Environmental Protection Act 1986

Section 43A

NOTICE OF DECISION TO CONSENT TO AMEND A REFERRED PROPOSAL DURING ASSESSMENT

PERSON TO WHOM THIS NOTICE IS GIVEN

a) Onslow Infraco Pty Ltd (ACN 612 668 201)
20 Walters Drive
OSBORNE PARK WA 6017A)

PROPOSAL TO WHICH THIS NOTICE RELATES:

Ashburton Infrastructure Project
Assessment No. 2320

Pursuant to s. 43A of the *Environmental Protection Act 1986* (EP Act), the Environmental Protection Authority (EPA) gives approval to the assessment of the proposal being completed in respect of the proposal as amended in accordance with the proponent's request:

- minor expansion to the haul road development envelope at the North West Coastal Highway to accommodate more detailed engineering design required for the highway crossing
- minor expansion to the haul road development envelope near Warramboo Creek to provide flexibility to avoid an identified Aboriginal heritage site, if required
- minor reductions along the haul road development envelope to accommodate the expansions at North West Coastal Highway and near Warramboo Creek, so that the revised extent of the haul road development envelope remains unchanged to the original extent
- increase direct disturbance to the seabed within the nearshore development envelope from 3 ha to up to 5 ha
- relocation of one offshore anchorage point from an area of sparse filter feeders to bare substrate
- clarification of the extents of the landside, nearshore and offshore development envelopes
- clarification of maximum extent of capital dredging to be 150,000m^3
- clarification of maximum throughput capacity being 40 million tonnes per annum (Mtpa) over a 30 year period

- change to greenhouse gas emissions estimate to be based on maximum throughput capacity.

The amended proposal content document and figures are attached.

EFFECT OF THIS NOTICE:

1. The assessment of the proposal is to be completed in respect of the proposal as amended in accordance with the decision set out in this notice.

2. The proposal as amended in accordance with this notice is taken to have been referred to the EPA under s. 38 of the EP Act.

RIGHTS OF APPEAL:

There are no rights of appeal under the EP Act in respect of this decision.

Prof. Matthew Tonts
Delegate of the Environmental Protection Authority
CHAIR

13 December 2022

Attachment 1- Amended proposal content document and figure/s showing the new approved proposal

Table 1: General proposal content description

Proposal title	Ashburton Infrastructure Project (AIP)
Proponent name	Onslow Infraco Pty Ltd (ACN 612 668 201, herein the Proponent), a wholly owned subsidiary of Mineral Resources Limited (MRL) (ACN 118 549 910)
Short description	The Proposal is to develop a fully sealed private haul road, approximately 125 km in length, starting from about 45 km southwest of Pannawonica to access the Port of Ashburton. Port facilities will be developed to support the transhipping export of to a maximum capacity of 40 Mtpa ore product for 30 years. This Proposal includes: • Development of a fully sealed private haul road; • Gas pipeline and ancillary haul road infrastructure; • Dredging a dedicated berthing pocket adjacent to the existing Material Offloading Facility and offshore disposal of dredge spoil to existing spoil disposal areas; and • Use of five offshore anchorage areas for transhipment of ore to Ocean Going Vessels. The Proposal will be implemented within a 20,821 ha Development Envelope (DE), including 16,327 ha for land-based elements and 4,494 ha for marine-based elements. The Proposal is located within an area of existing pastoral, mining and industrial land use. The Proposal's DE transects two pastoral stations, mining tenure and will be operated within the existing Port of Ashburton.

Table 2: Proposal content elements

Proposal element	Location / description	Maximum extent, capacity or range
Physical elements		
Haul Road elements: • Sealed Haul Road • AIP Gas Pipeline • Consumer gas pipeline	Haul Road DE Figure 1	Clearing of no more than 1,564 ha of native vegetation within the 16,209 ha Haul Road DE.
Landside elements: • Materials Handling Systems - Ore Loading and Supply	Landside DE Figure 2	Maximum of 40 Mtpa ore product for 30 years within the 118 ha Port Landside DE.

• Fuel Tanker Loading Product (Ore) Storage		
Nearshore elements: • Berth Pocket • Nearshore Infrastructure including Temporary Causeway and Jetty (excluding Dredging)	Nearshore DE Figure 2	TSV berth pocket with a target declared depth of up to 8 m. Direct disturbance of up to 5 ha of Bare Substrate BCH within the 11 ha Nearshore DE.
Offshore elements: • Anchorage Points • Dredge Material Disposal	Offshore DE Figure 3	Anchorages will be located approximately 35 km offshore. Direct disturbance of up to 1,347 ha of Bare Substrate BCH from OGVs anchoring in the designated area within the 4,483 ha Offshore DE. Dredge material disposal within the existing PPA Spoil Grounds. No additional disturbance.
Construction elements		
Bulk Earthworks	Haul Road DE Figure 1	Borrow works with crushing and screening, concrete-batching. Culverts, Drains and Levees will be installed and constructed to maintain flows. The Haul Road will be sealed with bitumen.
Temporary Causeway	Nearshore DE Figure 2	Construction of the dedicated nearshore berth facility will be undertaken from a temporary impermeable causeway that will be removed after construction and commissioning of the jetty is completed.
Dredging & Dredge Material Placement	Nearshore DE Spoil Ground C Figure 2 and 3	Removal/disturbance of up to 5 ha of Bare Substrate BCH within the 11 ha Nearshore DE. Capital dredging of up to 150,000m^3 with dredge material disposal of up to 165,000m^3 into existing Spoil Ground C.
Piling for Jetty / Wharf Construction	Nearshore DE Figure 2	Installation of approximately 71 piles for jetty/wharf construction. Direct disturbance of up to 0.2 ha of Bare Substrate BCH ha within the 11 ha Nearshore DE.

Water Supply - Dust Suppression	Haul Road DE Figure 1	Water supply from haul road borefield (up to 2 GL/annum during construction.
Operational elements		
Materials Handling and Stockpiling	Landside DE Figure 2	Storage of up to 280,000 tonnes of ore product.
Power Generation	Landside DE Figure 2	Power generation capacity of up to 14 MW. A 1 MW (peak) roof top solar power system.
Bulk Material Loading	Landside DE Nearshore DE Figure 2	Maximum of 40 Mtpa ore product for 30 years.
Dust Collection and Suppression Systems	Landside DE Figure 2	Water for operational dust suppression may be sourced from a third party operator to support 2GL/annum
Seawater Intake	Landside DE Nearshore DE Figure 2	Seawater intake of up to 2 GL/annum for desalination and dust suppression.
Brine Outfall	Nearshore DE Figure 2	Discharge of up to 2 GL/annum of hypersaline brine. Discharge to ensure water quality meets the High Ecological Protection Level at the boundary of the Low Environmental Protection Area (LEPA).
Transhipment Vessels	Landside DE Nearshore DE Offshore DE Figure 2 and 3	Transport of product via TSVs and powered by tugboats on a 24-hours, seven days a week basis. The TSVs will operate at a maximum speed of nine knots
Proposal elements with greenhouse gas emissions		
Construction elements:		
Scope 1	Haul Road and Port Construction (Year 1) Total GHG: 95,705 tCO2- e/yr	
Scope 2	None	
Scope 3	None	
Operation elements		
Scope 1	Port Operations (From Year 2 emissions @ 40Mtpa) - Annual baseline GHG: 130,384 tCO2- e/yr	

Scope 2	None
Scope 3	Port Operations (From Year 2 emissions @ 40Mtpa): 74,875,863 tCO2-e/y

Rehabilitation

Topsoil will be collected in windrows and stored for rehabilitation of temporary construction areas.

Progressive rehabilitation of temporary disturbance areas along the Haul Road DE will be undertaken (such as borrow pits and temporary construction areas).

Progressive rehabilitation through topsoil respreading will be undertaken as areas become available and this will minimise the extent of cleared areas.

Commissioning

The Port Landside facilities:

- Will progressively undergo Functional Testing and No Load Commissioning; and
- Load Commissioning will be completed in two stages, In-Loading System followed by Out-loading System.

Sea Water Desalination Plant: Water sourced from either ocean, bore or potable supply. Discharged to ocean via diffuser.

Decommissioning

End of project life closure strategies include either facilities being handed over to the relevant State or local government authority or decommissioned. Final outcomes will be developed through further consultation with key stakeholders and be undertaken as part of the regular review of closure commitments.

Other elements which affect extent of effects on the environment

Proposal time	Minimum Project Life	30 years.
Construction phase	Haul road, and Port Nearshore facilities	Approximately 18 months (including early works and construction from multiple approval areas).
Commissioning phase (including commissioning and ramp-up)	Port landside facilities	Approximately 12 months.
Operational phase	Operating days	Up to 365 operational days per year over a minimum of 30 years.

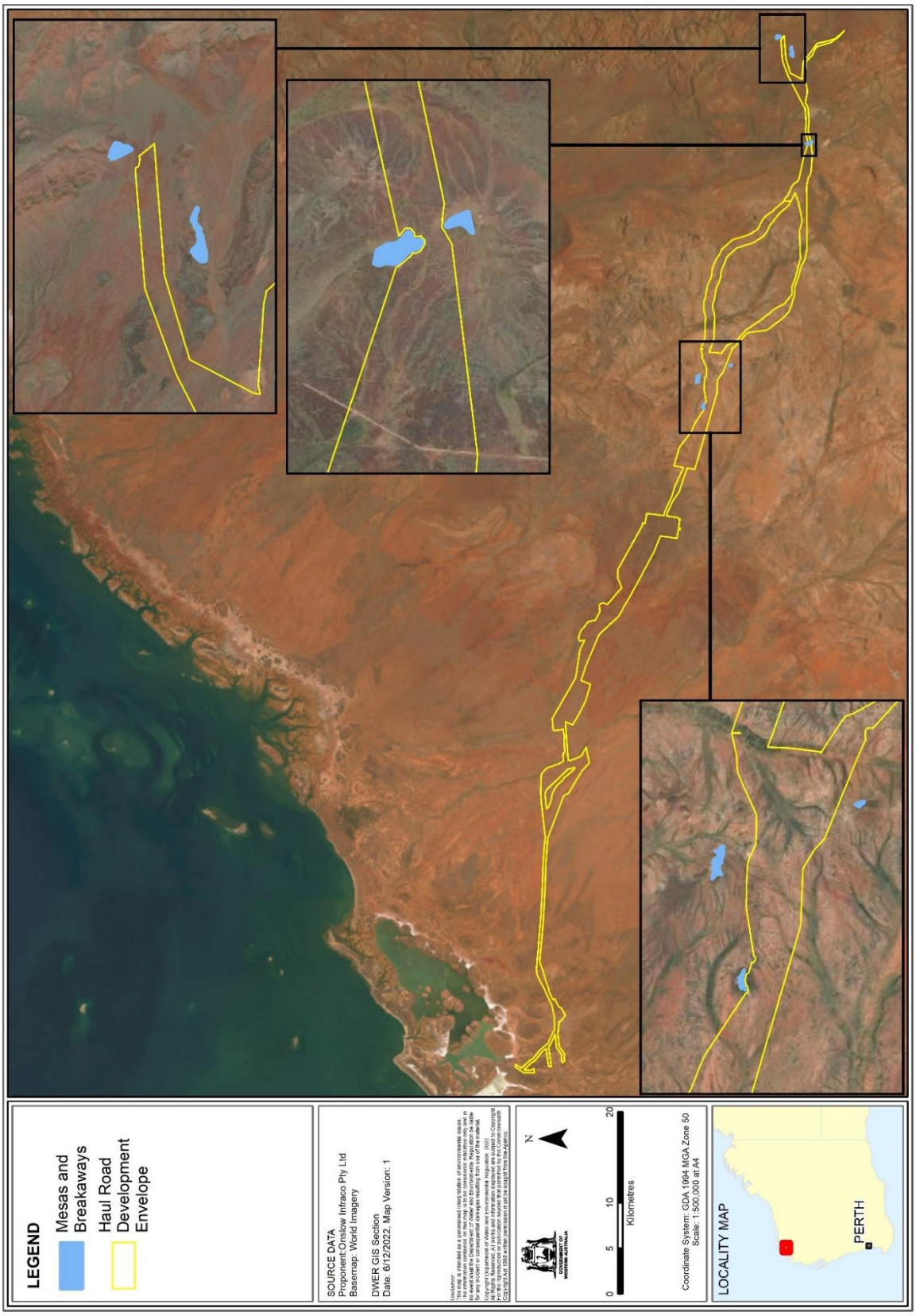

Figure 1: Haul road development envelope and mesa and breakaway habitat type

Figure 2: Landside and Nearshore development envelopes

Figure 3: Offshore, Nearshore and Landside Development envelopes and Offshore anchorage points

Summary of reasons for decision – request to amend a referred proposal during assessment under s. 43A of the *Environmental Protection Act 1986*

Proposal title: Ashburton Infrastructure Project

Date request to amend referred proposal under s. 43A received: 28 November 2022

Proponent: Onslow Infraco Pty Ltd

Proposal referral date: 26 October 2021

Level of assessment: Assess on referral information with additional information requested - two week public review

Existing referred proposal:

The proposal is to develop a fully sealed private haul road, approximately 125 km in length, starting from about 45 km southwest of Pannawonica to access the Port of Ashburton (the Port). Within the Port, landside and marine facilities will be developed to support export of up to 40 million tonnes of ore per annum (Mtpa) over a minimum 30-year period.

This proposal includes:

- development of a fully sealed private haul road;
- gas pipeline and ancillary haul road infrastructure;
- storage and bulk handling of ore at the Port;
- dredging a dedicated berthing pocket adjacent to the existing material offloading facility and offshore disposal of dredge spoil to existing spoil disposal areas;
- development of a modular jetty wharf and ship loader;
- use of five offshore anchorage areas for transhipment of ore to ocean going vessels; and
- ancillary landside infrastructure (seawater desalination plant, power station, bulk storage of fuel wastewater treatment plan etc).

The proposal will be implemented within a 20,821 ha development envelope, including 16,327 ha for land-based elements and 4,494 ha for marine-based elements.

The proposal is located within an area of existing pastoral, mining and industrial land use. The proposal's development envelope transects two pastoral stations, mining tenure and the operational Port of Ashburton.

Short description of amendment(s) sought:

The proposed amendment includes:

- minor expansion to the haul road development envelope at the North West Coastal Highway to accommodate more detailed engineering design required for the highway crossing

- minor expansion to the haul road development envelope near Warramboo Creek to provide flexibility to avoid an identified Aboriginal heritage site, if required
- minor reductions along the haul road development envelope to accommodate the expansions at North West Coastal Highway and near Warramboo Creek, so that the revised extent of the haul road development envelope remains unchanged to the original extent
- increase in direct disturbance within the nearshore development envelope from 3 ha to up to 5 ha
- relocation of one offshore anchorage point from an area of sparse filter feeders to bare substrate
- clarification of the extents of the landside, nearshore and offshore development envelopes
- clarification of the maximum extent of capital dredging to be 150,000m^3
- clarification of the maximum throughput capacity to be 40 million tonnes per annum (Mtpa) over a 30 year period
- change to greenhouse gas emissions estimate to be based on the maximum throughput capacity.

Table 1: proposed changes from the original proposal as a result of the amendment

Proposal element	**Original Proposal**	**s. 43A (Amended Proposal)**
Physical elements		
Nearshore elements	TSV berth pocket with a target declared depth of up to 8 m. Direct disturbance of up to 3 ha of Bare Substrate BCH within the Nearshore DE.	TSV berth pocket with a target declared depth of up to 8 m. Direct disturbance of up to **5 ha of Bare Substrate BCH within the 11 ha Nearshore DE**.
Construction elements		
Dredging & Dredge Material Placement	Removal/disturbance of up to 3 ha of Bare Substrate BCH. Capital dredging of up to 165,000m^3 with dredge material disposal into existing Spoil Ground C.	Removal/disturbance of up to 5 ha of Bare Substrate BCH **within the 11 ha Nearshore DE**. Capital dredging of up to **150,000 m^3 with dredge material disposal of up to 165,000 m^3** existing Spoil Ground C.
Operational elements		
Bulk Material Loading	Operational throughput capacity of up to 100 kt/d of ore.	**Maximum of 40 Mtpa ore product for 30 years.**

Proposal elements with greenhouse gas emissions		
Operation elements		
Scope 1	Port Operations (From Year 2 emissions @ 30Mtpa) - Annual baseline GHG: 97,788 tCO2-e/yr	Port Operations (From Year 2 emissions @ **40Mtpa**) - Annual baseline GHG: **130,384 tCO2-e/yr**
Scope 3	Port Operations (From Year 2 emissions @ 30Mtpa): 54,602,377 tCO2-e/yr	Port Operations (From Year 2 emissions @ **40Mtpa**): **74,875,863 tCO2-e/y**

Table 2: amendments to the Proposal Content Document (PCD) for clarification

Proposal element	**Original Proposal**	**s. 43A (Amended Proposal)**
Physical elements		
Landside elements	30 Mtpa ore product for 30 years, with design and material handling capacity up to 40 Mtpa.	Maximum of 40 Mtpa ore product for 30 years **within the 118 ha Port Landside DE.**
Offshore elements	Anchorages will be located approximately 35 km offshore. Direct disturbance of up to 1,347 ha of Bare Substrate BCH from OGVs anchoring in the designated area within the Offshore DE. Dredge material disposal within the existing PPA Spoil Grounds. No additional disturbance.	Anchorages will be located approximately 35 km offshore. Direct disturbance of up to 1,347 ha of Bare Substrate BCH from OGVs anchoring in the designated area within the **4,483 ha Offshore DE**. Dredge material disposal within the existing PPA Spoil Grounds. No additional disturbance.

Decision:

Amendment(s) to proposal as set out in attachment 1 is approved.

Environmental factors relevant to amendment(s):

Benthic communities and habitat, flora and vegetation, terrestrial fauna, greenhouse gas emissions and social surroundings.

Summary of likely changes to environmental impacts from proposed amendment

A summary of the changes to environmental impacts for each proposed amendment, in comparison to existing referred proposal is provided in table 3 below.

Table 3: Amendments and changes to environmental impacts

Amendment sought	Changes to environmental impacts
Changes to the haul road development envelope: • minor expansion to the haul road development envelope at the North West Coastal Highway to accommodate more detailed engineering design required for the highway crossing • minor expansion to the haul road development envelope near Warramboo Creek to provide flexibility to avoid an identified Aboriginal heritage site, if required • minor reductions along the haul road development envelope to accommodate the expansions at North West Coastal Highway and near Warramboo Creek, so that the revised extent of	**Likely no change in impacts to flora and vegetation, terrestrial fauna or social surroundings:** Overall, the extent of the haul road will remain unchanged from the referred proposal. The proposed changes in the development envelope are to accommodate engineering design required at the North West Coastal Highway crossing, and in an area near Warramboo Creek, if avoidance of an identified Aboriginal heritage site is required. The identified Aboriginal heritage site is currently going through a section 18 notice process. The proponent has advised that if the section 18 is approved, then the site is likely to be disturbed as it intersects the preferred haul road alignment. The expansion to the development envelope is to provide flexibility if avoidance of the site is required. The expansion to the haul road development envelope increases the extent of: • vegetation type DR07 that is a potential groundwater dependent ecosystem • the drainage line/river/creek (minor) and stony hills and slopes fauna habitat types, which are both important for conservation significant fauna species. However, the amount of clearing required, and the limits of disturbance set by the proponent in the referred proposal remain unchanged. The proposed amendment is not likely to change the impact to flora and vegetation and terrestrial fauna. The proposal is likely to be consistent with the EPA objectives for flora and vegetation, terrestrial fauna and social surrounding.

Amendment sought	Changes to environmental impacts
the haul road development envelope remains unchanged to the original extent	
Changes to marine components: • increase direct disturbance within the nearshore development envelope from 3 ha to up to 5 ha • relocation of one offshore anchorage point from an area of sparse filter feeders to bare substrate • clarification of the maximum extent of capital dredging to be 150,000m^3	**Likely decrease in impact to benthic communities and habitat (BCH):** Despite the increase in direct impact to the seabed within the nearshore development envelope from 3 ha to up to 5 ha, it is not likely that the proposed amendment will change the impact to BCH. The area of BCH that is being impacted by the proposal is bare substrate that occurs within the Port of Ashburton's existing dredged shipping channel area. The relocation of the offshore anchorage point from an area of sparse filter feeders to bare substrate will decrease direct disturbance to BCH. The proposal is likely to be consistent with the EPA objective for BCH.
Clarification of the extents of the landside, nearshore and offshore development envelopes	**Likely no change in impacts to any key environmental factors impacted by the proposal:** The original PCD did not specify the extents of the landside, nearshore and offshore development envelopes. The PCD has been revised to include these extents. The extent of the development envelopes themselves have not changed from the referred proposal.
Clarification on the maximum throughput capacity: • clarification of the maximum throughput capacity to be 40 million tonnes per annum (Mtpa) over a 30 year period	**Likely no change in impacts to greenhouse gas emissions:** The referred proposal estimated greenhouse gas emissions based on a throughput of up to 30 Mtpa, as this is the expected throughput at the commencement of operations. However, there will be capacity for the throughput to expand to 40 Mtpa once ore availability increases.

Amendment sought	Changes to environmental impacts
• change to greenhouse gas emissions estimate to be based on maximum throughput capacity	The proponent has clarified the maximum throughput extent and updated the greenhouse gas estimate accordingly. The proposal will be subject to the same regulatory requirements as the referred proposal, and therefore it is not likely to change the impacts to GHG emissions. The proposal is likely to be consistent with the EPA objectives for GHG emissions.

Summary of consultation

- The proponent consulted with the EPA Services prior to making an application under s. 43A to describe the proposed changes.
- Members of the public or other statutory decision-making authorities have not been consulted with, or invited to make a comment on the s. 43A application, noting the minor nature of the proposed amendments.

Summary of consideration of amendment

The EPA has considered whether, if the proposal were already approved, the amendment would be a significant amendment. This has included considering the likely significance of:

- Effects of the proposed amendment on its own
- Effects of the proposed amendment in the context of the existing referred proposal
- Cumulative environmental impacts
- Holistic impacts

The EPA has considered whether it has sufficient information about the proposed amendment to be able to reasonably proceed with assessment of the amended proposal with or without performing any additional functions at this stage.

The EPA has considered whether the amended proposal will still be substantially the same character as the existing referred proposal.

Approval – not a significant amendment

The EPA considers the amended proposal to be substantially the same character as the existing referred proposal, and does not consider that the amendment would be a significant amendment if the proposal were already approved. The EPA considers it has enough information to reasonably proceed with assessment of the amended proposal without performing any additional functions at this stage.

Attachments

- Amended Proposal content document
- Figure showing changes

Appeals: Decision not appealable.

Prof. Matthew Tonts
CHAIR
Delegate of the Environmental Protection Authority

Date: 13 December 2022

Attachments

Table 1: General proposal content description

Proposal title	Ashburton Infrastructure Project (AIP)
Proponent name	Onslow Infraco Pty Ltd (ACN 612 668 201, herein the Proponent), a wholly owned subsidiary of Mineral Resources Limited (MRL) (ACN 118 549 910)
Short description	The Proposal is to develop a fully sealed private haul road, approximately 125 km in length, starting from about 45 km southwest of Pannawonica to access the Port of Ashburton. Port facilities will be developed to support the transhipping export of to a maximum capacity of 40 Mtpa ore product for 30 years. This Proposal includes: • Development of a fully sealed private haul road; • Gas pipeline and ancillary haul road infrastructure; • Dredging a dedicated berthing pocket adjacent to the existing Material Offloading Facility and offshore disposal of dredge spoil to existing spoil disposal areas; and • Use of five offshore anchorage areas for transhipment of ore to Ocean Going Vessels. The Proposal will be implemented within a 20,821 ha Development Envelope (DE), including 16,327 ha for land-based elements and 4,494 ha for marine-based elements. The Proposal is located within an area of existing pastoral, mining and industrial land use. The Proposal's DE transects two pastoral stations, mining tenure and will be operated within the existing Port of Ashburton.

Table 2: Proposal content elements

Proposal element	Location / description	Maximum extent, capacity or range
Physical elements		
Haul Road elements: • Sealed Haul Road • AIP Gas Pipeline • Consumer gas pipeline	Haul Road DE Figure 1	Clearing of no more than 1,564 ha of native vegetation within the 16,209 ha Haul Road DE.
Landside elements: • Materials Handling Systems - Ore Loading and Supply • Fuel Tanker Loading Product (Ore) Storage	Landside DE Figure 2	Maximum of 40 Mtpa ore product for 30 years within the 118 ha Port Landside DE.

Nearshore elements: • Berth Pocket • Nearshore Infrastructure including Temporary Causeway and Jetty (excluding Dredging)	Nearshore DE Figure 2	TSV berth pocket with a target declared depth of up to 8 m. Direct disturbance of up to 5 ha of Bare Substrate BCH within the 11 ha Nearshore DE.
Offshore elements: • Anchorage Points • Dredge Material Disposal	Offshore DE Figure 3	Anchorages will be located approximately 35 km offshore. Direct disturbance of up to 1,347 ha of Bare Substrate BCH from OGVs anchoring in the designated area within the 4,483 ha Offshore DE. Dredge material disposal within the existing PPA Spoil Grounds. No additional disturbance.
Construction elements		
Bulk Earthworks	Haul Road DE Figure 1	Borrow works with crushing and screening, concrete-batching. Culverts, Drains and Levees will be installed and constructed to maintain flows. The Haul Road will be sealed with bitumen.
Temporary Causeway	Nearshore DE Figure 2	Construction of the dedicated nearshore berth facility will be undertaken from a temporary impermeable causeway that will be removed after construction and commissioning of the jetty is completed.
Dredging & Dredge Material Placement	Nearshore DE Spoil Ground C Figure 2 and 3	Removal/disturbance of up to 5 ha of Bare Substrate BCH within the 11 ha Nearshore DE. Capital dredging of up to 150,000m^3 with dredge material disposal of up to 165,000m^3 into existing Spoil Ground C.
Piling for Jetty / Wharf Construction	Nearshore DE Figure 2	Installation of approximately 71 piles for jetty/wharf construction. Direct disturbance of up to 0.2 ha of Bare Substrate BCH ha within the 11 ha Nearshore DE.
Water Supply - Dust Suppression	Haul Road DE Figure 1	Water supply from haul road borefield (up to 2 GL/annum during construction.

Operational elements		
Materials Handling and Stockpiling	Landside DE Figure 2	Storage of up to 280,000 tonnes of ore product.
Power Generation	Landside DE Figure 2	Power generation capacity of up to 14 MW. A 1 MW (peak) roof top solar power system.
Bulk Material Loading	Landside DE Nearshore DE Figure 2	Maximum of 40 Mtpa ore product for 30 years.
Dust Collection and Suppression Systems	Landside DE Figure 2	Water for operational dust suppression may be sourced from a third party operator to support 2GL/annum
Seawater Intake	Landside DE Nearshore DE Figure 2	Seawater intake of up to 2 GL/annum for desalination and dust suppression.
Brine Outfall	Nearshore DE Figure 2	Discharge of up to 2 GL/annum of hypersaline brine. Discharge to ensure water quality meets the High Ecological Protection Level at the boundary of the Low Environmental Protection Area (LEPA).
Transhipment Vessels	Landside DE Nearshore DE Offshore DE Figure 2 and 3	Transport of product via TSVs and powered by tugboats on a 24-hours, seven days a week basis. The TSVs will operate at a maximum speed of nine knots
Proposal elements with greenhouse gas emissions		
Construction elements:		
Scope 1	Haul Road and Port Construction (Year 1) Total GHG: 95,705 tCO2- e/yr	
Scope 2	None	
Scope 3	None	
Operation elements		
Scope 1	Port Operations (From Year 2 emissions @ 40Mtpa) - Annual baseline GHG: 130,384 tCO2- e/yr	
Scope 2	None	
Scope 3	Port Operations (From Year 2 emissions @ 40Mtpa): 74,875,863 tCO2- e/y	
Rehabilitation		

Topsoil will be collected in windrows and stored for rehabilitation of temporary construction areas.		
Progressive rehabilitation of temporary disturbance areas along the Haul Road DE will be undertaken (such as borrow pits and temporary construction areas).		
Progressive rehabilitation through topsoil respreading will be undertaken as areas become available and this will minimise the extent of cleared areas.		
Commissioning		
The Port Landside facilities: • Will progressively undergo Functional Testing and No Load Commissioning; and • Load Commissioning will be completed in two stages, In-Loading System followed by Out-loading System.		
Sea Water Desalination Plant: Water sourced from either ocean, bore or potable supply. Discharged to ocean via diffuser.		
Decommissioning		
End of project life closure strategies include either facilities being handed over to the relevant State or local government authority or decommissioned. Final outcomes will be developed through further consultation with key stakeholders and be undertaken as part of the regular review of closure commitments.		
Other elements which affect extent of effects on the environment		
Proposal time	Minimum Project Life	30 years.
Construction phase	Haul road, and Port Nearshore facilities	Approximately 18 months (including early works and construction from multiple approval areas).
Commissioning phase (including commissioning and ramp-up)	Port landside facilities	Approximately 12 months.
Operational phase	Operating days	Up to 365 operational days per year over a minimum of 30 years.

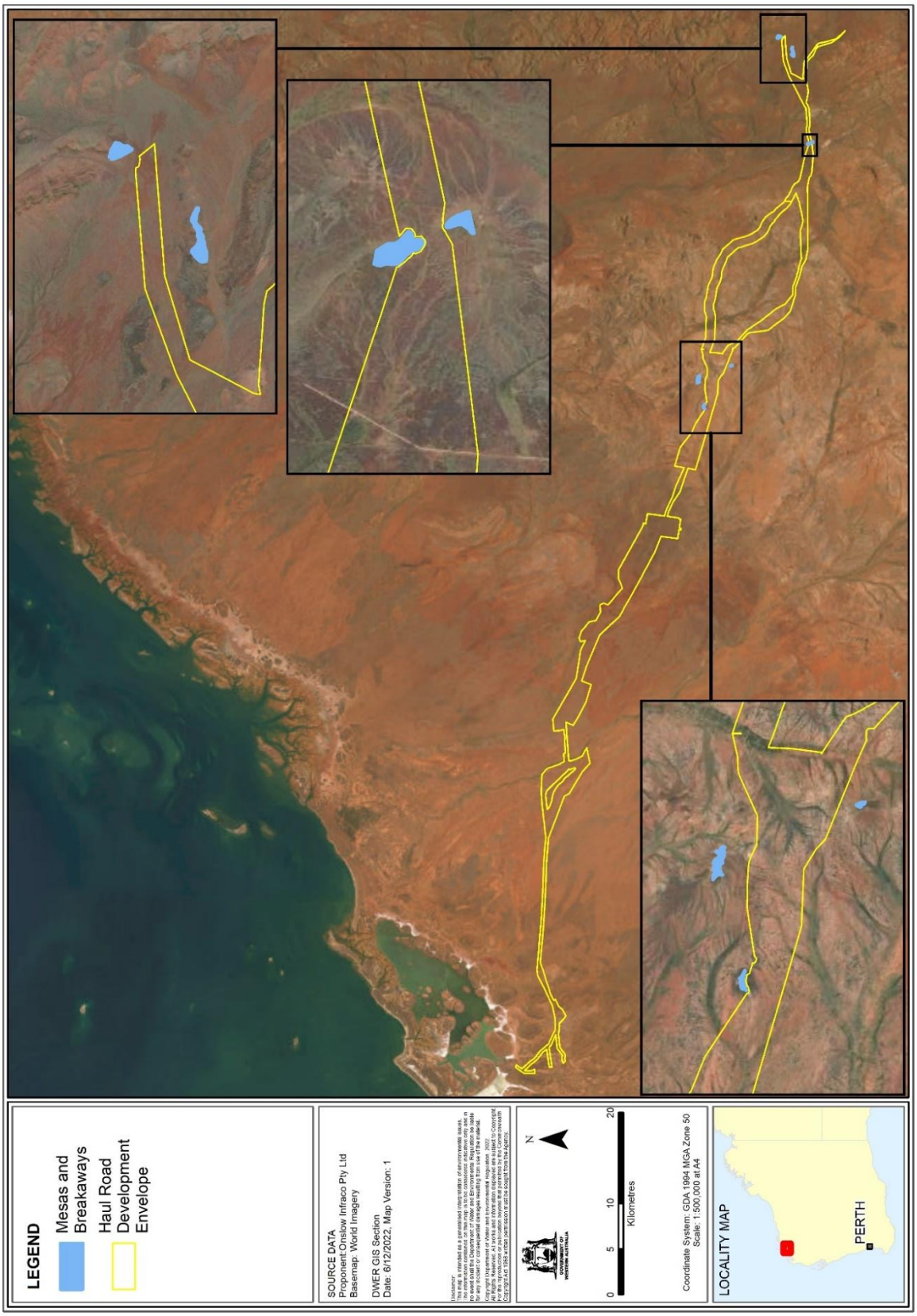

Figure 1: Haul road development envelope and mesa and breakaway habitat type

Figure 2: Landside and Nearshore development envelopes

Figure 3: Offshore, Nearshore and Landside Development envelopes and Offshore anchorage points