if required. As we have discussed, apart from the direct benefits of the road, there are other significant benefits that will accrue to the Shire and the community as a result of the Extension Hill Project. These benefits have been quantified in economic studies for the Shire of Perenjori and the Geraldton Iron Ore Alliance.

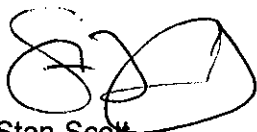
As you know, the majority of the Shire of Perenjori is under an Exceptional Circumstances drought declaration. For many local producers the potential income from contracting or employment during either road construction or mining operations will be a significant part of trading through the present difficulties.

Further Perenjori has over many years experienced an exodus of population seeking opportunities elsewhere. Many of these people have a very strong connection to this region, and would return if such opportunities were available locally.

In short, the road and the Extension Hill project will help diversify the local economy and reverse a long standing declining population trend, and has the full support of the Shire and the overwhelming majority of local people.

Please do not hesitate to contact me if you have any questions.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Stan Scott', written over a faint, illegible stamp or watermark.

Stan Scott  
Chief Executive Officer

## Shire of Yalgoo

PO Box 40  
Yalgoo WA 6635  
Telephone: (08) 9962 8042  
Fax: (08) 9962 8020  
Email: [pa@yalgoo.wa.gov.au](mailto:pa@yalgoo.wa.gov.au)



Address all correspondence to the Chief Executive Officer

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Our reference: R11-66,  
Your reference:

Mr Peter Panek  
Project Manager, Extension Hill Hematite  
Mt Gibson Iron Limited  
7 Havelock Street  
WEST PERTH WA 6005

Dear Peter,

### **Mt Gibson – Extension Hill Project**

Thank you for making the time to meet with me in Yalgoo on 20 August 2007 with Mr Alex Aitken, to discuss the proposals for Extension Hill.

The Shire is pleased to see that the Project is now nearing the point where construction and mining operations might soon commence, and looks forward to the development proceeding.

As discussed at our meeting, a request was put to Council regarding Wanarra Road East for approval in principle for several matters, in order to facilitate the early commencement of the Project.

At their meeting on 30 August 2007, Council resolved –

1. *That Council approves in principle, the use of Wanarra Road East, and its upgrading by Mt Gibson Iron Ore Project, subject to a satisfactory agreement being signed, prior to work commencing.*
2. *That Council commences action to correct the alignment of the Gazetted road reserve, to that of the road as constructed and including any minor realignment and curve reconstruction required for use of the by Mt Gibson Iron Ore Project.*

Although support for the Project was not specifically resolved, it is clear that Council supports the project through the resolution of these two matters, but also through our recent appeal to the Appeals Convenor in relation to the conditions and restrictions placed on the company.

The Shire considers this an important project, not only for the Shire of Yalgoo, but also for the wider community and benefits to other Shires and towns such as Perenjori, Dalwallinu and Morawa.

I trust that all necessary approvals and requirements will be in place in the near future, so that the Project can proceed.

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Please feel free to contact me if you have any queries, or if I can assist.

Yours faithfully

Niel Mitchell  
Chief Executive Officer

6 September 2007

10 SEP 2007

JD & CJ SMITH  
PO Box 336  
PERENJORI WA 6620

To Whom It May Concern

Please be advised that in regards to the Mount Gibson Iron Extension Hill project we have been consulted on a number of prior occasions regarding the mine and hematite transportation from the site to Perenjori.

We have today reviewed the plans for the Perenjori to Extension Hill Haul Road. These plans incorporate the upgrading of the existing road to provide for road train transportation of the Hematite. Road train transport of 3.0Mtpa of Hematite will require one truck to be despatched every 18 minutes form the mine.

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We support the Mount Gibson proposal to establish a mine in the area and for the transportation of the Ore to Perenjori via road and the further transportation to Geraldton via rail. We consider that the Project will bring substantial social, economic and environmental benefits to the region.

Yours faithfully



Jeff Smith for  
JD & CJ Smith  
30 August 2007

RG PYMONT Pty Ltd  
15 Chislom Crescent  
KEWDALE WA 6105

10 SEP 2007

To Whom It May Concern

Please be advised that in regards to the Mount Gibson Iron Extension Hill project we have been consulted on a number of prior occasions regarding the mine and hematite transportation from the site to Perenjori.

We have today reviewed the plans for the Perenjori to Extension Hill Haul Road. These plans incorporate the upgrading of the existing road to provide for road train transportation of the Hematite. Road train transport of 3.0Mtpa of Hematite will require one truck to be despatched every 18 minutes form the mine.

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We support the Mount Gibson proposal to establish a mine in the area and for the transportation of the Ore to Perenjori via road and the further transportation to Geraldton via rail. We consider that the Project will bring substantial social, economic and environmental benefits to the region.

Yours faithfully



Ron Pymont for  
RG Pymont Pty Ltd  
30 August 2007

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Fire & Emergency Services  
Authority of Western Australia

Your Ref:  
Our Ref:  
Enquiries: Russell Hayes

Operations Division  
Midwest-Gascoyne Region  
PO Box 284  
GERALDTON WA 6531

Telephone: 9956 6000  
Facsimile: 9964 4617  
E-Mail:  
Russell.Hayes@fesa.wa.gov.au

24 September 2007

Stan Scott  
Chief Executive Officer  
Shire of Perenjori  
PO Box 22  
PERENJORI WA 6620

Dear Stan,

Pastoral and Unallocated Crown land to the East of Perenjori has been and will continue to be the subject of large uncontrollable bush fires. The source of ignition for these fires has been lightning. Fire size in excess of 100,000ha is not uncommon in this area.

Suppression of these fires has been difficult, as the events have occurred at the height of summer during the worst possible fire weather conditions. Firefighters have been exposed to risk combating these fires as they have traditionally been campaign events, taking a number of days to extinguish.

Lack of access and the unsuitability of local tracks has necessitated fire fighting strategies which has required the construction of breaks during these fires. This practice is time consuming, exposes fire fighters to risk and is not environmentally sensitive.

The construction of the Perenjori – Mt Gibson road will provide fire fighters with an important strategic fire break which will allow them to prevent the spread of large scale wildfires. Thereby reducing fire fighter risk exposure and preventing the scale of environmentally damaging fire.

FESA Regional staff look forward to working with your staff and volunteer fire fighters incorporating this strategic road(when constructed) into fire response planning for your shire

Yours sincerely

A handwritten signature in black ink, appearing to read 'Russell Hayes', is written over a large, stylized, oval-shaped graphic element.

**Russell Hayes**  
Regional Director  
Operations Division  
Midwest Gascoyne Region



Ms Cathee Miller  
GHD Pty Ltd  
GHD House, 239 Adelaide Tce  
PERTH WA 6000

Dear Cathee

**Mid West Community Support for Iron Ore Industry**

The Geraldton Iron Ore Alliance (GIOA) recently commissioned Patterson Market Research to undertake an independent, random community survey on community perceptions across the key issues related to the iron ore industry.

Pattersons interviewed more than 300 people living in the 18 local governments in the Mid West region to gain an insight into community views about the industry.

Key findings of the survey are:

- **82%** of the Mid West community support the expansion of the iron ore industry in the region;
- **87%** regard the economic flow on benefits of the iron ore industry as important to the region;
- **55%** nominated the iron ore industry as a major driver of economic growth and employment in the region over the next 5 years or so;
- Benefits of the industry were stated as direct employment opportunities, positive flow on effects to other business, retaining young people in the region, training programs, employment opportunities for indigenous people and helping make rural communities more sustainable;
- Less than ten percent that had a negative perception of the industry, with environmental issues (protection of native flora and fauna and dust) being of primary concern among this minority.

A synopsis of the report is available on the Geraldton Iron Ore Alliance website [www.gioa.com.au](http://www.gioa.com.au) should you wish more detail.

While the level of support is extraordinary, the Alliance is sensitive to the concerns raised in the survey and the need to provide more information on the work the industry is undertaking to preserve plant species and address other environmental issues. All Alliance member companies are committed to working with the Mid West community and government to deliver a viable and sustainable iron ore industry.

The recent report of the Environmental Protection Authority on the Mount Gibson Extension Hill project reveals how the Midwest iron ore companies are approaching their obligations to the environment. This project will provide substantial jobs in the region and will:

- Be undertaken in a way that does not lead to any plant species being made extinct;
- Provide substantial financial resources for plant research programs;
- Fund an officer from the Department of Environment and Conservation to oversee the development according to the company environmental and conservation plans;
- Provide funding for the life of the project to environmental projects not associated with the mining lease or the company.

It is also worth noting that this project will take up just 0.05% percent of what is known as the banded iron stone ranges in the Midwest.

Thank you for taking the time to read this letter.

Yours sincerely,

Clive Brown  
Chairman



Appendix C

# Department for Planning and Infrastructure Bulk Haulage Requirements



# WESTERN AUSTRALIAN GOVERNMENT Gazette

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6241



PERTH, FRIDAY, 23 DECEMBER 2005 No. 242

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## MINERALS AND PETROLEUM

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MP401\*

Commonwealth of Australia

**PETROLEUM (SUBMERGED LANDS) ACT 1967**

## RENEWAL OF EXPLORATION PERMIT WA-294-P (R1)

The renewal of Exploration Permit No. WA-294-P (R1) has been approved and will take effect from the 20/12/05.

W. L. TINAPPLE, Director Petroleum & Royalties Division.

MP402

**MINING ACT 1978**  
INTENTION TO FORFEIT

Department of Industry Resources,  
Perth WA 6000.

In accordance with Regulation 50(b) of the Mining Regulations 1981, notice is hereby given that unless the rent due on the undermentioned licences and leases is paid on or before 13 January 2006 it is the intention of the Minister for State Development under the provisions of sections 96A(1) and 97(1) of the Mining Act 1978 to forfeit such for breach covenant, viz, non-payment of rent.

JIM LIMERICK, Director General.

Number	Holder	Mineral Field
Exploration Licences		
15/584	Cooke, Richard Henry Sinclair, Neil Wesley	Coolgardie
80/2703	Bepike Pty Ltd	Kimberley
Mining Leases		
16/175	Hoppmann, Robert	Coolgardie
36/322	Creasy, Mark Gareth Newmont Yeadal Operations Pty Ltd	East Murchison
36/323	Creasy, Mark Gareth Newmont Yeadal Operations Pty Ltd	East Murchison
37/716	Money, John Robert Venn	Mt Margaret
37/717	Money, John Robert Venn	Mt Margaret

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## PLANNING AND INFRASTRUCTURE

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PI401\*

**TRANSPORT CO-ORDINATION ACT 1996**

## TRANSPORT (COMMERCIAL GOODS VEHICLES EXEMPTION) AMENDMENT ORDER 2005

Made by the Minister for Planning and Infrastructure under section 19 of the *Transport Coordination Act 1966*.

**1. Citation**

This order may be cited as the *Transport (Commercial Goods Vehicles Exemption) Order 2005*.

**2. The Order amended**

The amendments in this order are to the *Transport (Commercial Goods Vehicles Exemption) Order 1992*<sup>1</sup>.

**3. Clause 4 replaced**

Clause 4 is repealed and the following clause is inserted instead—

**“4 Exemption**

(1) A commercial goods vehicle, other than a commercial goods vehicle to which subclause (2) applies, is exempt from section 20 of the Act.

(2) This subclause applies to any commercial goods vehicle used for the carriage of iron ore or any mining product from which iron is to be extracted, and which is to be sourced from any mine or mine stockpile situated within a 100km radius of Wubin, Pindar, Geraldton, Marchagee and South Mine 94 or within an area 100km on either side of—

- (a) The Northern Railway Line between Wubin and Geraldton including the Pindar to Mullewa section;
- (b) The Midland Railway line between Marchagee and Geraldton; or
- (c) The Railway line between South Mine 94 and Dongara.”

ALANNAH MacTIERNAN, Minister for Planning and Infrastructure.

<sup>1</sup> [Published in Gazette 23 June 1992, pp 2636-7. For amendments to 2005, see Index to Legislation of Western Australia Table 4.]

**PI402\***

*CORRECTION*

**TOWN PLANNING AND DEVELOPMENT ACT 1928**

APPROVED TOWN PLANNING SCHEME AMENDMENT

*Shire of Murray*

Town Planning Scheme No. 4—Amendment No. 192

Ref: 853/6/16/7 Pt 192

It is hereby notified for public information that the notice under the above Amendment No 192 published at page 5739 of the *Government Gazette* No 208 dated 3 December 2004, contained an error which is now corrected as follows—

Include the following in Schedule 3—Canal Development Zone—

Description of Land	Permitted Uses	Development Control Provisions
“Murray Waters” Canal Estate as delineated on the Scheme Map and bounded by Pelican Road; South Yunderup Road and Willow Place, South Yunderup	9. Bed and Breakfast Accommodation	To be determined as an “SA” use in accordance with clause 5.2.2
“Murray Lakes” as delineated on the Scheme Map and bounded by Banksia Road, Cammarri Way, Sunland Avenue, South Yunderup Road; Delta Drive and Patemen Place, South Yunderup	10. Bed and Breakfast Accommodation	To be determined as an “SA” use in accordance with clause 5.2.2

N. LEACH, Chief Executive Officer.

**PI403\***

**TOWN PLANNING AND DEVELOPMENT ACT 1928**

APPROVED TOWN PLANNING SCHEME AMENDMENT

*Shire of Augusta-Margaret River*

Town Planning Scheme No. 11—Amendment No. 151

Ref: 853/6/3/8 Pt 151

It is hereby notified for public information, in accordance with section 7 of the Town Planning and Development Act, 1928 (as amended) that the Minister for Planning and Infrastructure approved the Shire of Augusta-Margaret River town planning scheme amendment on 13 December 2005 for the purpose of—

1. Amending the Scheme Map to show that Lot 76 Kevill Road West, Margaret River contains an “Additional Use”, as identified on the Scheme Amendment Map.
2. Amending Appendix IV—Additional Use Right, in the Scheme Text, by the addition of the following—

Street	Particulars of Land	Additional Use Permitted and Any Specific Conditions of Operation
Corner Wallcliffe Road and Kevill Road West	Lot 76 of Sussex Location 409 Kevill Road West	1. Development is to be in accordance with the Development Guide Plan. However, minor variations may be

Appendix D

## Rail Siding General Arrangement

Government of Western Australia  
**Media Statement**

Statement Released: 16-Dec-2005  
Portfolio: Planning and Infrastructure

Minister takes direct control over road permits for Mid-West mining

16/12/05

The State Government has taken steps to control road and rail freight issues affecting the Mid-West as a result of the expansion of iron ore mining in the region.

The Planning and Infrastructure Minister Alannah MacTiernan today announced she is gazetting an order requiring any truck which proposes to transport ore from within 100km of the operational rail lines in the Mid-West to apply for a licence under the Transport Coordination Act.

These licences will in future only be granted when and for so long as the Minister is satisfied that rail is not a viable option.

The Minister confirmed today that Midwest Corporation would be granted licences to transport their ore by road to the Geraldton Port only until October 2006.

"In September 2005, I made it clear to Midwest Corporation that the Government could not accept their plan to truck their iron ore from the Koolanooka Mine to the Port for the seven years of their contract," the Minister said.

"Transporting ore by road imposes unacceptable costs for road upgrades and maintenance onto the taxpayer, and more importantly would have too great an impact on the safety of other road users in the community.

"I told Midwest Corporation at that time it would only be permitted to cart its product to port by road if they could demonstrate that rail transport was not available.

"Today I met with the company and with the privatised rail operator. Having heard from them both, I have reluctantly had to accept that the private rail company will still not be able to offer a viable option to Midwest Corporation until October 2006.

"The Department for Planning and Infrastructure has done good work identifying future options, and there is reason to be confident that a viable option will be available to require that they shift on to rail before the end of 2006.

"While I am concerned the company may not have been pursuing its rail options as vigorously since September as I would wish, it is now evident that it will take another six to nine months to get rolling stock.

“Frankly, I am also disappointed that the privatised rail company has not pursued this business more aggressively.

“I have asked Midwest Corporation and the rail operator, the Australian Rail Group, to report progress on their negotiations in a month’s time.”

Minister's office - 9213 6400

[Comment](#)

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**Government of Western Australia**

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Government of Western Australia

**Media Statement**

Statement Released: 26-Oct-2006

Portfolio: Planning and Infrastructure

## Miner's rail choice good news for Mid-West road users

26/10/06

A decision by iron ore miner Midwest Corporation to shift its ore transport from road to rail is good news for road-users in the Mid-West.

Planning and Infrastructure Minister Alannah MacTiernan said that to encourage a shift to rail, the Government had used its powers under the Transport Co-ordination Act to require all heavy haulage operations within 100km of an operating rail line in the Mid-West to be licensed.

"We have succeeded in establishing good working relationships with the mining industry and the privatised rail companies to bring about better transport outcomes for the region," Ms MacTiernan said.

"This move met with criticism at the time by some in industry, but it has now proven to be worthwhile.

"The company would be moving about two million tonnes of iron ore from its mine near Morawa to Geraldton Port, each year for about five years.

"This decision will reduce traffic on Mid-West roads by more than 100 trucks per day.

"Midwest Corporation has been able to do this at very little additional cost, but with huge benefits for the region.

"The company has worked co-operatively with the Government and rail operators ARG and WestNet Rail to achieve this result.

"Midwest will join another major iron ore miner in the region, Mt Gibson, which has been using rail for two years.

"A third operator, Gindalbie Metals, has made a commitment to move to rail when it comes on stream next year, and is currently in discussion with ARG."

Geraldton MLA Shane Hill welcomed the decision and said it emphasised the continuing role that rail would play in the future of the Mid-West region, the Geraldton Port and the future Oakajee Port.

"More, and larger scale, mining operations are planned throughout the region, so this commitment to rail will bring significant advantages both in road safety and road maintenance costs in Geraldton and other communities," Mr Hill said.

Government of Western Australia  
**Media Statement**

Statement Released: 14-Jun-2007  
Portfolio: Planning and Infrastructure

### Move to get log and woodchip transport back on track

14/6/07

The State Government will regulate the haulage of woodchips and logs in the South-West to ensure that the movement of timber products by rail destined for the Port of Bunbury is economically viable.

Planning and Infrastructure Minister Alannah MacTiernan said she had today signed off on an order to amend the Transport Coordination Act, to take effect from December 1, 2007.

The regulations were now being prepared for gazettal.

"We want to provide the best balance between road and rail freight, to ensure the impacts of freight on communities are minimised and that valuable rail infrastructure is not lost," Ms MacTiernan said.

"Without some regulation, it is clear it will be impossible to keep important rail infrastructure in operation.

"So far the State Government has committed \$14.45million total funding for infrastructure with the intention of working in partnership with industry to ensure rail is competitive with road transport.

"This investment is intended to provide for the movement of about seven million tonnes of plantation woodchips and logs transported by rail in the South-West over the next 10 years.

"It would have led to a significant reduction of truck traffic on the South West Highway.

"However, it was proving impossible for the timber companies and the rail operators to reach agreement on a realistic price because of the amount of product being lost to competitors using road transport."

Other initiatives to improve traffic conditions on the South West Highway included:

- from 2001-02 six new overtaking lanes and an extension of an existing lane have been constructed, along with the widening or reconstruction of approximately 14km of highway;
- in 2006-07 a further 3.6km of widening and reconstruction south of Donnybrook was funded from the Safer Roads program and was



Government of Western Australia  
**Media Statement**

Statement Released: 28-Sep-2007  
Portfolio: Planning and Infrastructure

MidWest given extension to commit to move from road to rail

28/9/07

The State Government has granted MidWest Corporation a three-week extension to its permit to haul iron ore by road in order to allow the company to return with evidence of its intent and ability to meet a new deadline for moving product off the road and on to rail.

Planning and Infrastructure Minister Alannah MacTiernan said today that Midwest had given the State Government assurances that it was serious about transferring the haulage of iron ore on to rail.

"The company has already been given three previous deadlines to enable it to make the transfer to rail," Ms MacTiernan said.

"We have tried to accommodate MidWest Corporation but it appears that some of the previous targets we have set have been regarded by the company as aspirational.

"In view of the fact that every other target that has been given has not been met, we now want solid evidence that they are committed and have an achievable plan for moving on to rail.

"Midwest was given its original approvals on the understanding that the iron ore would be transported on rail. A subsequent unilateral decision to go by road has created this problem.

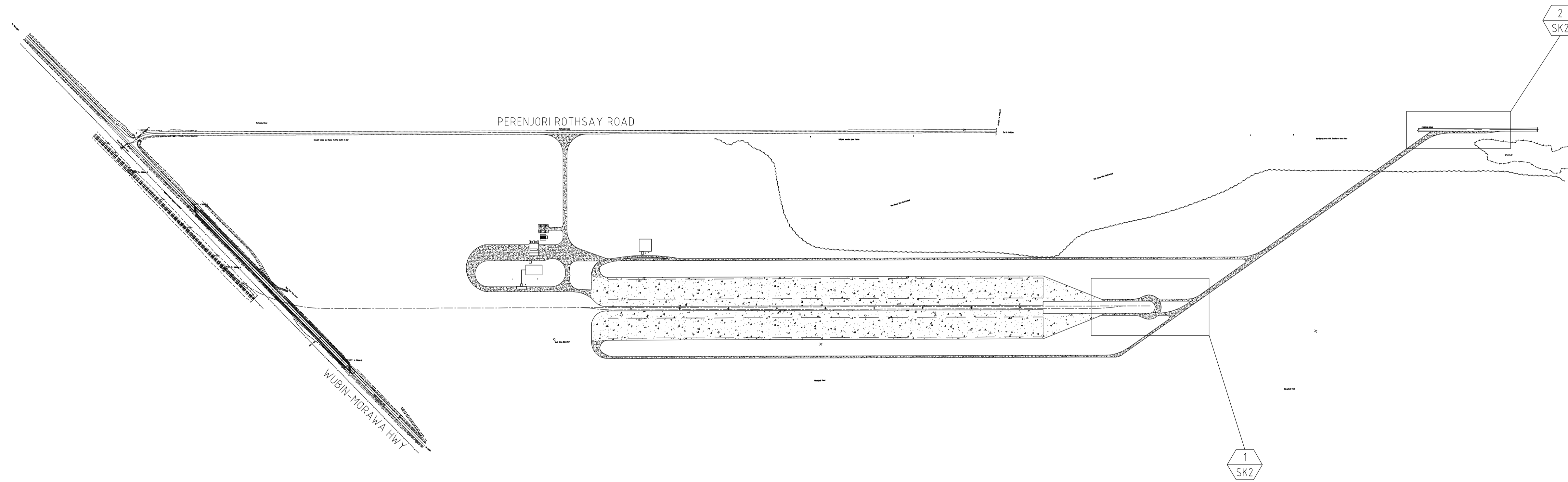
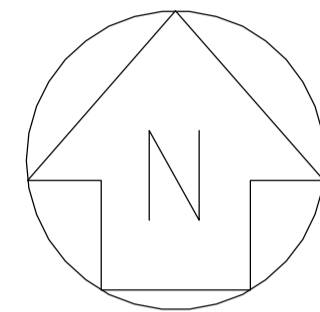
"We continue to be advised by Main Roads that there are considerable road safety issues associated with long-term road operations.

"However, the poor grain harvest in the region this year creates an opportunity to manage those difficulties. Many local people have also raised considerable concerns over the safety of transporting the iron ore on the roads.

"We have always been committed to facilitating opportunities for junior miners in the Mid-West, but we must get the balance right between their needs and the other needs of the community.

"We are reasonably optimistic that we will get an acceptable resolution to this issue."

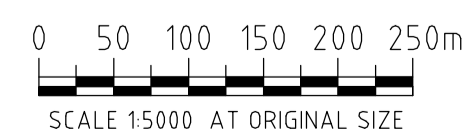
Minister's office: 9213 6400



**NOTE:**  
FOR DETAIL REFER TO DWG. No. 61/18715-SK2

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No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing	Drawn	Checked	Approved	Date
C		WORKSHOP & SIDING REMOVED AS PER CLIENTS INSTRUCTIONS	F.F.	P.M.	N.O'B	16/08/07
B		ISSUED FOR CONCEPT REVIEW	RD			MAY07
A		ISSUED FOR COMMENT	RD			MAR07



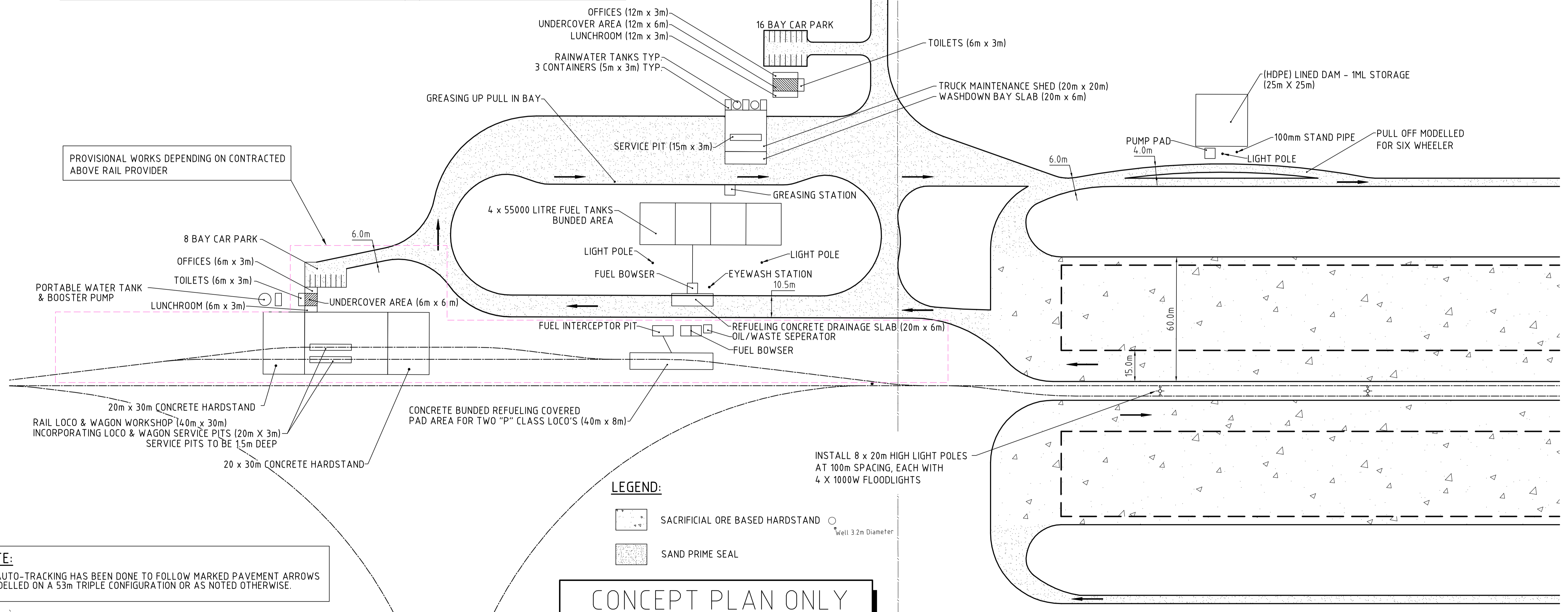
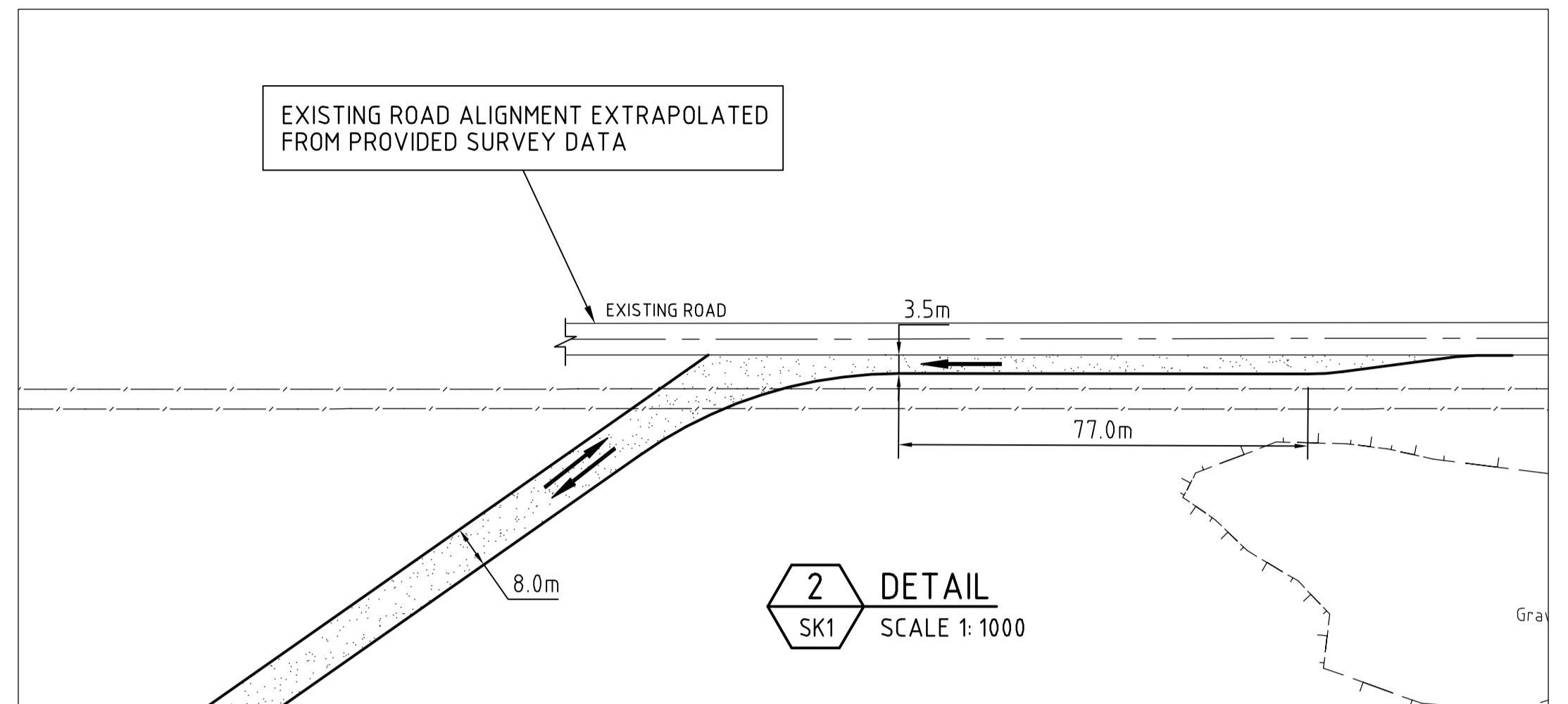
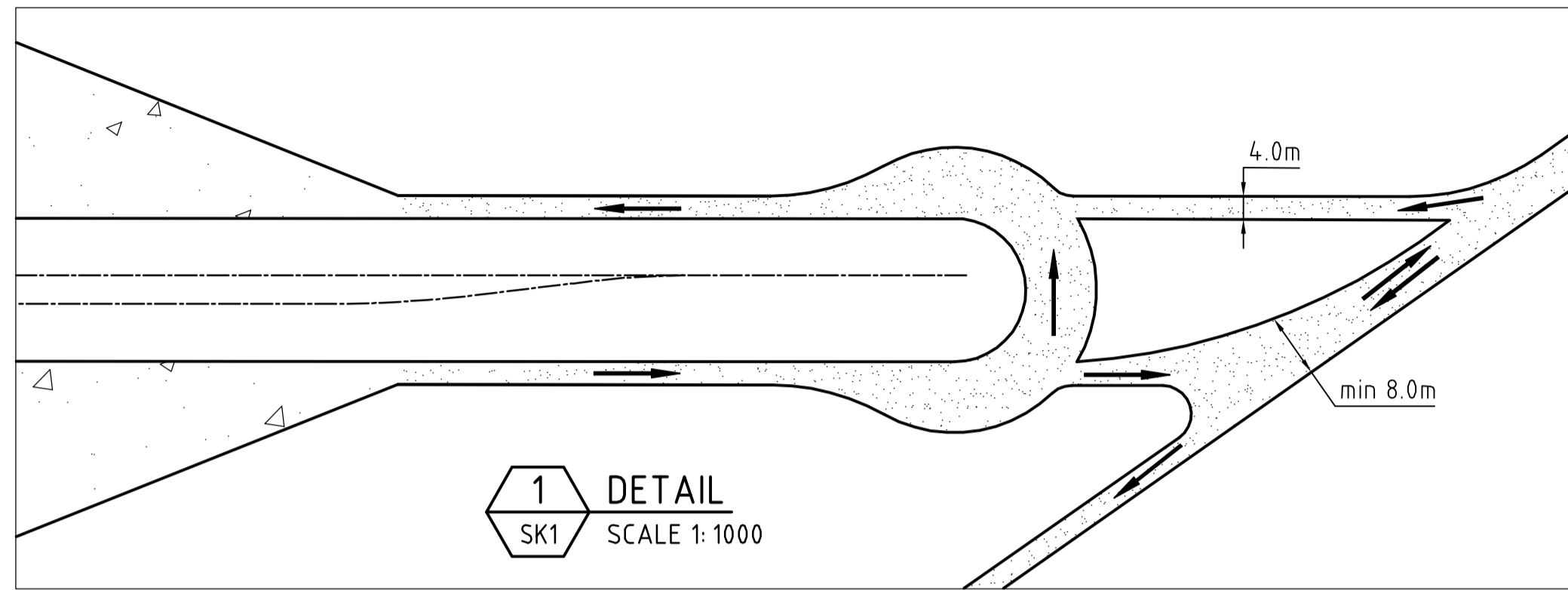
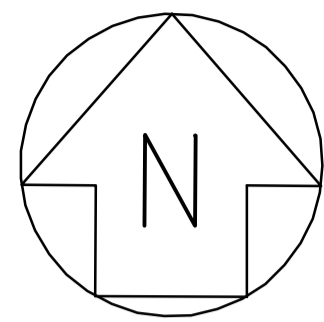
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Drafting Check	Approved	Design Check	M. RYAN
Date		This Drawing must not be used for Construction unless signed as Approved	
Scale	AS SHOWN		

Client	<b>EHH DSO PROJECT</b>
Project	<b>PERENJORI SIDING</b>
Title	<b>GENERAL ARRANGEMENT</b>
Original Size	<b>A1</b>
Drawing No:	<b>61/18715 - SK1</b>
Rev:	<b>B</b>

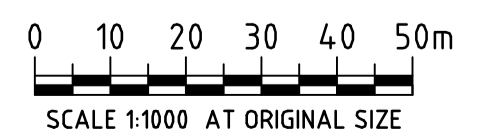




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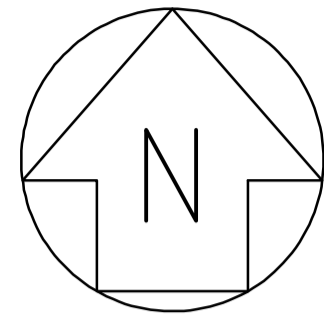
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B	ISSUED FOR CONCEPT REVIEW		RD			MAY07
A	ISSUED FOR COMMENT		RD			MAR07



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	Approved		Title <b>GENERAL ARRANGEMENT</b>
	Date		Original Size
	Scale AS SHOWN	This Drawing must not be used for Construction unless	<b>A1</b> Drawing No: <b>61/18715 - SK2</b>
			Rev: <b>B</b>

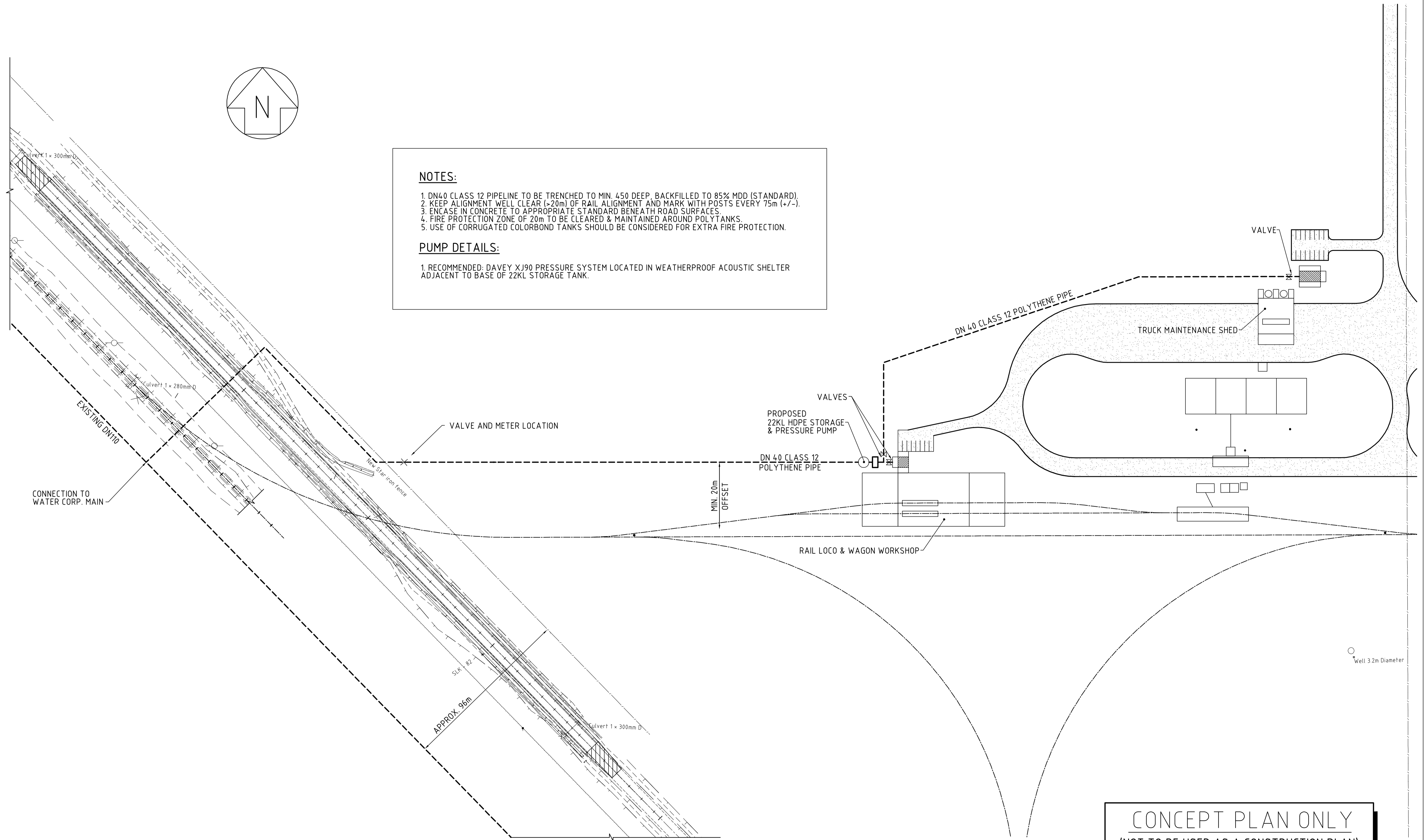


**NOTES:**

1. DN40 CLASS 12 PIPELINE TO BE TRENCHED TO MIN. 450 DEEP, BACKFILLED TO 85% MDD (STANDARD).
2. KEEP ALIGNMENT WELL CLEAR (>20m) OF RAIL ALIGNMENT AND MARK WITH POSTS EVERY 75m (+/-).
3. ENCASE IN CONCRETE TO APPROPRIATE STANDARD BENEATH ROAD SURFACES.
4. FIRE PROTECTION ZONE OF 20m TO BE CLEARED & MAINTAINED AROUND POLYTANKS.
5. USE OF CORRUGATED COLORBOND TANKS SHOULD BE CONSIDERED FOR EXTRA FIRE PROTECTION.

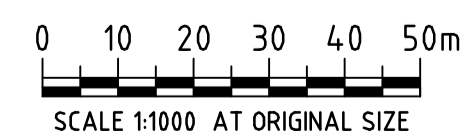
**PUMP DETAILS:**

1. RECOMMENDED: DAVEY XJ90 PRESSURE SYSTEM LOCATED IN WEATHERPROOF ACOUSTIC SHELTER ADJACENT TO BASE OF 22KL STORAGE TANK.



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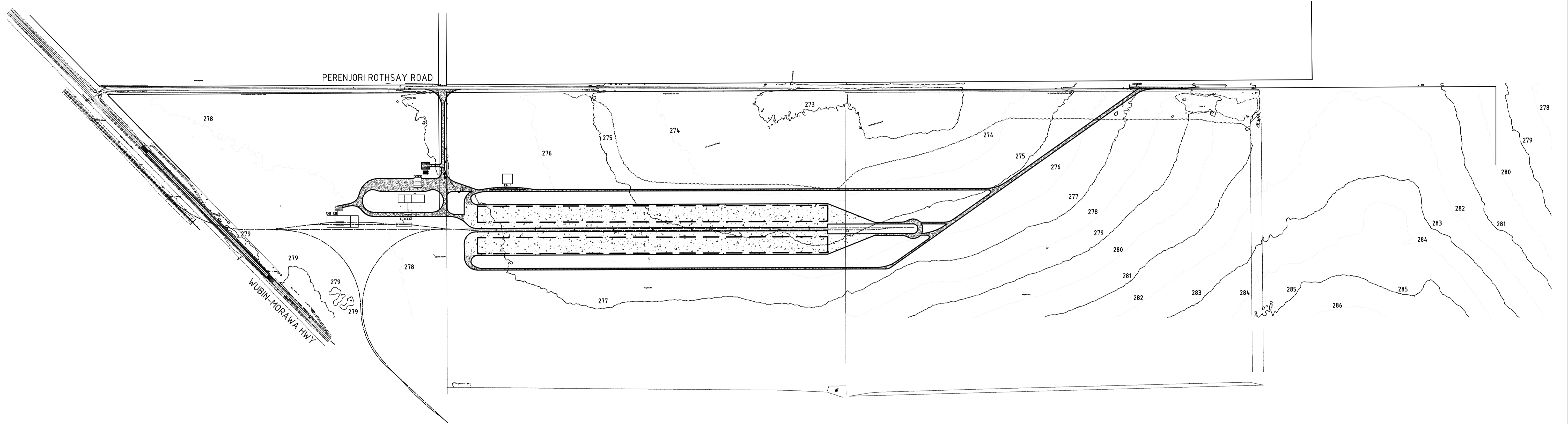
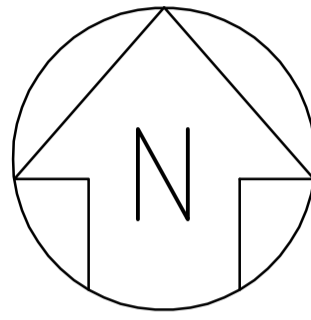
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Approved			
Date			
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Project	<b>PERENJORI SIDING</b>	
Title	<b>SERVICE LAYOUT</b>	
Drawing No:	<b>61/18715 - SK3</b>	Rev: <b>B</b>

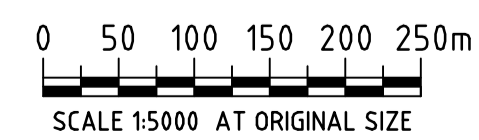




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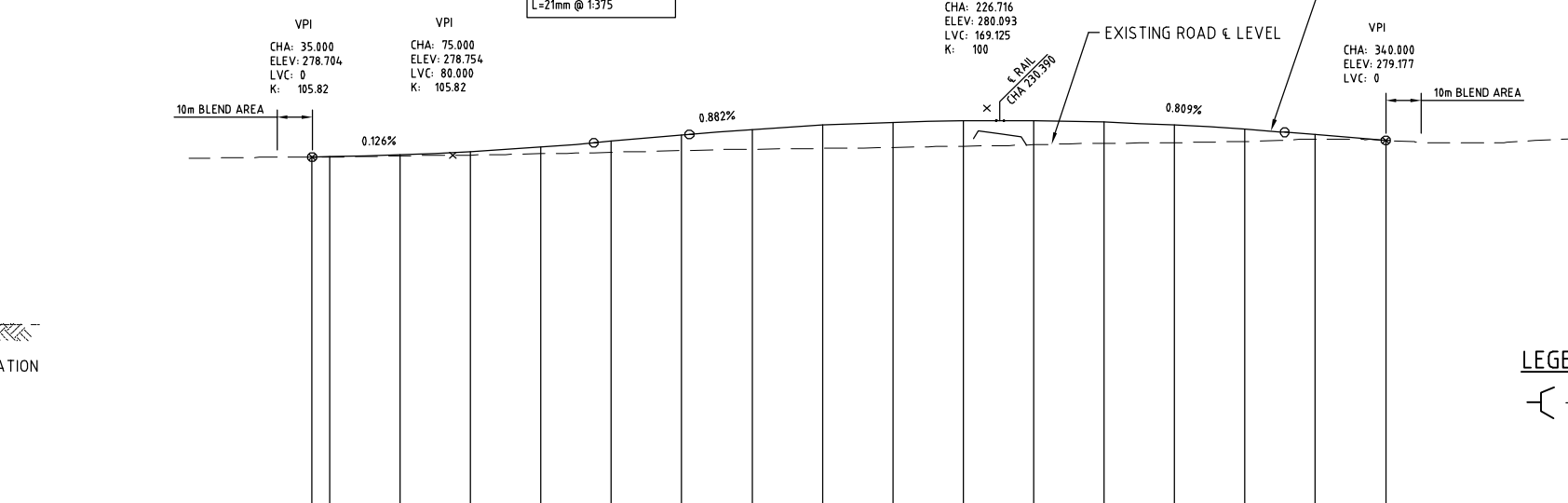
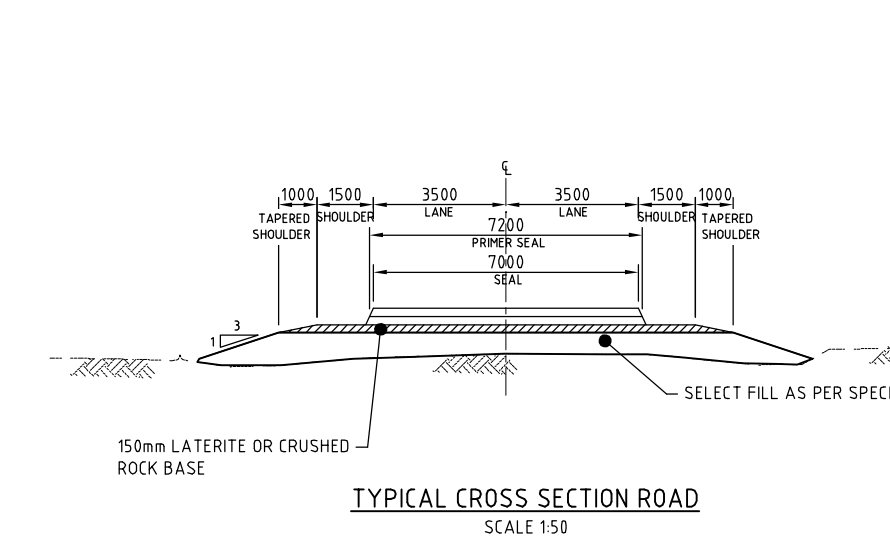
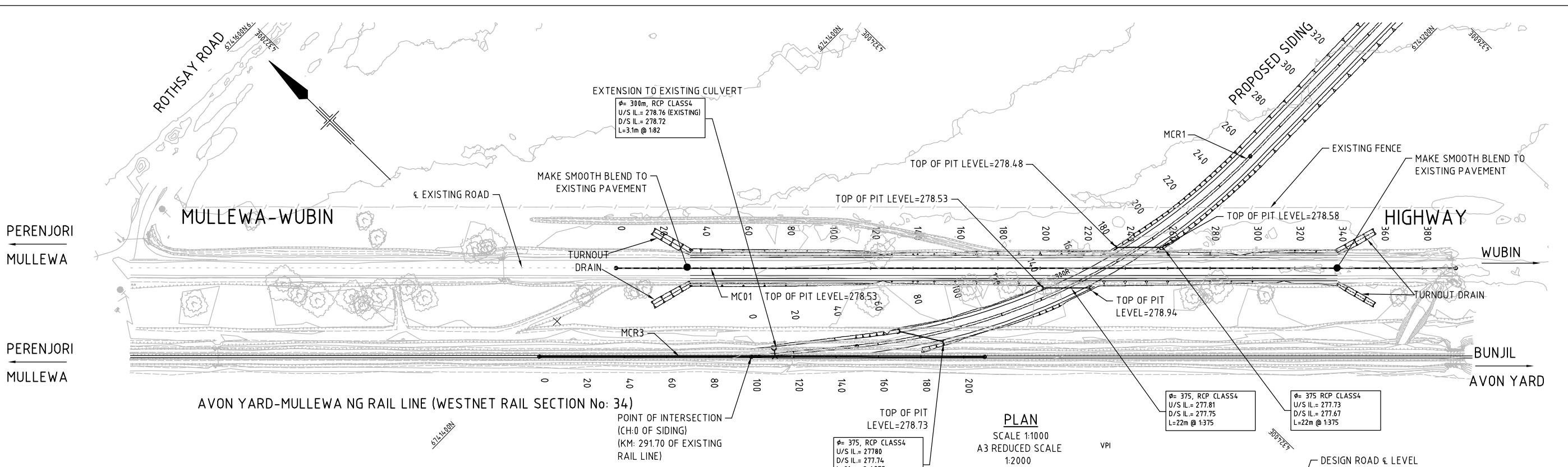
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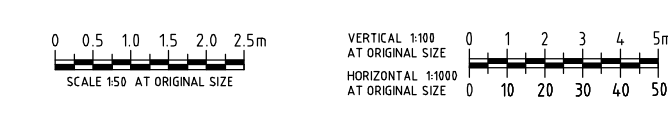
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Drafting Check		Design Check	M. RYAN
Approved			
Date			
Scale	AS SHOWN		

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Client	<b>EHH DSO PROJECT</b>
Project	<b>PERENJORI SIDING</b>
Title	<b>CONTOUR LAYOUT</b>
Original Size	<b>A1</b>
Drawing No:	<b>61/18715 - SK4</b>
Rev:	<b>B</b>



- NOTE:**
- SEAL AND PRIMER SEAL TO COMPLY WITH MRWA SPECIFICATION 503
  - BASE COURSE TO COMPLY WITH MRWA SPECIFICATION 501
  - SELECT FILL BELOW BASE COURSE AS PER MRWA SPECIFICATION 302
  - LOCALLY SHAPE AREA AROUND PITS TO DRAIN TO THEM
  - ALL PITS TO BE CONSTRUCTED WITH DRAINAGE HOLES IN THEM.



**NOT FOR CONSTRUCTION**

DATUM 268.0	+CUT/-FILL	DESIGN ON MC01	EXISTING ON MC01	CHAINAGE ON MC01	HORIZ. ALIGN MC01	VERT. ALIGN MC01	SUPERELEVATION
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- REFERENCES**  
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 HEIGHT DATUM: AHD  
 SURVEY: GHD
- LEGEND:**  
 GRATED PIT (MRWA TGN OR SIMILAR) (TGN - 200231-097)

**PROFILE**  
 SCALE H 1:1000 V 1:100 A3 REDUCED SCALE  
 H 1:2000 V 1:200

C	ISSUED FOR 100% DESIGN REVIEW	PB	AN	PF	MAY08	
B	ISSUED FOR COMMENT	PB	TS	SA	APR08	
A	ISSUED FOR REVIEW	TJS	SA	PF	MAR08	
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Approved			
Date			
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Client	<b>WESTNET RAIL</b>
Project	<b>PERENJORI SIDING</b>
Title	<b>PLAN &amp; PROFILE (ROAD)</b>
Original Size	A1
Drawing No:	<b>61-2101504-C02</b>
Rev:	<b>C</b>