



# ASHBURTON LINK

Collaborating to  
unlock value in  
the West Pilbara



# Collaborating to unlock value in the West Pilbara



Contributing to the **ONSLOW COMMUNITY**



**PATHWAY TO EXPORT**  
for stranded WA iron ore assets



**SHARING**  
infrastructure delivers environmental and economic benefits



Providing **INNOVATIVE**  
design solutions



Harnesses existing, under-utilised **PORT OF ASHBURTON**



Ore reserves support **FIRST 10 YEARS**  
of operation



Delivers economic and social **BENEFITS** to the region and the State



**470 JOBS**  
During construction and operation



Contributes to the **LONG-TERM GROWTH**  
of the Pilbara region



Royalties to Traditional Owners

**\$19M**



Combined State Royalties and Taxes

**\$400M**



Estimated port fees to PPA (to 2032FY)

**\$150M\***

Combined value (port and mine construction/development) **\$205M**

## Who is Ashburton Link?

Ashburton Link is a consortium comprising CZR Resources (ASX: CZR), Miracle Iron and global transshipment services provider, CSL Australia.

By working together as a consortium, the partnership aims to export iron ore through a low cost, sustainable export facility, creating jobs and opportunities in the region. The facility is designed to be multi-user and able to accept third-party iron ore and other bulk materials for transshipment and export.

## What is the Ashburton Link plan?

Ashburton Link has submitted a Development Application with the Pilbara Ports Authority for a 5Mtpa bulk loading facility from the Port of Ashburton, located adjacent to Mineral Resources Onslow Iron export facility. The Port of Ashburton is set to become the fifth iron ore export port in the Pilbara, alongside the ports of Port Hedland, Cape Lambert, Cape Preston, and Dampier, and a leader in dust-free, transshipment technology.

Initially, iron ore will be hauled from CZR's Robe Mesa Project and Miracle Iron's Paulsens East Project by road train to the Onslow Hub, a central ore stockyard 75km from the Port of Ashburton. From there it will be transported by road to the port where it will be exported via a purpose-built, bulk-loading facility.

Pending final approvals, construction is planned to commence in early 2026, with first ore shipped in early 2027.

\* Based on Q3 2023 estimates

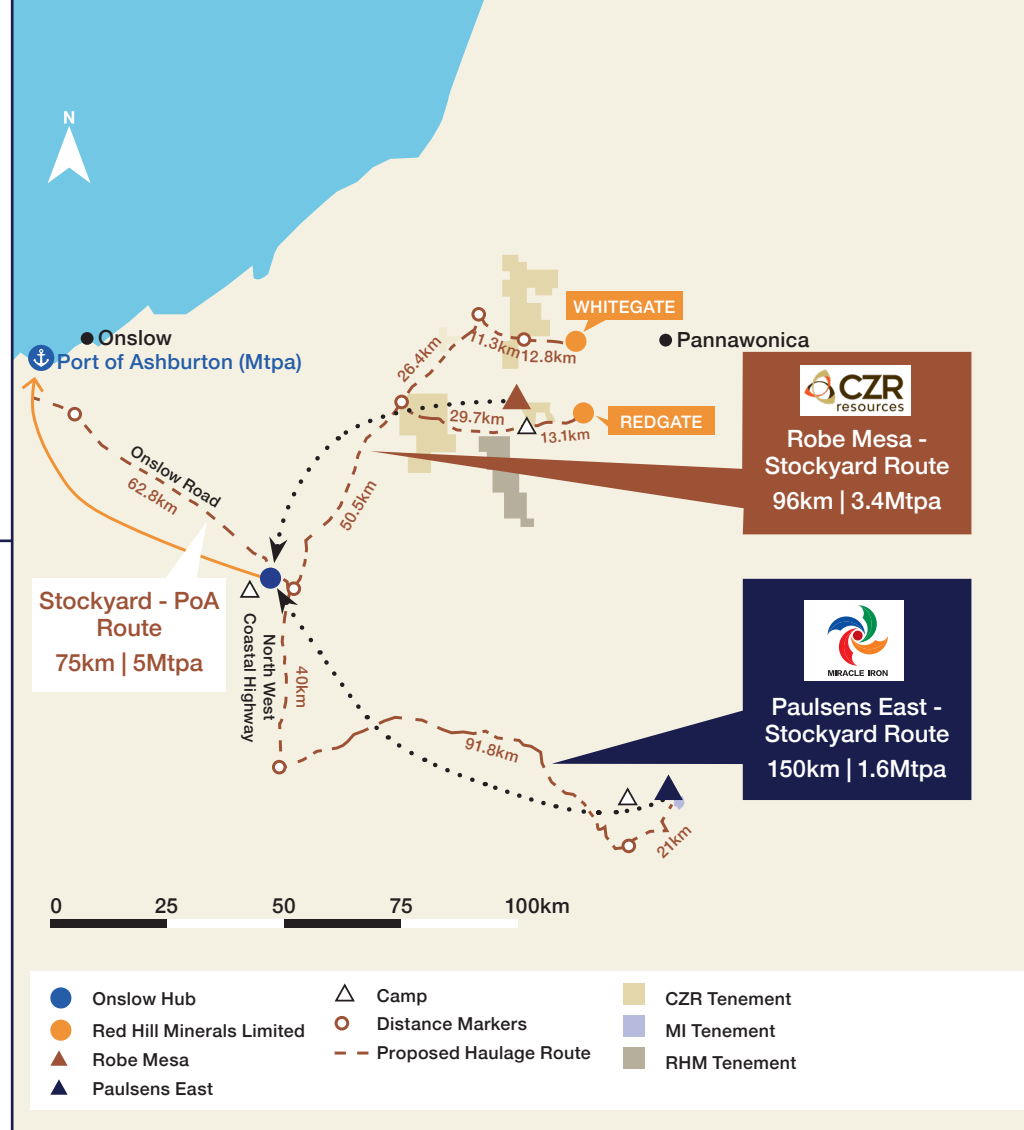


## Why the Port of Ashburton?

Combining Robe Mesa and Paulsens East export operations through the Ashburton Link Export Facility provides considerable economies of scale and cost reductions in construction, shipping and transport costs.

Limited export capacity is available at other existing ports and building a new port is capital intensive and requires a significant long-term resource base. Harnessing the existing, under-utilised Port of Ashburton allows smaller mining companies with a path to export. This innovative and collaborative approach will:

- Enable smaller mining companies to realise the value of their projects, providing employment and cash flow into local communities.
- Generate local and State revenue that can be used to improve infrastructure and community projects.
- Create opportunities for future developments in the region, adding to local prosperity.
- Deliver added investment in the region of \$210\* million comprising:
  - Ashburton Link Export Facility – \$80\* million
  - Robe Mesa Mine – \$110\* million
  - Paulsens East Mine – \$20\* million



## Will it create jobs in the area?

We understand the local workforce is small, but where possible during construction and operation, priority will be given to community members seeking local employment opportunities.

During the 12-month construction period, the Onslow-based workforce will peak at 75 people and during operations a total workforce of 470 people will be employed across all operations, including:

  
**55**  
AT THE PORT FACILITY

  
**105**  
AT THE ONSLOW HUB  
which includes the stockyard and haulage accommodation centre

  
**CZR RESOURCES**  
Robe Mesa Mine  
**180**

  
**MIRACLE IRON**  
Paulsens East  
**130**

If you're interested in keeping in touch on employment opportunities, please send an email to [info@ashburtonlink.com](mailto:info@ashburtonlink.com). We will be in touch with further information in the months to come as employment opportunities become available.

\* Based on Q3 2023 estimates



# Working together towards a successful project

## **How will Ashburton Link work with the local community?**

Ashburton Link intends opening a local office to listen and engage with the community. Local representation will ensure continued awareness of local priorities, an ability to be on the ground and available, and provide updates on local employment and contracting opportunities.

## **How will Ashburton Link collaborate with local industry?**

Ashburton Link is working with local industry associates and Indigenous business groups to identify contracting opportunities and mitigate any interruption to other activities and accommodation within the region. We continue to work together to find the best solutions to shared infrastructure, roads and maintenance, and to mitigate potential operational impacts on the community.

## **Where will workers for the project be accommodated?**

We recognise the pressure on housing and rental prices in the township and region and will build a workers' camp at the Onslow Hub to house 120 people for our haulage fleet operations.

During the construction phase, a peak workforce of 75 people will be based in Onslow. Existing accommodation such as Discovery Park, Beadon Bay or Onslow Beach Resort will be prioritised. If this accommodation is not available, a temporary camp like the Mineral Resources Yarrie Camp will be constructed to provide temporary housing for workers and to reduce the pressure on local housing.

## **What benefits will the community see from the project?**

The project will bring investment, employment opportunities and infrastructure development. Ashburton Link is also open to supporting opportunities to provide benefits to the region, including training and development opportunities and support for local community groups. Ashburton Link is a collective of small companies that still has a small business approach and looks forward to becoming a contributing member of the Onslow community.

In addition, Ashburton Link will be seeking to utilise the Onslow Airport, introducing an additional 2-3 flights per week with a percentage of seats reserved for local community use.

## Will there be dust from the project and how will it be managed?

Dust mitigation is a high priority during the transport and storage of iron ore. The stockyard location at the Onslow Hub has been selected because it is close to the existing WA Limestone quarry (3km) but more than 70km from the Onslow Town. Ore will be pre-conditioned at the mines and Onslow Hub to ensure moisture content is above Dust Extinction Moisture (DEM) level and transported to the port facility in road trains equipped with covered trailers.

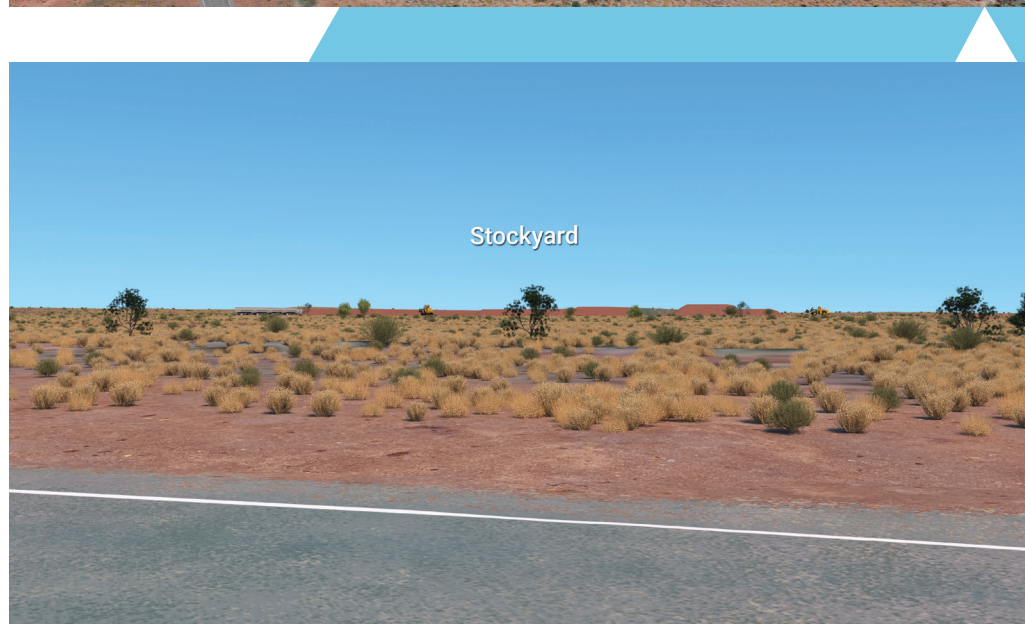
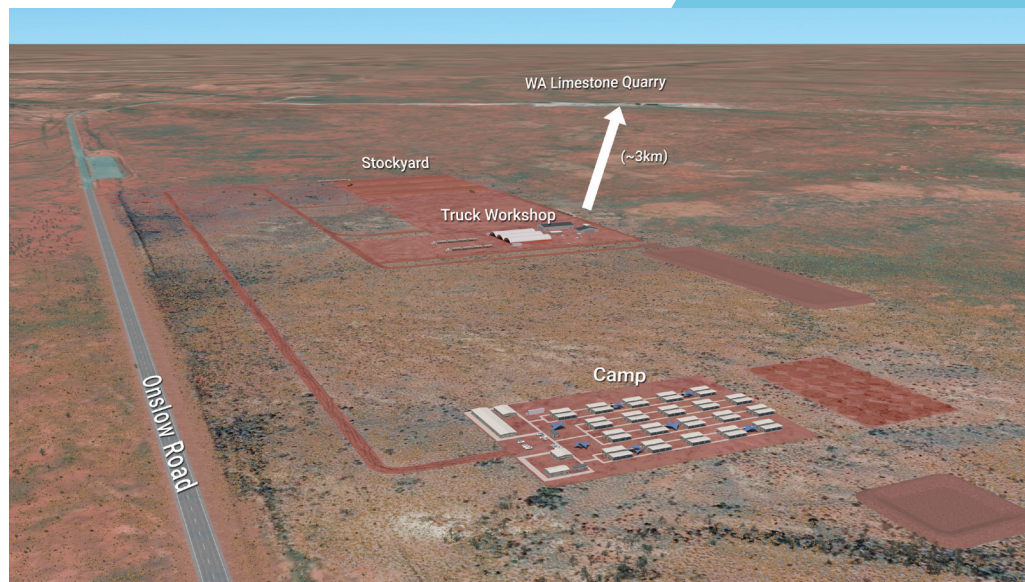
The Ashburton Link export facility includes a negative pressure storage facility, a single point transshipment vessel (TSV) loading system, enclosed cargo holds, and enclosed conveyors and dust suppression systems, all designed to minimise and capture dust.

## Will there be noise from the project?

Ashburton Link does not anticipate any noise issues within the Town of Onslow as haulage does not proceed past Warrirda Road. Noise modelling along the haulage route has been conducted by Lloyd George Acoustics to ensure compliance. As development progresses, Ashburton Link will continue to keep the community informed through project updates, community meetings, and a local presence in town.

## What is the size of the stockpile?

There will be an intermediate stockyard at the Onslow Hub, 75km from the Port of Ashburton, on Onslow Road. The stockpiles will be relatively small compared to larger projects in the region. Individual stockpiles will be 3-5m in height and positioned approximately 400m from Onslow Road. The stockpiles, a truck workshop and a camp will be visible from Onslow Road but obscured due to vegetation and topography that drops away towards the west.





# The Ashburton Link traffic management plan

## How will traffic be managed?

Iron ore will be trucked from the Robe Mesa iron ore mine and Paulsens East iron ore mine to a central stockyard on Onslow Road adjacent to the WA Limestone Quarry, 6km from North West Coastal Highway and 75km from the Port of Ashburton and Onslow town.

Loaded trucks will travel westbound from the Onslow Hub along Onslow Road for 57km and then on Warrirda Road for 15km to the Port of Ashburton gatehouse. There are two existing overtaking lanes on Onslow Road and Ashburton Link will construct a new overtaking lane north and south of Onslow Hub for vehicles to pass road trains, in line with Main Roads WA specifications.

New overtaking lanes will be constructed north and south of the Onslow Hub to allow safe passage of vehicles as road trains are accelerating to their top speed.

The haulage operation will use a staggered start to minimise traffic congestion, with five trucks per hour scheduled to depart the Onslow Hub. Each truck cycle, excluding delays, is estimated to take 2.75hrs with 6-7 cycles per day.

Ashburton Link modelling indicates 334 days a year are available for haulage, allowing for weather and other operational delays.

The hub and spoke logistics model, with a centralised stockyard, offers operational flexibility on where to allocate the haulage fleet. Where possible, haulage along Onslow Road will be minimised during periods of higher local traffic, with road trains diverted to the mine site route.

## What vehicles will be on the road?

Ashburton Link intends to use 60m Performance Base Standards-assessed (PBS) super quad trucks.

PBS 60m road trains are specifically designed to meet rigorous safety performance standards. Compared to 53.5m road trains, PBS 60m road trains have a much lower risk of rollover, better braking performance, and have less rear trailer sway.

A Transport Impact Assessment conducted for Ashburton Link demonstrates that the use of PBS 60m road trains will mean a 27 per cent reduction in the number of vehicles compared to using 42m triple road trains, and an 11 per cent reduction compared to standard 53.5m quad road trains.

This equates to between 14 and 42 less road trains per day, or a reduction of between 4,676 and 14,028 trucks over a full year, assuming 334 operating days.

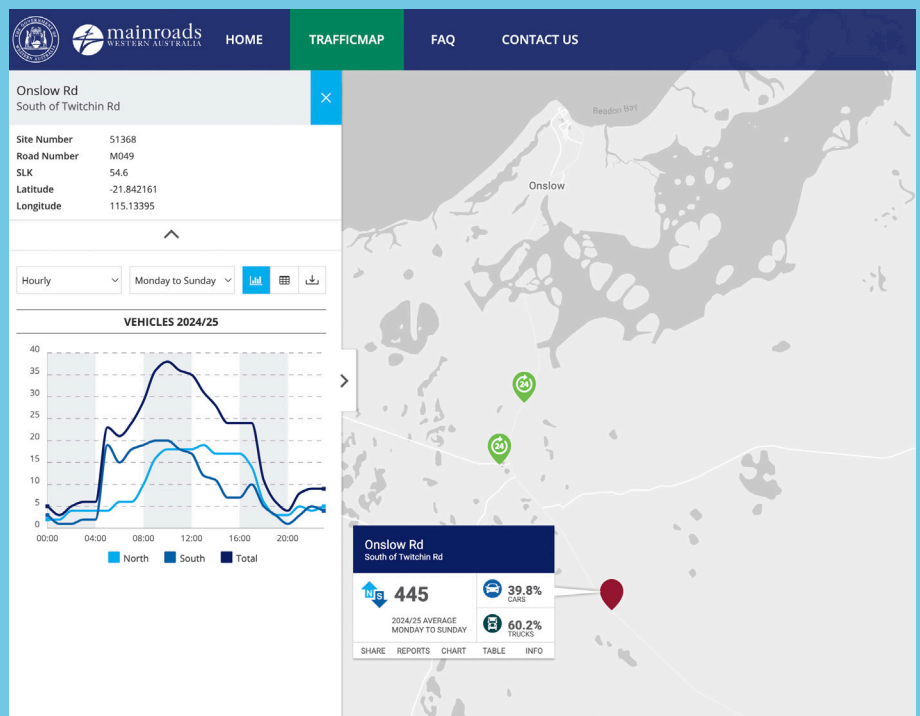
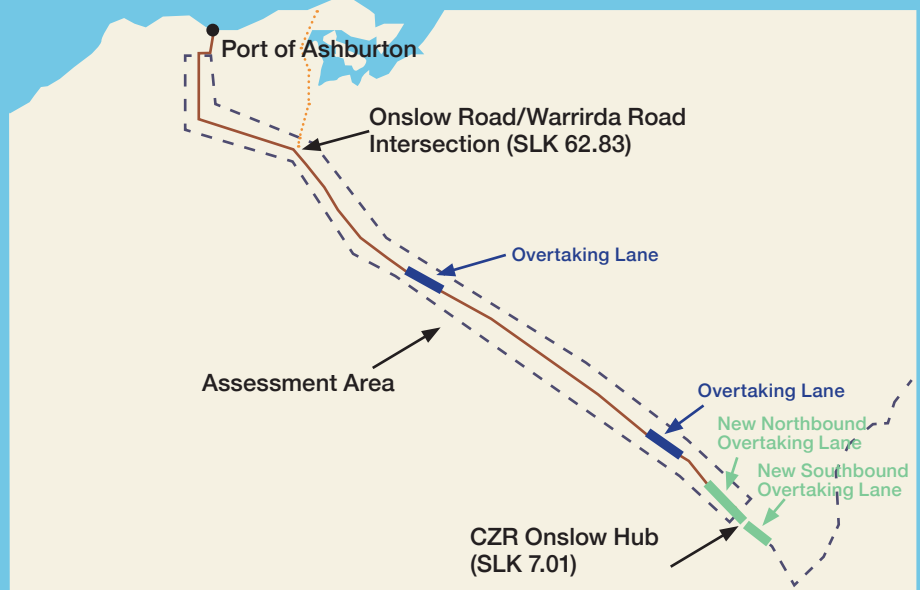
Using the PBS 60m road trains is more efficient, will reduce the impact on the road network and is endorsed for use by Main Roads WA.<sup>1,2</sup> A RAV rating increase will be required to allow for the use of the PBS 60m road trains to secure these benefits.

1. April 2023 Performance Based Standards (PBS) Benefits performance-based-standards-pbs-benefits.pdf (mainroads.wa.gov.au) publication  
2. November 2018 Fact sheet pbs-60-metre-road-train-factsheet.pdf (mainroads.wa.gov.au)

## Will this traffic impact the local area?

Ashburton Link engaged civil and traffic consultants Shawmac to conduct a Transport Impact Assessment of the route from the Onslow Hub on Onslow Road to the port. The assessment found:

- The estimated traffic generation can be accommodated within the capacity of the existing road network.
- The road network can accommodate the proposed use of 60m long PBS road trains.
- The existing road width can accommodate the proposed development traffic.
- There is no significant crash history on the surrounding roads and there is no indication that traffic generated by the new site would unduly change this.
- An overtaking opportunity assessment found the existing road does not require any further upgrades for overtaking lanes due to the ample opportunities available on Onslow Road for overtaking.
- There is sufficient Safe Intersection Sight Distances (SISD) on the Onslow Road/Warrirra Road Intersection in all directions.
- There is sufficient Approach Sight Distance (ASD) on the Onslow Road/Warrirra Road Intersection from the Warrirra Road direction.
- The Onslow Road and Warrirra Road intersection can accommodate up to a 60m long PBS road train.



Onslow Road hourly vehicle count (source. MRWA)

Metric	Unit	Super Quad	Std. Quad	Triple
Truck payload	t	142	120	100
Length	metres	60	54	42
Operating days	days/year	334	334	334
Operating hours	hrs/day	21	21	21
Cycles per day per truck	no.	7	7	7
Trucks in cycle	no.	16	18	22
Truck loads per hr	no.	4-5	5-6	6-7
<b>Minutes per truck</b>	<b>Min</b>	<b>12.9</b>	<b>11.4</b>	<b>9.4</b>
Annual Production	Mt/year	5.2	5.0	5.1

# The Ashburton Link port plan

## What infrastructure will be built at the Port?

Located within the Port of Ashburton Eastern Port Precinct, the Ashburton Link facility will be the only multiuser port facility in the West Pilbara.

The design of the landside infrastructure includes an enclosed storage shed and a purpose-built mobile ship loader. The design places an emphasis on dust management through covered conveyors, dust collectors and dust suppression methods used in the Pilbara mining community to suppress dust wherever possible. The design also considers other users of the Port, with mobile equipment and configurations ensuring a true multi-user opportunity for the existing quays at Ashburton.

## What happens when the vehicles arrive at the Port?

Upon entering the Ashburton Link Export Facility, road trains will travel on a dedicated heavy vehicle access road and proceed to the enclosed road train unloader where ore will be side tipped into a hopper with dust extraction and sent directly to the transshipment vessel or stacked into the storage shed if a vessel is not being loaded.

After unloading, the road train circles the storage shed, is inspected and then leaves the port to return to Onslow Hub.

The installation of a mobile ship loading facility on the East Quay minimises the impact to the environment by reducing permanent infrastructure. Added benefits include easy modification to support other transshipment vessel (TSV) arrangements and loading of other material types, expanding third-party opportunities.

THE HAULAGE  
PLAN WILL USE

**16 TRUCKS**

operating on a staggered start

Opportunity to adjust haulage cycles to minimise local traffic interaction.



THE TRUCKS WILL  
OPERATE

**334**

days per year



THERE WILL BE AN AVERAGE OF

**112 ROAD-TRAIN**

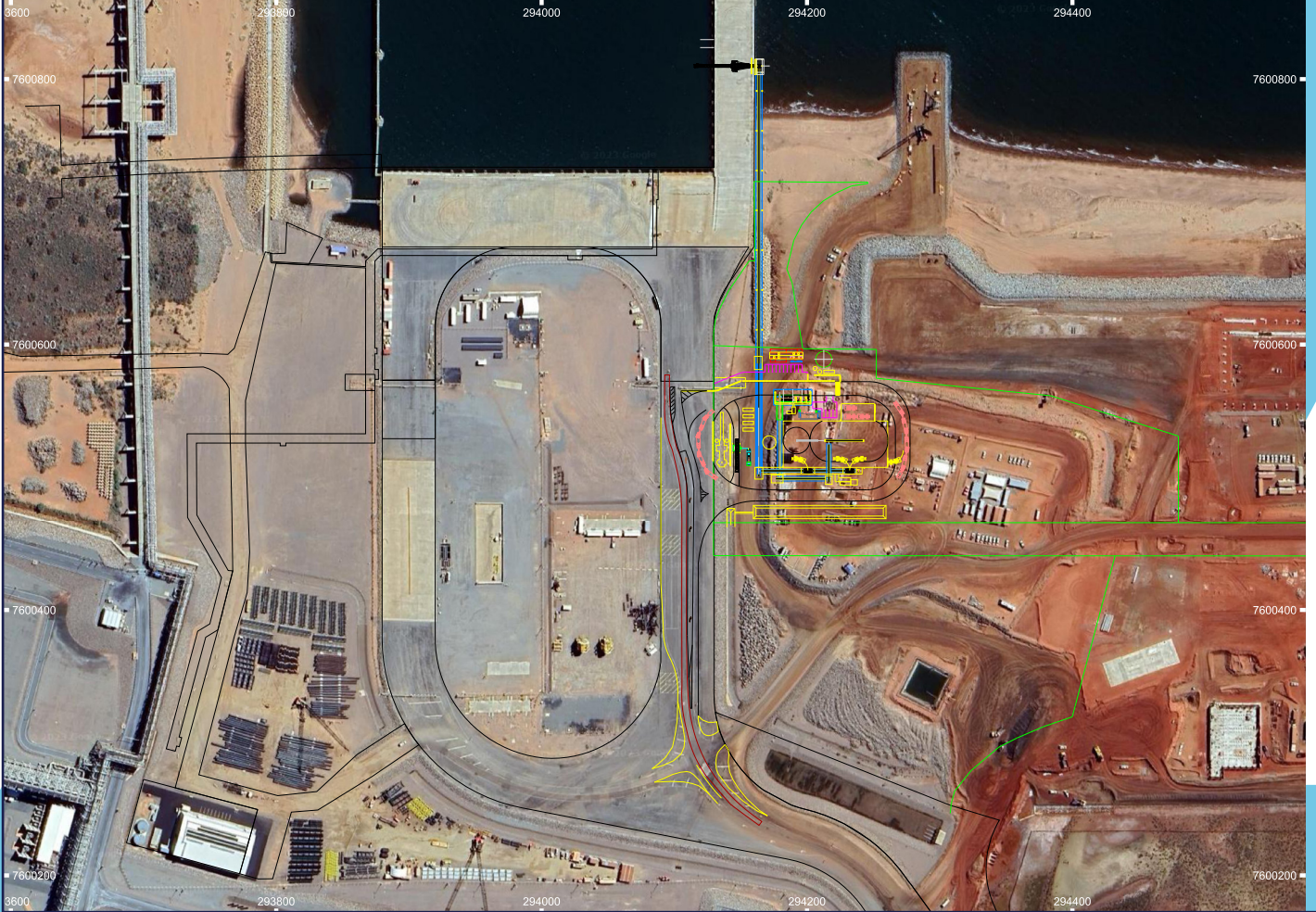
movements a day to and from the port

60m road-trains are limited to a maximum speed of 90km/h

Each road-train will carry up to 142 tonnes of iron ore



PORT OF ASHBURTON



# How will the ore be shipped?

The depth of the harbour allows transshipment vessel (TSV) movements, negating the need for dredging.

Ashburton Links intends to use the 12,000t dead weight MV Whyalla TSV, a self-propelled and self-unloading vessel capable of loading cape-sized vessels at a rate of 4,000tph. Cape-size vessels will be initially loaded at the inner anchorage (17.3nm) to 70-80kt, and then move to the outer anchorage (21.5nm) to complete loading to 170-180kt.

A full cape-sized vessel would be loaded in approximately 10 days, with a 17-hour cycle time.



# Who are the partners in the project?



CZR Resources is an established Western Australian multi-commodity development company, with a track record of discovery of commercially scalable assets and a portfolio of iron ore and gold projects in the Pilbara and Yilgarn. CZR's primary development asset is the Robe Mesa iron ore project which will be a foundation customer to Ashburton link, supplying 3.4Mtpa of iron ore for export markets.



Miracle Iron is an existing producer of iron ore from its Paulsens East Project, also located within the Shire of Ashburton, approximately 235km from the Port of Ashburton and 650km from Utah Point in Port Hedland. The Paulsens East Iron Ore Mine has all required approvals and permits in place for mining operations and exported its maiden iron ore shipment of lump DSO in September 2022 through the Port of Utah Point in Port Hedland.



CSL Australia is a division of the CSL Group Inc., the world's largest owner and operator of self-unloading vessels. CSL Australia currently provides transshipment services for the export of iron ore from Cape Preston in Western Australia and Whyalla in South Australia. CSL has considerable experience in the loading and transportation of bulk materials including iron ore.



Ashburton Link is committed to working with the community to deliver a sustainable and successful project.



Please keep in touch with us through the following channels:

**E:** [info@ashburtonlink.com](mailto:info@ashburtonlink.com)

**W:** [ashburtonlink.com](http://ashburtonlink.com)

**Follow us on LinkedIn**