

OFFICIAL OPENING OF NEW KARARA EXPORT TERMINAL

TRANSPORT MINSITER OFFICIALLY OPENS FACILITY

Gindalbie Metals Limited (ASX: **GBG** – “Gindalbie”) is pleased to announce that the new dedicated **iron ore port terminal** and associated infrastructure in Geraldton for the Karara Iron Ore Project in Western Australia was officially opened today by the Hon Troy Buswell, the Treasurer of Western Australia and Minister for Transport.

The official opening of the new **Karara Export Terminal** comes ahead of the first production of magnetite concentrate from the Karara Project, which is expected to occur in October.

DSO hematite is currently being stockpiled in the Karara storage shed utilising the recently commissioned rail and port infrastructure, and shipments from Port are expected to start within weeks.

The port facilities – which comprise a 297m storage facility, a dedicated berth (Berth 7) and modern 5,000tph ship-loader – represent an investment of more than \$200 million and are a cornerstone of the Karara Project’s \$1 billion-plus investment in new infrastructure in the Mid West region and a key part of its integrated Mine, Rail and Port logistics chain.

The new Karara Export Terminal, which is located adjacent to Mt Gibson Iron’s storage shed, is capable of handling up to 16Mtpa of magnetite concentrate or hematite DSO exports from a dedicated berth with associated rail and unloading infrastructure. The terminal consists of:

- a dedicated 4th railway line inside the Port, connecting the facility with the Karara Project, located 225km inland;
- a twin-car rotary dumper (or train unloader), which is also capable of bottom dumping;
- a 297m storage facility with a capacity of 255,000 metric tonnes which will house stockpiles of magnetite concentrate and hematite DSO delivered to port;
- a dedicated Berth 7 which can accommodate Panamax vessels (loaded to approximately 60,000 tonnes); and
- a 5,000tph (tonne per hour) ship-loader, with a long-travel, luffing and slewing mechanism.

The ship-loader is environmentally friendly, fully contained and fitted with dust suppression, extraction and fogging systems. The entire terminal is fitted with dust suppression and extraction at each transfer point, as well as fully automated moisture analysers and a sample station.

The luffing and slewing mechanism enables the ship-loader to move up and down and side to side, and significantly enhances loading efficiency.

Vessel MoorMaster units (similar to those used at some of the large Pilbara iron ore ports) have been fitted to minimise the impact of swell and weather delays, and to reduce the safety risk of mooring lines parting. Apart from the safety benefits, this will also over time enable Karara to increase berth availability to boost tonnage throughput to the maximum capacity.

There are no common conveyors with other port users, including the nearby common-user iron ore terminal at Berth 5. The new Berth 7 has been strategically positioned to avoid conflicts with other vessels mooring at other berths.

Gindalbie’s Managing Director, Mr Tim Netscher, said the new Karara Export Terminal set new standards for efficiency, safety and the highest possible environmental standards in the Port of Geraldton.

“This is a sophisticated iron ore terminal which has a number of significant advantages and which includes the only rotary car dumper currently in the port,” he said.

“These facilities reflect an investment of more than \$200 million in the Port of Geraldton by the Karara Project,” Mr Netscher added. “Combined with our investment in the new 85km spur line connecting the Karara Project to the

existing Midwest rail network, the new 330kV power line servicing the project and the new water pipeline, we have invested over \$1 billion in infrastructure development and enhancement in the region .

“This provides huge impetus to the development of the region, creating a fully integrated logistics pathway that will help to unlock the region’s resources, creating employment, opportunities and numerous positive economic benefits for communities across the Midwest,” he said.

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Released by :

Nicholas Read
Read Corporate
Telephone: (+61-8) 9388 1474
Mobile: (+61) 419 929 046

On behalf of:

Mr Tim Netscher
Managing Director & CEO

Mr Michael Weir
Investor Relations Manager
Telephone: (+61-8) 9480 8700
www.gindalbie.com.au