



Hawsons Iron Project Joint Venture (JV)

The Hawsons Iron Project Joint Venture (JV) and Flinders Ports are carrying out a pre-feasibility study to examine the supply chain options using rail, port storage and marine transport to export iron-ore from Port Pirie.

What is a rail-port-marine pre-feasibility study?

Pre-feasibility studies are often carried out for joint venture projects. This type of study involves initial research which is used to decide if a project should proceed to the next stage - usually a feasibility study. The rail, port and marine aspects of moving iron-ore from mine to market are challenging in South Australia, because the state lacks a deep-water port for mineral commodity exports.

Port Pirie is the first choice as the export hub for the Hawsons iron-ore because of its location and connection to the rail network. The rail-port-marine pre-feasibility study will examine all supply chain options using rail, port storage and marine transport at Port Pirie. Joint Venture partners will then be able to decide if there are any suitable supply chains, which could be used for the project.

About the Hawsons Iron Project Joint Venture

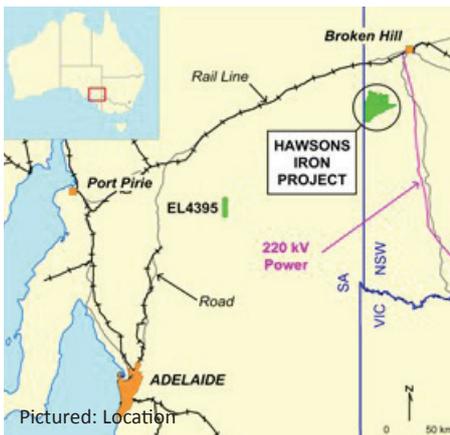
The Hawsons Iron Project lies 60 kilometres southwest of Broken Hill in NSW and is the largest magnetite discovery in eastern Australia. Its location gives it access to existing power, rail and port infrastructure. The project is a joint venture between Carpentaria Exploration (60%) and Pure Metals (40%). Carpentaria discovered the Hawsons iron deposit in 2009.

A mining lease application has been lodged for the Hawsons deposit and around 10 million tonnes of iron-ore exports a year are planned. The vast size of this magnetite discovery means that the Hawsons project could have a mine life of over 50 years.

Magnetite is a naturally occurring iron-oxide mineral which has magnetic properties. The magnetite from the Hawsons iron discovery is different from other magnetite deposits because it is found in soft rock. Magnetite is usually found in hard rock, and often needs costly mining and processing methods. The soft rock at Hawsons Iron Project should make this magnetite cheaper to mine and process.

The rail-port-marine partnership

The rail-port-marine partnership is an initiative between the Hawsons JV and Flinders Ports. The Hawsons Iron Project JV recently secured port access at Port Pirie for up to 12 million tonnes of iron-ore exports a year. Flinders Ports and the JV have agreed to jointly fund a rail-port-marine study to find the best solution to load Capesize vessels with iron-ore from Port Pirie. Options for future expansion and multi-user capability will also be included. It is expected that the pre-feasibility study will be completed by early 2015.



Fact Sheet 1

Supply chain
pre-feasibility study



Our commitment to the community and the environment

The rail-port-marine partnership will engage with the community and all stakeholders on the supply chain pre-feasibility study.

A sustainable supply chain that is environmentally sound and supports the Port Pirie community is our goal.





About Carpentaria Exploration

Carpentaria Exploration is an emerging producer of iron-ore in eastern Australia. The Australian owned company is based in Brisbane and was listed on the Australian Securities Exchange in November 2007. The company is focussed on discovering and developing bulk commodities in eastern Australia. The Hawsons JV is Carpentaria Exploration’s most advanced and significant project.

About Flinders Ports

Flinders Ports is South Australia’s leading port operator and manages the port at Port Pirie as well as six other ports in the state. Flinders Ports has been working on supply chains to move mineral exports from mine to market for South Australia’s largest export sector - the mineral resources industry. The company is currently involved in scoping out port infrastructure export options for bulk commodities that can meet the mining sector’s short and long-term needs. Safety for people and the environment is Flinders Ports’ ethos as it aims to deliver the highest standards of port services to customers.

What are the supply chain options for iron-ore exports?

Supply chains through Port Pirie will need to feature logistics that include both rail and sea transport. Consulting engineering experts have been appointed to identify then review potential transport options. This will involve analysing the rail and ore transfer logistics to port. To make the project financially viable, the iron-ore will be loaded by barge to large ocean going Capesize vessels anchored offshore. Assessing and reviewing berth sites that could function as a landside base for barge loading (a transshipment operation) will be a key aspect of the study.



Pictured: Carpentaria Exploration



Pictured: Flinders Ports Locations



Pictured: Transshipment operation

For more information

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