



GRANTS LITHIUM PROJECT

Environmental Impact Statement

Appendix K1

Consultation Report – Nov 2017

Prepared by True North Strategic Communications



Core Exploration Ltd Grants Lithium Project

DRAFT Consultation Report

Prepared by True North Strategic Communication
October 2017

Brief

Core Exploration Ltd (Core) is proposing to develop its Grants Lithium Project into an open-cut lithium mine. The Grants Lithium Project has a resource of approximately 1.8 million tonnes, and would provide a lithium feedstock to processors in China. The product would be transported by road to Darwin Port for export, and Core has established a Heads of Agreement with Darwin Port to export a maximum of 1 million tonnes per annum from East Arm Wharf. The project is located approximately 32 kilometres west of Darwin on a site just off Cox Peninsula Road. It is approximately 36 kilometres to the west of the community of Berry Springs. Core intends to submit a Notice of Intent to the Northern Territory Environment Protection Authority in October 2017.

True North Strategic Communication (True North) was engaged in August 2017 to map out key stakeholders the Company should engage with prior to the lodgement of the Notice of Intent, and recommend the best way to do this.

Methodology

Communication objectives:

- to build awareness of the proposed project in the lead-up to the submission of the Notice of Intent
- to provide a tailored approach to communicating with different key stakeholder groups
- to build understanding, trust and relationships with individuals or groups likely to be positively or negatively impacted by the project.

Consultation objectives:

- to listen to and understand the perspectives of all stakeholder groups
- to manage stakeholder expectations
- early identification of local knowledge that may contribute to better project design, avoiding mistakes or mitigating negative impacts
- to support delivery of a project that is environmentally, economically, culturally and socially acceptable to the community and key stakeholders (ie earn social licence to operate)
- to provide regulators with confidence that all positive and negative impacts are well understood and can be managed through all phases of the project.

Stakeholders were contacted by phone and then emailed a project fact sheet with an offer of a face-to-face briefing by Core Exploration General Manager Blair Duncan. A representative from True North attended all briefings to take notes. During the briefing stakeholders were taken through a presentation outlining the project. Key points from the presentation were:

- there is a long history of mining (tin and tantalite) in the area, including by Greenbushes, which now produces 50 per cent of the export feedstock in Australia
- Core has taken over the nearby Liontown tenement which includes a surface dam, and this has significantly increased Core's total tenement in the area
- the lithium is found in granite (spodumene-bearing pegmatite), which is a benign product
- in the current mine design, the pit will be about 500 x 350 x 150 metres deep and the overburden will be about 100 x 600 x 15 metres high (lower than tree canopy level)

- the mine is a simple open pit which is open at depth
- the Grants resource is 1.8 million tonnes at 1.5 per cent Li₂O
- the small resource means the mine only has a life of two to three years
- there are two options for processing; producing a Direct Ship Ore (DSO) product or a beneficiated product
- DSO would involve crushing and screening of ore to export a 1.5 per cent Li₂O product and beneficiation would involve dense media separation to extract the higher grade ore, resulting in a six per cent Li₂O product
- beneficiation would result in a quarter of the total volume of product (less to haul), but at a much higher grade and therefore command a much higher sale price
- capital investment (approx. \$10 million) would be required for dense media separation capabilities
- no chemicals will be used in processing for either product
- there is no groundwater at or near the tenement, water is a key issue for the project and will ultimately restrict growth
- the project is on vacant Crown Land and currently there are no Native Title claims, but this could change when the Mining Lease Application is lodged
- there will be a small requirement for power (diesel generated)
- Flanagan Consulting has been engaged to do a Heavy Haul Route Assessment and Traffic Impact Assessment
- Core has a Head of Agreement with Darwin Port to export a maximum of one million tonnes per annum
- there will opportunities for local mining and trucking companies
- dust suppression will be important, given the project is only 30 kilometres from Darwin and any dust cloud would be visible across the harbour
- the project will generated 30 to 50 contract-based jobs for local people (no or minimal FIFO)
- Core has attracted \$1 million in investment from a Chinese company (Yahua) that has also invested in New Zealand company Red Bull (makes explosives), approval for another \$1 million is before the Foreign Investment Review Board and Core is negotiating an offtake agreement
- Core understands the importance of using local contractors and has engaged True North, EcOz and Flanagans

See Appendix A: Stakeholder presentation.

Key stakeholders

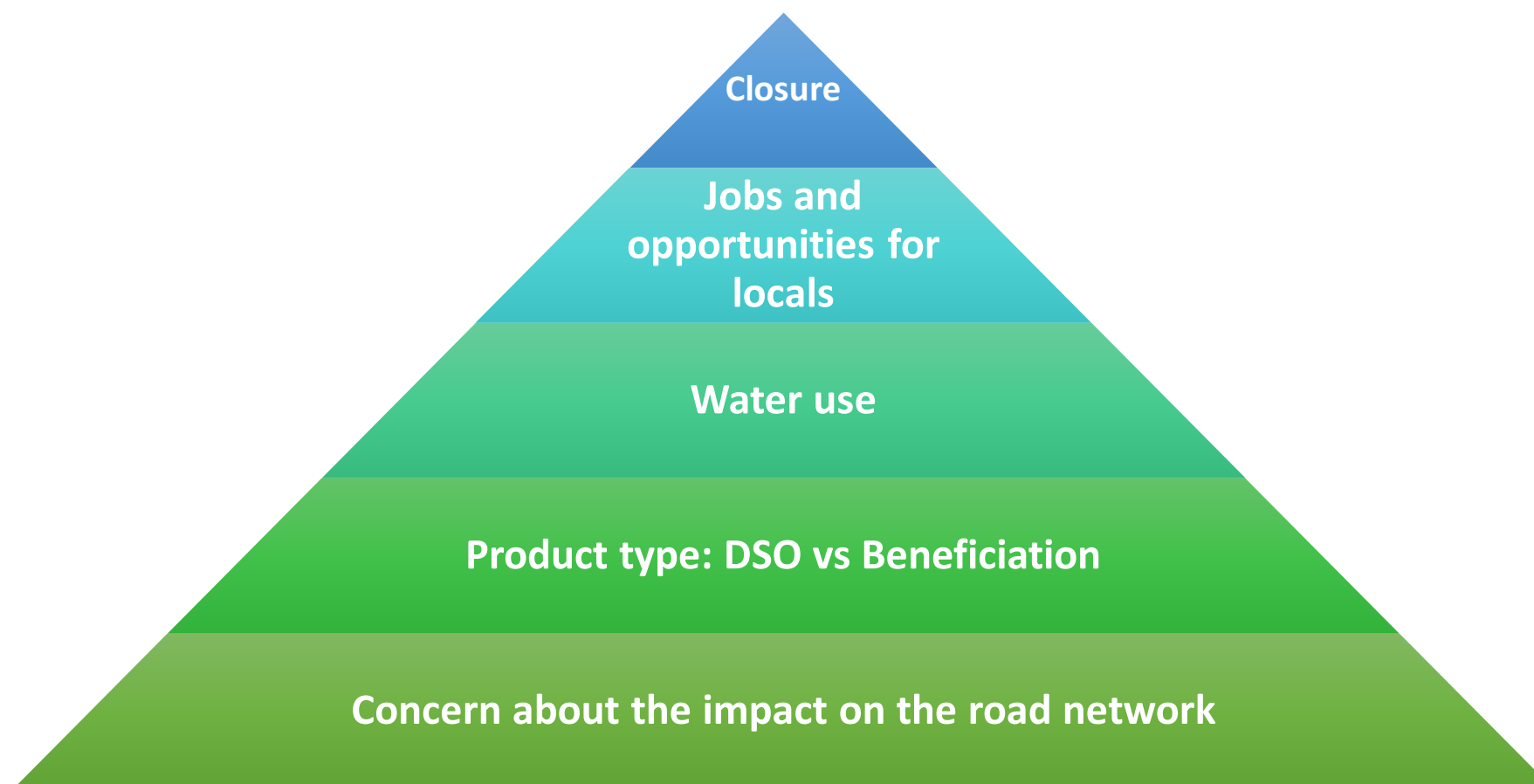
Targeted key stakeholder groups were:

- Department of Primary Industry and Resources, Minister for Primary Industry and Resources
- local elected representative
- local government including City of Palmerston and Litchfield Shire Council
- local industry associations including Chamber of Commerce
- non-government organisations, including environmental groups, in particular the Amateur Fishermen's Association NT and the Environment Centre NT.

True North's scope of work did not include Traditional Owner organisations or the Northern Territory Environment Protection Authority.

Key themes raised

Overall, stakeholders were supportive of the project, and many could see ‘exciting’ opportunities. Stakeholders appreciated the advance notification of the proposal and the opportunity to ask questions one-on-one. All stakeholders asked to be kept informed of the project’s progress through the approvals process. The key themes raised by stakeholders can be summarised into the following categories.



Concern about the impact on the road network

The impact on the road network was the main concern from stakeholders, especially in terms of safety and impacts to residential areas. City of Palmerston indicated a strong preference that the heavy vehicle route is not via Elrundie Avenue. Most stakeholders acknowledged that there was a significant difference between a DSO product and a beneficiated product in terms of heavy haulage, and that more information on the product type, volume and proposed route was needed. Some stakeholders flagged an increase in road safety issues on the Palmerston and rural area road networks due to the INPEX Ichthys Project and expansion at Palmerston and Coolalinga. Many stakeholders wanted to see the Heavy Haulage Route Assessment and Traffic Impact Assessment before providing informed comment.

Product type: DSO vs beneficiation

Stakeholders were interested in the difference between a DSO product and a beneficiated product, and wanted reassurance that neither required chemicals. Stakeholders generally were in favour of the beneficiation option as this would mean significantly less impact on the road network.

Water use

Most stakeholders were aware that water is a key issue in the project area. Stakeholders were reassured that the project would not be seeking to exploit any groundwater, and wanted details on water recirculation plans.

Jobs and opportunities for locals

All stakeholders were interested in jobs and opportunities for locals. Most stakeholders acknowledged that the forecast job numbers were 'significant' for the rural area and were pleased that there would be minimal fly-in fly-out roles. Stakeholders wanted to know if the opportunities would be direct with the Company or through contracting opportunities. Some stakeholders asked if Core had developed a Local or Indigenous Participation Plan.

Closure

Most stakeholders wanted to know about closure plans, and acknowledge that the Northern Territory has a negative history with legacy mines. Some stakeholders expressed concern that the pit would not be backfilled. Other stakeholders saw a good opportunity to develop an open body of water for recreational purposes, in an area that doesn't have much water.

Consultation activities

Date	Stakeholders	Summary of feedback
4 October	Department of Infrastructure, Planning and Logistics (DIPL) Louise McCormick, General Manager Transport and Civil Services	- DIPL is mostly concerned with road safety, volume (on roads) and travel times - Noted the order of magnitude difference between DSO and beneficiated product in terms of haul volumes - Advised that Finn Road would not be appropriate for heavy haulage without significant investment and upgrade - The Northern Territory Government-owned road networks are in good condition, although conditions during the wet season can limit access - Core committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.
4 October	Environment Centre NT (ECNT) Shar Molly, Director	- ECNT is mostly concerned with closure, and would prefer to see the pit backfilled at closure - Advised that backfilling has a far less impact on the environment than leaving an open pit - Would like to see the use of renewable energy as a power source for the mine - Asked for detail about the difference between DSO and beneficiation - Would like clarification on whether the overburden volume and footprint would change significantly if beneficiation became the preferred mine plan.
4 October	Office of the Opposition Leader and Member for Daly Tim Dixon, Policy Advisor	- Was positive about employment numbers and the potential benefits and opportunities for locals - Emphasised the importance of being proactive in dealing with community concerns
4 October	Chamber of Commerce NT Greg Bicknell, Chief Executive Officer	- Was positive about the employment numbers and benefit for the Northern Territory in general (royalties etc) - Advised that Berry Springs Primary School, as well as the local Berry Springs community, will be a key stakeholder - Noted the difference between DSO and beneficiated product in terms of impact on the community - Offered to keep wider membership base informed
4 October	Litchfield Council - Lord Mayor Maree Bredhauer - Kaylene Conrick, Chief Executive Officer	- Asked for detail on the difference between DSO and beneficiation, and whether that would result in a different processing method and different chemical/water use - Asked for detail on the expected road volumes and heavy vehicle routes

Date	Stakeholders	Summary of feedback
	David Kingston, Director of Infrastructure and Operations	- Noted that expansion at Coolalinga and Palmerston has resulted in more road accidents on the Stuart Highway, especially heavy vehicles such as road trains - Advised that Finn Road would not be appropriate for heavy haulage due to tonnage limits - Was positive about job opportunities for locals, felt that the employment numbers were significant for the local area - Core committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.
5 October	City of Palmerston - Mark Spangler, Acting Chief Executive - Malcolm Jones, Acting Director Technical Services	- Asked for detail on heavy haulage plans, routes and volumes - Advised that City of Palmerston's preferred route would be the Stuart Highway and Tiger Brennan Drive - Advised that Elrundie Avenue goes through residential areas and City of Palmerston does not want an increase in heavy vehicle movements in this area - Advised that Council has received complaints from residents in the Marlow Lagoon/Driver area about INPEX buses and trucks using Elrundie Avenue - Advised that to use University Avenue as a cut-through would be dangerous - Noted the order of significant difference between DSO and beneficiated product in terms of haul volumes - Sought clarification on dust suppression during haulage - Core committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.
5 October	Department of Primary Industry and Resources - Rod Applegate, Deputy Chief Executive - Ian Scrimgeour, Executive Director NT Geological Survey	- Noted that there is not much groundwater in the area - Asked for detail on the difference between DSO and beneficiation, and what the preferred option was - Asked for detail on the expected road volumes and heavy vehicle routes - Advised that Finn Road would not be appropriate for heavy haulage due to tonnage limits - Would like to be kept informed as NOI is lodged - Core committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.
5 October	Northern Territory Police, Fire and Emergency Services (NTPFES) Mark Spain, Chief Fire Office	- Advised that the project area is classed as a 'built-up area' but is outside the Emergency Response Area for the District - NTPFES is mostly concerned with road crash rescue

Date	Stakeholders	Summary of feedback
		• Advised that there are already heavy vehicle accidents at Coolalinga traffic lights • Noted the final haul route will have a major impact for first responders, and that the maximum haul volume would be significant • Noted that the employment numbers are significant for the area • Advised that response times for road crash rescue or onsite incidents would be slow • Advised that Bushfires NT cover fires in the rural area • Core committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.
11 October	Environment Centre NT • Shar Molloy	• Follow up email: clarification provided on impact of beneficiation on overburden footprint.

Other stakeholder that were contacted, with no meeting successfully scheduled include:

- Amateur Fishermen's Association NT
- Belyuen Community Council.

The Minister for Primary Industry and Resources, Ken Vowles, has been kept informed through his office.

See Appendix B: Meeting minutes

Appendices

Appendix A: Stakeholder presentation

Appendix B: Meeting minutes



GRANTS LITHIUM PROJECT

October 2017



ASX code: **CXO**

1. Location
2. Exploration and mining history
3. Geology
4. Mine design
5. Land tenure and services
6. Close proximity to Darwin Port
7. Work program
8. Project schedule



Location

Project Name: Grants Lithium Project

Location: approximately 32km west of Darwin in the Cox Peninsula area.

Site Access: from Cox Peninsula Road and then by dirt roads and tracks which traverse the Project area.

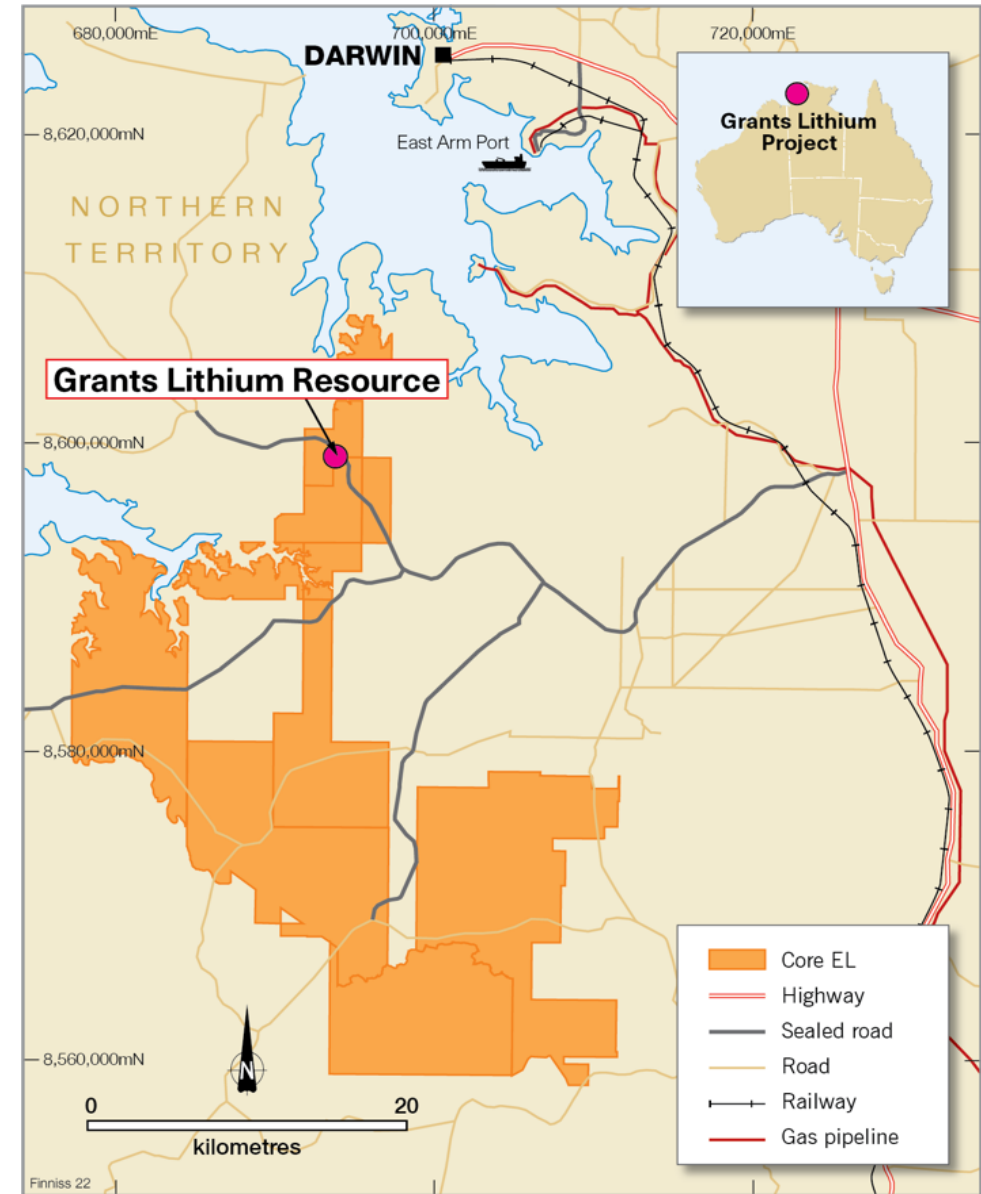
Land tenure: Vacant Crown Land

Mining Interest/s: EL 29698

Title holder/s:

- 100% - Au Exploration Pty Ltd
- Optioned to Core Exploration Ltd under agreement March 2016
- Core Exploration is the Operator

Growth: Recent acquisition of Liontown Tenements (ASX:14/09/2017)



Exploration and mining history

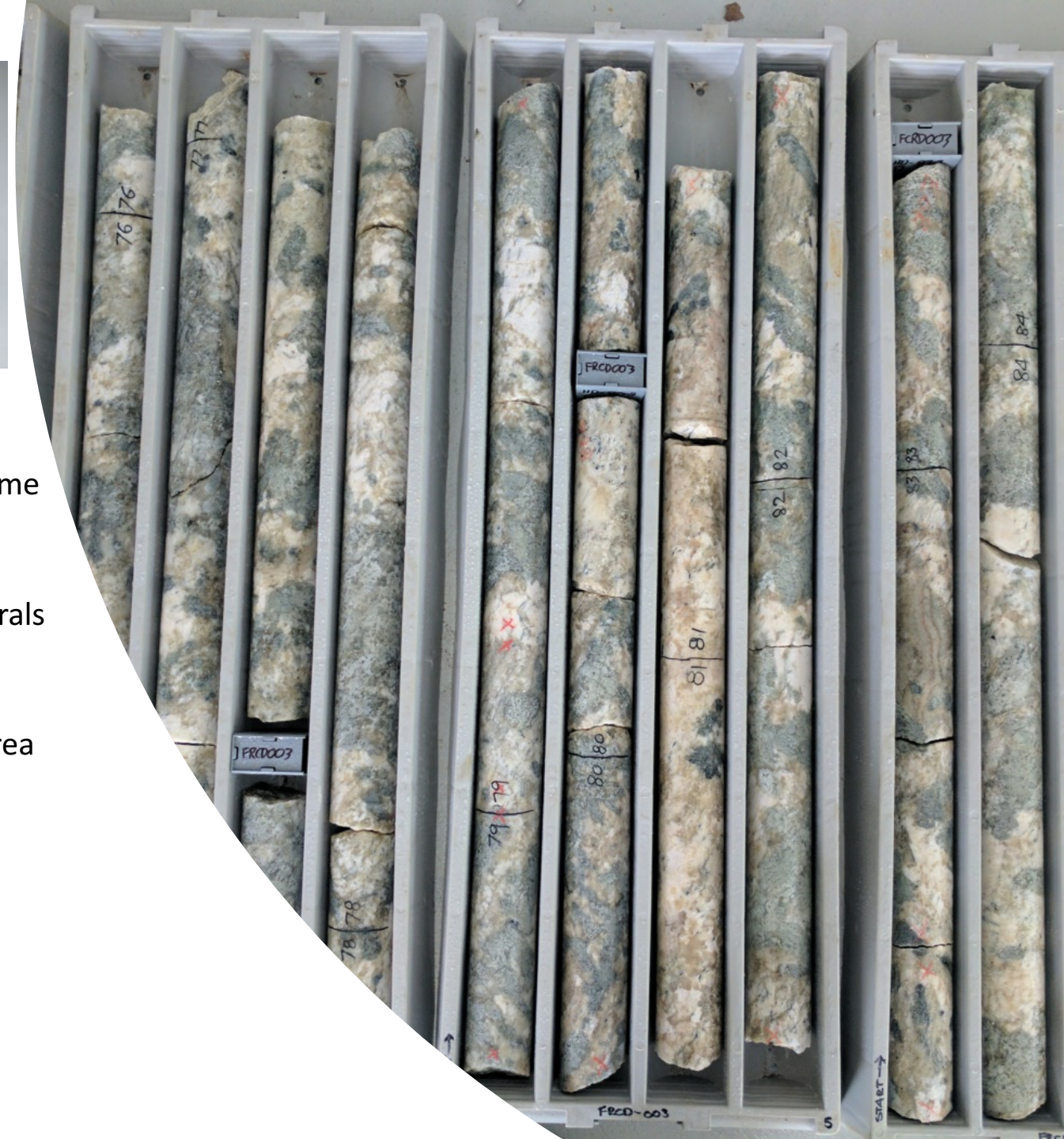
Year	Activity
1886	Tin was discovered by Mr C Clark
1890 - 1902	Leviathan Mine and the Annie Mine were discovered and worked
1903 - 1907	Hang Gong Wheel of Fortune was found and tin concentrates were produced
1907 - 1909	Leviathan and Bells Mona mines operated
1925	Exclusive prospecting licences granted over an area of 26 square miles
Early 1980's	Bynoe Pegmatite field was reactivated during a period of high tantalum prices by Greenbushes Tin
1980 - 1990	Greenex (the exploration arm of Greenbushes Tin Ltd) explored the Bynoe pegmatite field and produced tin and tantalite from its Observation Hill Treatment Plant
1991 - 1995	Fieldcorp Pty Ltd operated the project
2016 -	CXO started exploring EL 29698 for lithium mineralisation



Geology



- What is Pegmatite ?
- Pegmatite is a type of granite with large crystals; they are extreme igneous rocks that form during the final stage of a magma's crystallization
- Like granite, the Grants Pegmatite is made up of common minerals quartz, feldspar, pyroxene and mica. Similar to the minerals in a granite bench-top or granite building stone
- Pegmatites have been mined for over 100 years in the Bynoe area



Mine Design

Open Pit Dimensions

- 500m long
- 350m wide
- 150m deep

Resource

- 1.8 million tonnes at 1.5% Li_2O

Lithium Feedstock Products

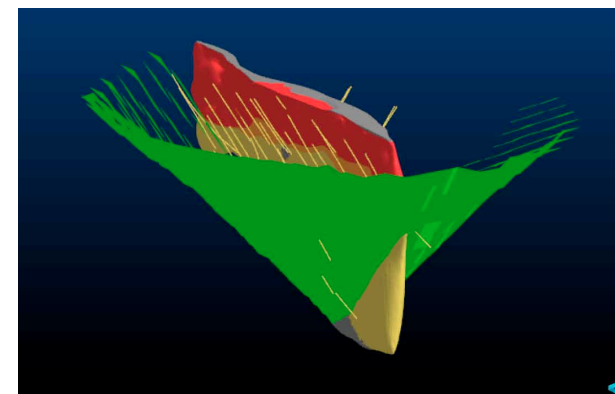
- Direct Ship Ore (DSO) 1.5% Li_2O
- Beneficiated product 6.0% Li_2O

Overburden Dimensions

- 1,000m long
- 600m wide
- 15m high

Mine life

- Two to three years



Land tenure and services

Tenure

- There is no current land use stated for the area underlying EL **29698** as the land is Vacant Crown Land owned by the NT Government.

Native Title

- No current Native Title Claims
- Application for Mineral Lease may trigger Native Title Claims.

Power

- Likely on site diesel generation associated with ore preparation (crushing, screening &/or beneficiation).

Water

- No groundwater discovered.
- Water demand will be based on mine dust suppression and product moisture conditioning requirements.
- Requires a water balance study as basis of design for water storage and supply infrastructure but the existing man made dams adjacent to the Project will be examined in this study.



Close proximity to Darwin Port

- Heads of Agreement signed with Darwin Port for export of ore.
- Ore will be trucked to Darwin Port.
- Core is undertaking heavy vehicle route assessment and a traffic impact assessment to better understand trucking options.
- Cox Peninsula Road is a key link.



Work program

environment & heritage baseline studies

Study	Detail	Timing
Meteorology	Relates to hydrology studies Data sourced from BOM Channel Island Station No.14009	Commenced
Air quality & noise	Particularly relevant to transport route	Commenced
Geochemistry	Review existing data & plan further studies	Commenced
Surface water hydrology	Baseline monitoring commenced Feb 2017	Commenced
Hydrogeology	Current knowledge based on exploration drilling,	Commenced
Soils	Current knowledge based on exploration drilling, require baseline investigation for soil management	Commenced
Flora	Desktop database search, require survey over proposed ML	Commenced
Fauna	Desktop database search, require survey over proposed ML	Commenced
Aboriginal heritage	Desk top database search, require survey over proposed ML	Commenced



Project Schedule

- The project schedule will be finalised following consultation with key stakeholders.
- Core is working towards the following key milestones:
 - Lodge Notice of Intent – October 2017
 - Lodge Mineral Lease application – October 2017
 - Feasibility Study – May 2018
 - Mineral Lease grant and Mine Management Plan approval mid-2018
 - Project start – second half of 2018



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Meeting: Minerals Council of Australia

Date: Thursday, 28 September 2017

Venue: True North office, Darwin

Purpose of meeting: Briefing on Grants Lithium Project
Notes prepared by: Jane Munday

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Drew Wagner	Minerals Council of Australia – NT Executive Director
Jane Munday	True North Strategic Communication

Key Points

- Delays with environmental approvals
- Relatively small project with a two to three-year mine life
- No groundwater in the region so production will be limited by access to surface water in a nearby dam
- Minerals Council sees the future of mining in the Territory as resting on the tier two producers
- The importance of having a local presence
- Core to consider MCA membership.

Meeting Notes

Drew provided feedback on current government issues, including a restructure in the Department of Mines and Energy and lack of resolution with the NT EPA's regulatory review. The previous government wasn't consultative but focussed on action. The current government is very consultative, but industry is waiting for more action and certainty. Companies are experiencing long delays in getting projects through the regulatory process and getting comments on studies from departments outside their areas of expertise. Other topical issues include land access agreements for pastoral properties and the value of rehabilitation bonds being made public.

Drew offered any assistance from the MCA and hoped Core would later become a member. The MCA represents 98% of minerals production in the Northern Territory, which accounts for 16% of the Territory's GSP. It is valuable for the MCA to know what is happening with mining projects in the Territory, even for non-members, so it can represent industry's interests.

The INPEX Ichthys LNG project's construction phase is coming to an end and the government is looking for projects to help replace it. The Territory is already losing tradespeople to places like Queensland and needs projects to keep people in the Territory. There are 10-14 mining projects on the horizon, accounting for 10,000

– 15,000 jobs. This will help diversify the economy and ensure regional and rural sustainability. The five tier one mining companies have outlined their futures, with expansion (or closure) projects. The next wave of growth will come from the juniors or mid-tier companies.

Drew asked whether it was a challenge to get the project up and running while the price of lithium was still high. Blair said that the Chinese had invested in lithium infrastructure that was likely to be in place for 10-15 years.

Drew asked about the possibility for expansion of the project. Blair said Core had the second tenement. The pit was open at depth but it wasn't likely to become a 'super pit' for cost reasons, although going underground was a possibility.

The former Lione town tenement has existing extractive permits. The Maddalozzos might be interested in some of the granite. The pegmatites might be popular for jewellery.

Drew mentioned a lunch being held on Friday 4 October as part of October Business Month, which would include a panel of Territory Generation, Engineers Australia and Drew. Promotion for the event mentioned exploring the future of lithium projects for the Territory.

Meeting: Chamber of Commerce NT

Date: Wednesday 4 October 2017

Venue: Chamber of Commerce office

Purpose of meeting: Grants Project briefing
Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Greg Bicknell	Chamber of Commerce NT – Chief Executive Officer
Elena Madden	True North Strategic Communication

Key Points

- Support for project
- Employment opportunities for Territorians
- Local industry participation

Meeting Notes

Greg advised that people in the Northern Territory are used to mining and are comfortable with mining terminology such as beneficiation. He advised that Berry Springs Primary School would be a key stakeholder. Greg had questions about the number of employment opportunities the project would generate and indicated that the Northern Territory Government would be keen to hear about local industry participation. Greg said they were always interested in knowing about opportunities for their members and that there are good, existing manufacturers who have set themselves up well for the oil and gas industry. The Chief Minister does not want to see more fly-in, fly out jobs. Greg is happy to facilitate the discussion with a wider audience and Board, and encouraged Core to join the Chamber of Commerce as a member.

Meeting: Environment Centre NT

Date: Wednesday 4 October 2017

Venue: True North office

Purpose of meeting: Briefing on Grants Lithium Project

Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Shar Molloy	Environment Centre NT – Director
Elena Madden	True North Strategic Communication

Key Points

- Backfilling the pit at the end of the project would be a better environmental outcome
- Economic forecast and price projections
- Impacts to neighbours such as the Territory Wildlife Park

Meeting Notes

Shar had questions about what would happen to the pit at the end of the project and whether it will be backfilled. Shar advised that backfilling is a better environmental outcome and it is the Environment Centre's biggest concern as there have been big problems with mines like McArthur River Mine. There would be much less impact if it was backfilled, as long as the overburden does not contain sulfuric acid. Blair advised that ideally, they would backfill but it is a tough proposition for a small mining operation as it is economically not feasible. Blair confirmed that the ore is benign. Shar asked if any other states required backfilling, if it was legislated and if an Environmental Impact Study will be carried out. Blair advised that this would be identified during the Notice of Intent process. Shar asked about the process involved in beneficiation and whether this would change the overburden measures. Shar also asked what the toxicity of lithium is and if Core will seek to use the overburden materials elsewhere. Blair advised that the beneficiation process would not result in a material change to the volume of overburden.

Shar was interested in the current price, price projections and what the likelihood would be of the price dropping and the mine becoming uneconomic.

Shar questioned if there would be an impact to neighbours like the Territory Wildlife Park and also impacts to residents from the trucks.

Meeting: Litchfield Council

Date: Wednesday 4 October 2017

Venue: Litchfield Council

Purpose of meeting: Grants Lithium Project briefing

Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Kaylene Conrick	Litchfield Council – Chief Executive Officer
Maree Bredhauer	Litchfield Council – Lord Mayor
David Kingston	Litchfield Council – Director of Infrastructure and Operations
Elena Madden	True North Strategic Communication

Key Points

- Council is working with DIPL to reduce the number of heavy vehicles using the Stuart Highway
- Pleased with the number of jobs the project will generate for locals
- Impact on Berry Springs residents

Meeting Notes

Litchfield Council had questions about the general operation of the mine, expected impact on Berry Springs and the expected volume of trucks. They advised that the development of Coolalinga has resulted in the separation of the community on either side of the highway. Council is working with the Department of Infrastructure, Planning and Logistics to reduce the number of heavy vehicles on the highway.

Litchfield Council also had questions about the number of employees at the site and whether they would be locals. They were pleased with the number of jobs the project is set to generate for locals.

Blair committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.

Meeting: Department of Infrastructure, Planning and Logistics

Date: Wednesday 4 October 2017

Venue: Highway House, Palmerston

Purpose of meeting: Grants Lithium Project briefing

Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Louise McCormick	Department of Infrastructure, Planning and Logistics – General Manager Transport and Civil Services
Elena Madden	True North Strategic Communication

Key Points

- Mostly concerned with safety, volume and travel times
- Main thing is to get the detail early enough so DIPL can advise about concerns and make recommendations
- Fair amount of consultation will be needed with community

Meeting Notes

Louise advised that the Department of Infrastructure, Planning and Logistics is mostly concerned with safety, volume and travel times. The condition of the current main roads will not be an issue as they are high quality and designed for heavy vehicles. The conditions are good and after looking at the expected volume, Louise said it would be very manageable especially compared to INPEX. Generally, the concern is safety and efficiency of the current road network.

Louise provided information on the current road network and advised that Finn Road is a Litchfield Council road with load limits. Currently, gravel extraction happens on Finn Road and the Department have been in discussion with Litchfield Council to upgrade the road so it can better cope with heavy vehicle usage. Jenkins Road has been designed for road trains, stemming from the INPEX project and need to haul quarried rock. Finn Road is not all-weather and is unlikely to be upgraded as it requires a fair bit of investment. Blair advised that when the weather impacts the road network, it will impact the project. Louise said that when there is a long and big wet season, roads can be load limited and there is no control over this. She advised that the road report website will have the latest information and they can pull historic data from their system which she can request from her team. Blair was to check if Flanagan has considered this issue.

Louise questioned whether any of it was part of the Kenbi land claim and advised that Native Title could be a big stumbling block.

Louise said it would be worth double-checking the conditions on groundwater and bores and that the Department of Environment and Natural Resources will be able to advise. Louise thought there was a moratorium on new groundwater infrastructure in the Berry Springs and Howard Springs areas.

Louise advised that a fair amount of consultation will be needed with the local community. She said the main thing would be to get the detail early so that the Department can advise on their concerns and make recommendations early enough in the process.

Blair committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment with Louise and she will share the presentation, HHRA and TIA with planning teams when they are available.

Meeting: Office of the Leader of Opposition/Member for Daly

Date: Wednesday 4 October 2017

Venue: Parliament House

Purpose of meeting: Grants Lithium Project briefing

Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Tim Dixon	Office of the Leader of Opposition – Policy Advisor
Elena Madden	True North Strategic Communication

Key Points

- Support for project
- Reinforce number of jobs for Territorians

Meeting Notes

Tim had a number of questions about the project, including whether the project will be visible from Cox Peninsula Road and if it was outside the Kenbi Land Claim. Tim asked Blair to explain where the name Grants came from and also what onsite beneficiation involved.

Tim advised that this is an exciting project and the CLP are very supportive of mining projects like this. He suggested that Blair outline the number of jobs the project would create and use this number to reinforce that the project will create jobs for Territorians and that there would be no fly-in, fly-out workers. Tim advised to deal proactively with community concerns and said he would like general feedback on the current approvals process and how the government is going.

Blair committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.

Meeting: City of Palmerston

Date: Thursday 5 October 2017

Venue: City of Palmerston offices

Purpose of meeting: Grants Lithium Project briefing

Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Mark Spangler	City of Palmerston – Acting Chief Executive
Malcolm Jones	City of Palmerston – Acting Director, Technical Services
Elena Madden	True North Strategic Communication

Key Points

- Very interesting in the heavy haulage route and volume
- Strongly recommend that hauling trucks use Stuart Highway route
- If Elrundie Avenue is used, nearby residents will be concerned with noise, road safety and dust

Meeting Notes

City of Palmerston had a number of questions about the general operation of the mine and the road networks that would be relied on for hauling. They asked if Core was considering using the Stuart Highway, or Finn Road as a cut through. They initially advised that Core has two options, using Cox Peninsula Road, then Stuart Highway past the Gateway Shopping Centre and through to Pinelands or using Jenkins Road onto Channel Island Road/Elrundie Avenue. They recommended against using University Avenue as it is not safe for heavy vehicles and there are residential properties four metres from the road. They also indicated the local MLA Lia Finocchiaro is quite vocal. After Blair provided information on the expected number of double and triple road trains using the road each day, they strongly recommended that the Stuart Highway route be used. Council advised that the Stuart Highway is a Northern Territory Government asset. They also said that dust would be a key issue coming from residents in nearby areas.

Blair committed to sharing the Heavy Haulage Route Assessment and Traffic Impact Assessment when available.

Meeting: Department of Primary Industry and Resources

Date: Thursday 5 October 2017
Venue: Darwin Centrepoint Building

Purpose of meeting: Grants Lithium Project briefing
Notes prepared by: Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Rod Applegate	Department of Resources and Industry – Deputy Chief Executive
Ian Scrimgeour	Department of Resources and Industry – Executive Director, NT Geological Survey
Elena Madden	True North Strategic Communication

Key Points

- Beneficiation process makes sense
- Emphasise generation of local jobs
- Area is not good for water
- Finn Road has restrictions and needs an upgrade

Meeting Notes

Rod and Ian had questions regarding the beneficiation process. They said it made sense and asked if it will be an option for Notice of Intent. They advised the area is not good for water and asked how much water was needed. It was also advised that Finn Road has restrictions and is need of significant investment for an upgrade. The Department of Resources and Industry has discussed this with the Department of Infrastructure, Planning and Logistics but hasn't reached an outcome.

Rod advised Core to emphasise that it is a short and tight operation, which is consistent with the broader Northern Territory Government's strategy around renewables and sought-after mineral.

The Minister is very keen on the generation of local jobs, particularly Indigenous local jobs and opportunities. Rod and Ian said they will brief the Minister when appropriate and keep in touch with the advisor. They suggested that the project has the potential to be a good news story, as it is a local mine with locally sourced labour.

Rod and Ian would like to be kept informed when Notice of Intent is lodged. They will seek to work in parallel with MMP so there should not be any delays and indicated it does not have to happen sequentially.

Meeting: Northern Territory Police, Fire and Emergency Services

Date: Thursday 5 October 2017

Venue: NTPFES Office

Purpose of meeting:	Core briefing
Notes prepared by:	Elena Madden

Attendees

Name	Title and Company
Blair Duncan	Core – General Manager, Project Development
Mark Spain	NTPFES
Elena Madden	True North Strategic Communication

Key Points

- Major concern is road crash rescue
- 35 trucks will be a significant increase and area of major concern for road safety
- PFES will be able to provide emergency response but for a heavy rescue there may delays
- Support for project

Meeting Notes

Mark advised that the area where the mine will be located is classed as a built-up area as it is mostly 5-acre residential blocks. His major concern was road crash rescue as they would have to respond from the district control centre. With the recent expansion in Palmerston and Coolalinga, there have been a number of road accidents. Mark asked how many trucks are expected to be traveling to and from the site each day and Blair advised there would be 35. Mark indicated this was significant as there are less Inpex buses that travel each day and this activity has already caused major road safety concerns. Mark also advised that the final route selected for transport would have a major impact for first responders, particularly the time of day and what the peak hours will be. Currently peak congestion times on the highway are at 7:30am and from 4:30pm to 5:30pm, as people travel home to the rural area.

The mine will be located very close to built-up areas but not close in terms of emergency response times. Mark advised that PFES' jurisdiction is to cover corridors and their key responsibility is road crash rescue – point of entry to exit point – and hazmat. PFES will be able to cover people from the moment they are on Cox Peninsula Road to the moment they arrive at the port. If there were to be any heavy rescue such as a crush accident there will be a delay in rescue response but no more than anywhere else in the Territory. Mark advised that Bushfires NT controls fires in the rural area and the key will be to make sure it is a safe site and to protect major assets.

Mark said that he would like to be kept informed as the project progresses and he will share the information with the Northern Territory duty officer.

