



MULTI-USER MULTI-PURPOSE
INFRASTRUCTURE CORRIDOR
Project Update

east west line parks limited

AGENDA

- 1 Disclaimer
- 2 Introduction
- 3 Project Iron Boomerang
- 4 Abbot Pt to North Galilee
- 5 Other Proposals
- 6 Current Status & Timeline
- 7 Closing Address
- 8 Q & A

DISCLAIMER

- This presentation has been prepared by East West Line Parks Limited (EWLP) based upon available information.
- All statements, other than statements of historical fact, are forward looking and involve risks and uncertainties. There can be no assurances that such statements will prove accurate.
- Actual results and events could differ materially from those anticipated in statements.
- EWLP does not assume the obligation to update any forward looking statement.

Introduction

- Who is EWLP and what do they do??
 - was established in 2006 to explore the economic feasibility of establishing first stage steel precincts in Australia, close to major raw materials inputs;
 - is an Unlisted Public Company;
 - is the proponent in a project to develop a **transcontinental, multi-user, multi-purpose, infrastructure corridor**;
 - is planning to provide a unique, privately funded and operated, heavy haul, Standard Gauge railway.
- This Multi-user, Multi-purpose, Infrastructure Corridor (MUIC) will lay the foundation for an expanded nation-building project that will consolidate supply-chain logistics
 - for coal and multiple material exports out of the Port at Abbot Point;
 - for future steel industries based within Abbot Point State Development Area (APSDA) in Queensland and the North West of Western Australia;

Project Iron Boomerang

- A master project is called **Project Iron Boomerang (PIB)**;
- PIB intends to provide:
 - A **single** transport infrastructure corridor;
 - **40 tonne axle load** (tal), Heavy Haul, Standard Gauge railway/s;
 - sufficient corridor width for the provision of:
 - multiple railways, passing tracks and sidings;
 - infrastructure such as gas and water;
 - fibre optic cable;
 - service roads.
- PIB is offering all stakeholders fully compliant rolling stock design, scheduled freight services on a duplicated HH railway to the Galilee Basin with a capacity exceeding 350Mtpa:
 - 40 tal coal wagon with closed lid under design development stage.

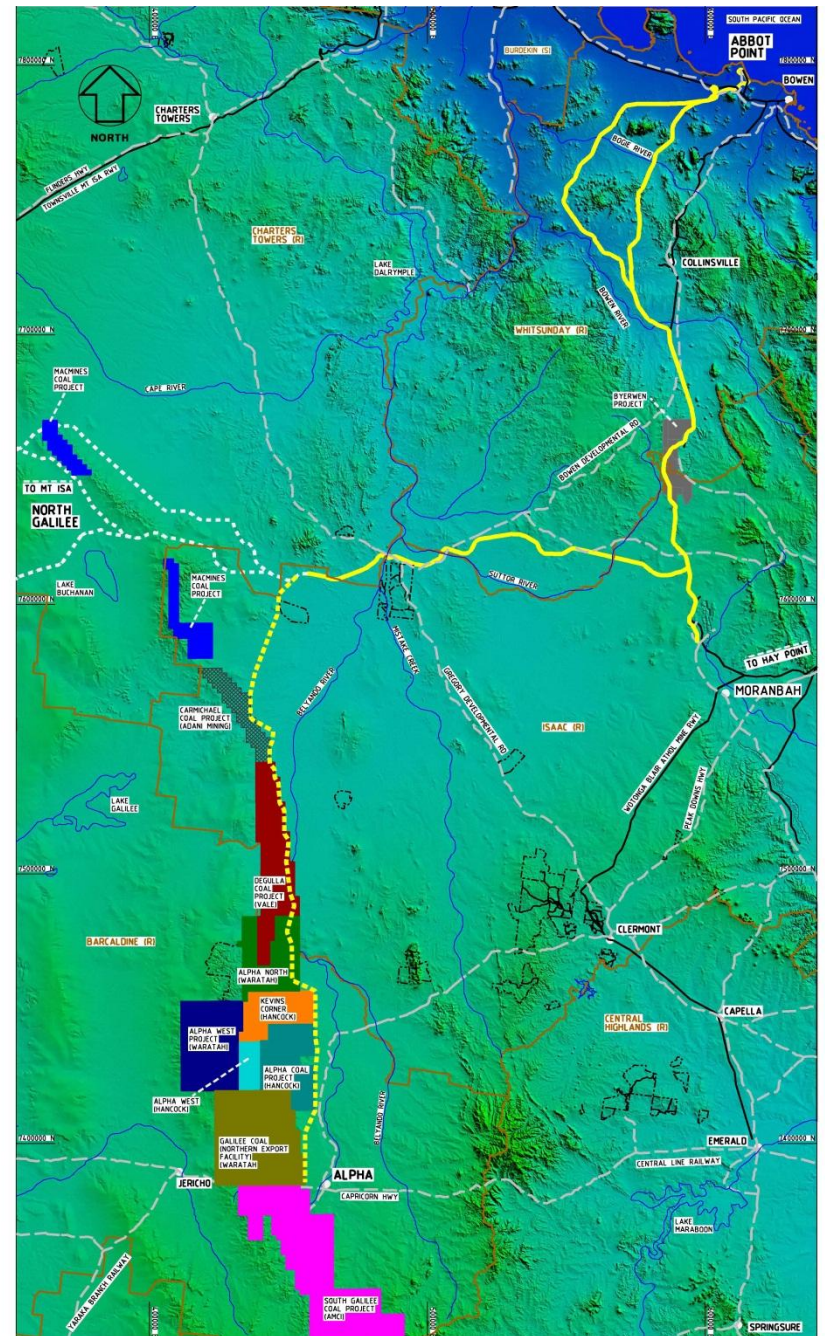
Project Iron Boomerang – Stage 1

- The first stage of Project Iron Boomerang is a stand alone project to provide a Multi-user, Multi-purpose Infrastructure Corridor from the port at Abbot Point to North Galilee

The Proposed Corridor

The Multi-User Multi-Purpose Infrastructure Corridor will extend comprise of:

- Mainline - North Galilee to the Port of Abbot Point via Moranbah – 390km (approx.) long;
- Mine Spur – North Galilee southwards to service the emerging thermal coal miners in the Galilee Basin - 220km (approx) long;
- Spur line from the mainline junction at Kennedy Creek southwards towards Moranbah – 30km (approx) long (narrow gauge);
- A material transfer hub area near Moranbah.



Abbot Point to North Galilee MUIC

- The Galilee Basin is one of the largest and least developed coal reserves in Queensland with a range of existing and proposed mines in various stages of development.
- Current proposals from miners in the Galilee Basin indicate a multiplicity of proposed rail corridors that would dissect significant areas of Queensland's important beef cattle grazing and agricultural lands.
- Rationalisation of all proposed rail corridors into a single MUIC is:
 - economically efficient;
 - community responsible; and
 - environmentally responsible.

Abbot Point to North Galilee MUIC cont.

PIB's solution is a **single MUIC**:

- that not only rationalises the proposed Galilee Basin railways into one corridor but intends to provide efficient rail operations and rollingstock with “common design standards”:
 - 40 tal coal wagons with covered lids;
 - 300 wagon consists;
 - 1 in 320 grade on loaded direction (flat grades);
 - 1 in 100 grade on empty direction;
 - double track, 40 tal with 68kg/m rail and prestressed concrete sleepers;
 - offering heavier and longer train configurations resulting in lower initial capital cost expenditure and longer term operational efficiencies at lower cost/tonne delivery to the port;
 - single train operator for efficient pit to port operations;
 - remote operations feasible.

Abbot Point to North Galilee MUIC cont.

- The Abbot Point to North Galilee proposed corridor alignment design is based on the following:
 - avoiding known environmental and culturally sensitive areas, homesteads, townships and minimising the impact to other infrastructure;
 - avoiding National Parks, existing mines and urban concentrations;
 - reducing the risk within flood prone areas, major watercourses and difficult topography:
 - by locating the alignment in higher ground and out of the floodplain areas;
 - positioning major watercourse crossings upstream as conceivably possible; and
 - avoiding mountainous terrain.
 - grade separation of major road, rail and existing infrastructure crossings;
 - minimising the exposure to high risk areas of poor foundation materials (black soil);
 - paralleling the alignment as close to existing QR rail corridor (from Moranbah to south of Collinsville);

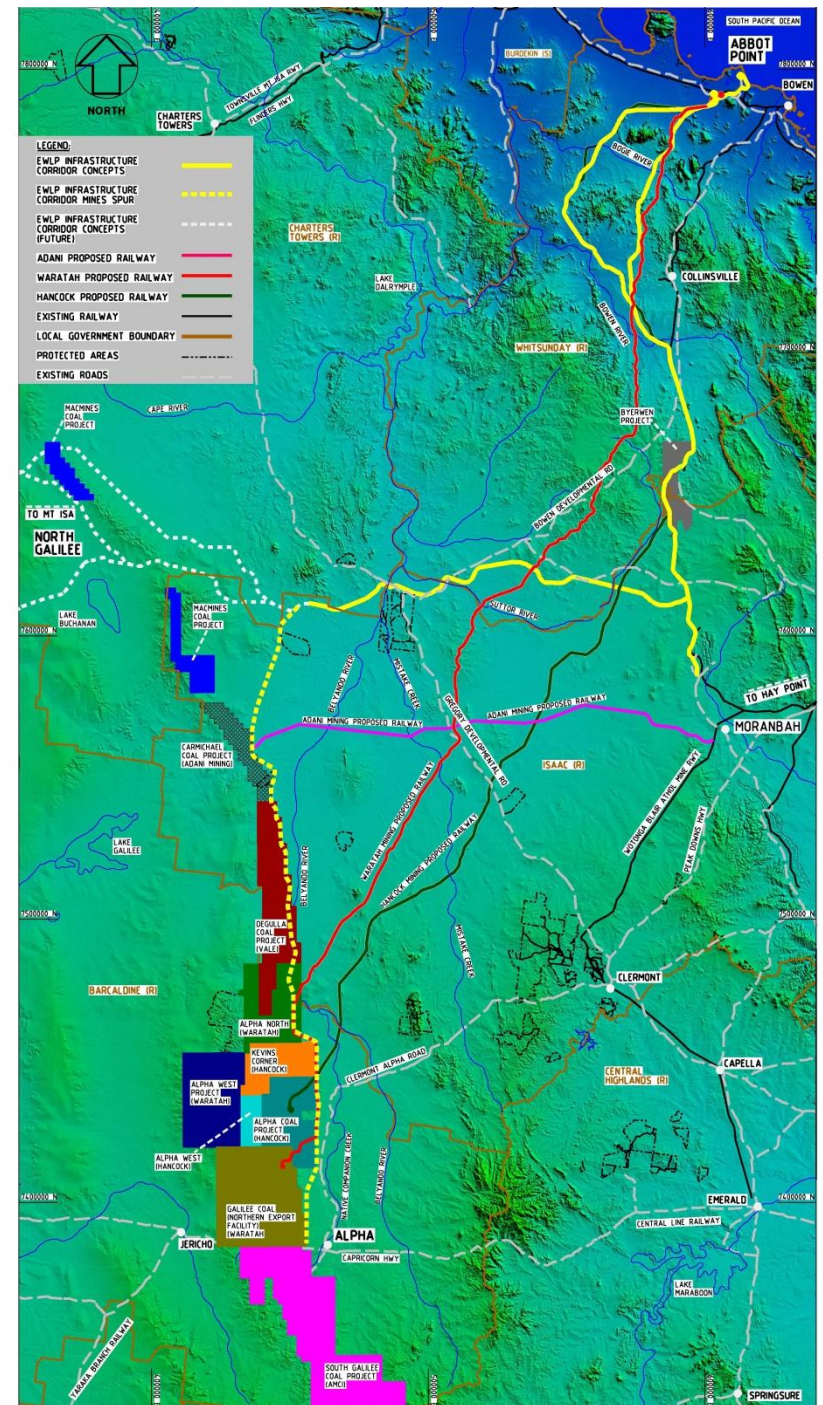
Abbot Point to North Galilee MUIC cont.

- The Mine Spur proposes a solution to the miners within the Galilee Basin with a “Common Sense” Corridor that runs from the mainline corridor southwards along the Galilee Basin:
 - runs parallel and close to the Galilee Basin mining tenements;
 - minimises the impact on land holders by shorter spur lines connecting the mine to the mine spur compared to other proposals;
 - follows the higher ground to avoid the black soils plains as much as possible;
 - mining cannot encroach too close to river valley (higher flood immunity) therefore positioning the railway between the river and mine is possible and avoids sterilisation of coal reserves;

Other Proposals

Why the other proposals are not favoured by EWLP:

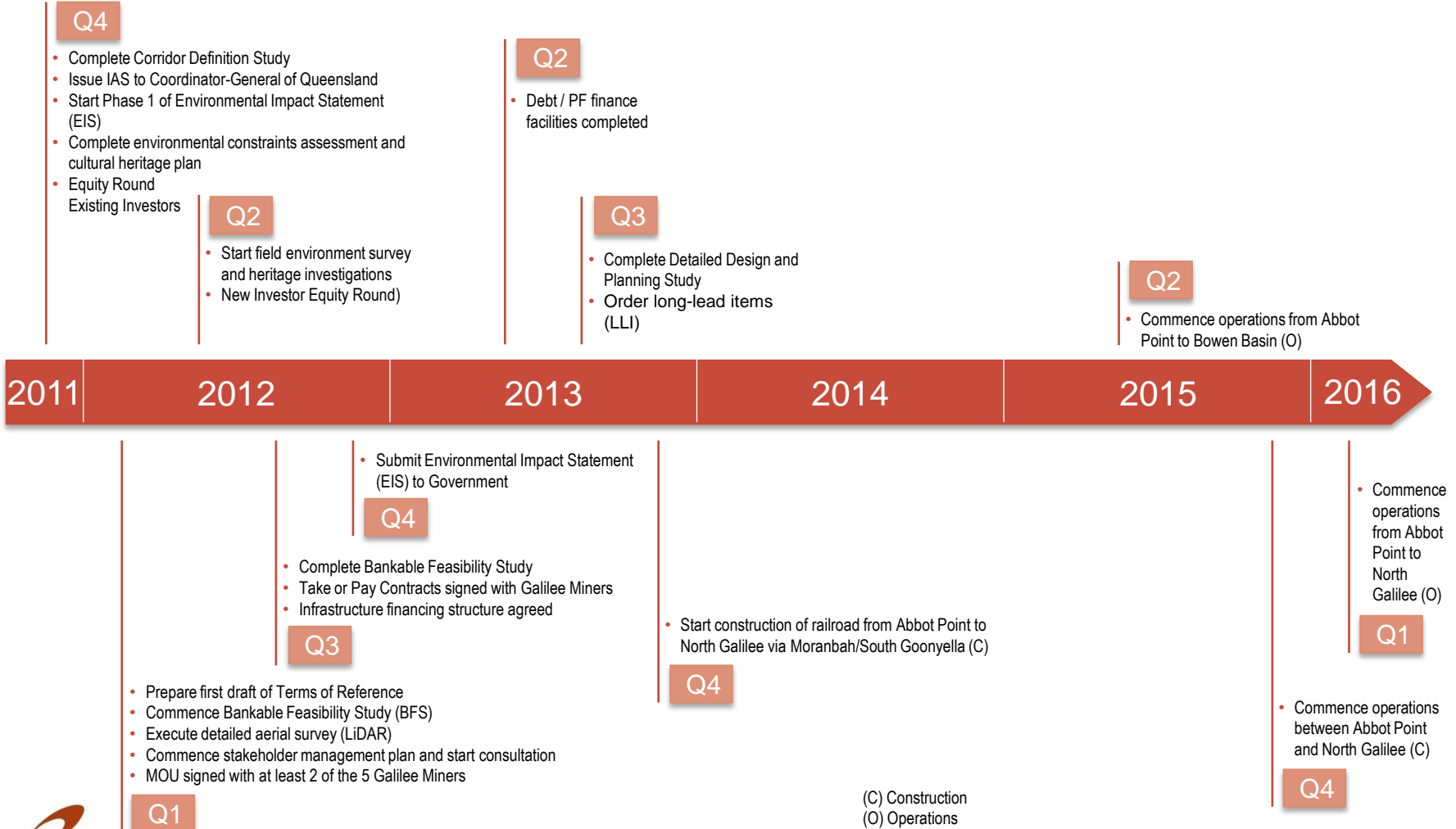
- lower efficiency and track standards of railway proposed against the PIB 40tal SG railway:
 - 26 tal Narrow Gauge with 1 in 100, 1 in 200 grades (loaded), shorter consist sizes;
 - 25 tal Standard Gauge with 1 in 200 grade (loaded) shorter consist sizes;
 - 32 tal Standard Gauge with 1 in 320 grade (loaded) shorter consist sizes;
- impacts on major cattle grazing and agricultural areas;
- greater risk exposure to operations by locating the alignment:
 - through extensive black soil areas;
 - in major floodplains;
 - through difficult terrain and mountainous regions (increased earthworks costs)



Current Status

- Engenium appointed Engineering Consultant;
- Corridor Definition Study completed;
- Bankable Feasibility Study commencing Q1 2012;
- Initial Advice Statement (IAS) submission by end Nov 2011;
- First Phase of EIS commenced;
- Community consultation commenced;
- Consultation with miners in the Galilee and Bowen Basins ongoing;

Timeline



Closing Address

- EWLP under Project Iron Boomerang provides a unique opportunity to coordinate the transport requirements within a single corridor;
- EWLP proposes an efficient heavy haul railway system with maximum financial and economic benefits to the Queensland economy, the broader community and the coal miners within the region;
- This is a long term solution for the region by mitigating the need for multiple corridors crossing the central Queensland from the Galilee Basin to the port of Abbot Point;
- EWLP is seeking to provide a low risk single corridor solution that will accommodate multiple railways and other infrastructure within the corridor;

Closing Address

- The route proposed will have the least impact on agriculture and rural communities;
- The route is the lowest risk in terms of impacts on floodplains and poor soil foundation exposure;

Thank You