



GRANTS LITHIUM PROJECT

Environmental Impact Statement

Appendix K2

Consultation Report

October 2018

Prepared by True North Strategic Communications

Core Exploration Ltd Grants Lithium Project

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Recipients are responsible for eliminating all superseded documents in their possession

Consultation statement

True North Strategic Communication is guided by the principles of good community engagement, based on people's level of interest and concern as outlined by the International Association for Public Participation (IAP2).

Our role is to provide stakeholders and the general public with objective information so they can provide informed feedback on consultation projects. We give people the opportunity to provide input that is balanced and reflective of the range of community views to independently provide the best possible guidance to decision makers.

Our practice reflects professional standards and ethical standards for human research including anonymity, confidentiality, record storage and keeping people informed.

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Executive summary

Core Exploration Ltd (Core) is proposing to develop its Grants Lithium Project (the project), 32 kilometres west of Darwin in the Cox Peninsula area.

The project involves mining and processing on site and trucking the concentrate product about 90 kilometres to Darwin Port for export to China. The project site would include a drill and blast open pit, a Run of Mine (ROM) Pad, processing facilities, surface water dams and storage facilities and a combined waste rock dump and tailings storage facility.

The Northern Territory Environment Protection Authority (NT EPA) referred the project to assessment at the level of an Environmental Impact Statement (EIS) in May 2018.

True North Strategic Communication (True North) has been engaged to prepare a Social Impact Assessment (SIA) to support the EIS. The purpose of the SIA is to identify possible and perceived social consequences of the project and recommend actions to minimise negative impacts and maximise opportunities. The SIA draws strongly on consultation with the community and affected stakeholders.

The communication and engagement program implemented by True North included:

- an **email** sent out to stakeholders with a **fact sheet** outlining the project, information on the consultation process and an invitation to participate (either with an offer of a briefing and/or invitation for a formal SIA interview)
- 20 **briefings** on the project
- 16 **SIA interviews**
- an **information stall** was held at the Berry Springs Market on 26 August to reach local community members.

Several informal discussions also took place, and contact was made with a number of additional stakeholders and community members following suggestions made at earlier briefings and interviews.

The consultation process ran across July, August and early September 2018 in Darwin, Palmerston, Litchfield and the Berry Springs area.

The feedback received from stakeholders and the community on the project was varied, however six themes were clearly captured, and are listed in priority order below:

Blasting and road closure

There was interest and some concern about the closure of Cox Peninsula Road and the timing of this with a broad range of stakeholders potentially impacted by delays and disruption (residents, tourists, fishermen).

Road safety

Concern regarding heavy vehicle traffic on Cox Peninsula Road and the potential impact to the Berry Springs community and residential properties with direct access to this road.

Jobs and opportunities for locals

Most people were pleased about the jobs on offer and that only a few would be FIFO. Many locals were keen to stay informed of job opportunities on the project.

Water use

Most people were satisfied that groundwater was not the water source for the project. There is heightened awareness about groundwater in the Cox Peninsula area.

Closure planning

Many people asked about the closure of the mine, with some being concerned about the pit not being backfilled. People understood that a closure plan would be developed and some were interested in seeing the detail of this.

Mining process

People were interested in the lithium and how it is mined. People were generally pleased to learn that no chemicals would be used in the processing. Local community members were interested in the transportation of this product past their homes and community.

Environmental impacts

There was some interest in the environmental impacts of the project (to nearby waterways, flora and fauna and wildlife) and how these would be managed and mitigated, with some people keen to see the detail following the release of the EIS.

The following recommendations are made following the consultation:

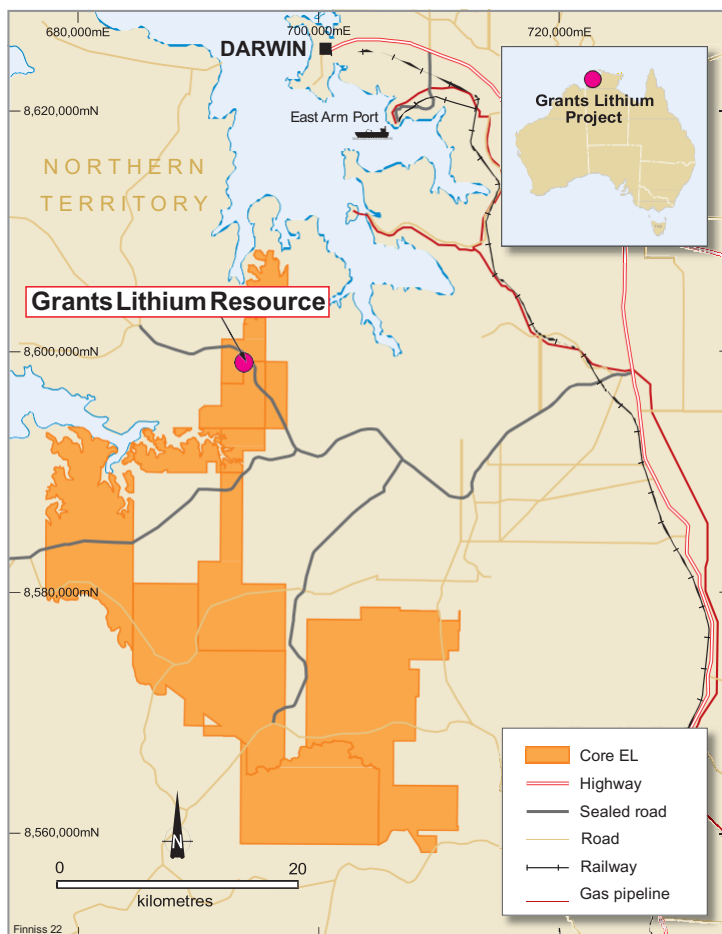
- Core to note the feedback received from stakeholders and the community and incorporate into project planning, specifically noting the following:
 - consider impacts to stakeholders when planning blasting times and road closures
 - implement measures to reduce road safety risks
 - employ local where possible and uphold commitment for limited FIFO jobs
 - open and transparent communication about water use and sources
 - communication with the community about post-mine closure
 - communication with the community about any potential impacts to the environment, and the measures to manage or mitigate these impacts (through EIS and ongoing).
- Core to develop an engagement plan for affected stakeholders and the community leading up to and during the operation phase.
- Core to continue dialogue with stakeholders (particularly at key milestones such as the submission of the EIS) to ensure they are kept informed and can comment.

Background

Core Exploration Ltd (Core) is proposing to develop its Grants Lithium Project (the project) into an open-cut spodumene mine, 32 kilometres west of Darwin in the Cox Peninsula area.

The Grants Lithium Project has a resource of approximately 1.8 million tonnes and is one of the highest grade undeveloped lithium deposits in Australia.

The project involves mining and processing on site and trucking the concentrate product about 90 kilometres to Darwin Port for export to China. The project site would include a drill and blast open pit, a Run of Mine (ROM) Pad, processing facilities, surface water dams and storage facilities, and a combined waste rock dump and tailings storage facility.



The project site is about 36 kilometres west of Berry Springs and 15 kilometres south of the Belyuen community.

The Northern Territory Environment Protection Authority (NT EPA) referred the project to assessment at the level of an Environmental Impact Statement (EIS) in May 2018.

Following regulatory approvals, Core aims to be operational in the first half of 2019 with the first ore trucked to port by November 2019. The project has an expected life of two to three years, however further feasibility studies could extend the life to five years.

True North Strategic Communication (True North) has been engaged to prepare a Social Impact Assessment (SIA) to support the EIS.

The communication and engagement approach for the SIA included:

- stakeholder briefings to ensure relevant stakeholders understood the details of the project and could provide informed feedback and ask questions
- independent stakeholder interviews by True North to gather specific feedback to inform the SIA
- informal discussions with a number of additional stakeholders and community members as the consultation progressed
- an information stall at the Berry Springs market to allow the general public to find out more about the project, ask questions and provide feedback.

Previous engagement

True North was engaged in October 2017 to map out stakeholders Core should engage with prior to the lodgment of the Notice of Intent. Key stakeholders identified at this time included:

- Department of Primary Industry and Resources, Minister for Primary Industry and Resources
- local elected representatives
- local government including City of Palmerston and Litchfield Council
- local industry associations including the Chamber of Commerce and the Minerals Council
- non-government organisations, including environmental groups.

Stakeholders were provided with a fact sheet, a one-on-one briefing and email updates.

Methodology

Level of engagement

Using the International Association for Public Participation (IAP2) principles that guide good community engagement, this consultation was conducted at the levels of **inform**, **consult** and **involve**.

IAP2 Engagement Spectrum

Level of engagement	Promise to the public
Inform	We will keep you informed
Consult	We will listen to your concerns, keep you informed, and provide feedback on how stakeholder's input influenced the decision
Involve	We will work with you to ensure your concerns are reflected in the alternatives developed, and provide feedback on how the public's input influenced the decision
Collaborate	We will look to you for advice, ideas and solutions and incorporate those into the decisions as much as possible
Empower	We will implement what you decide
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Consultation goal

The goal of the consultation was to gain an understanding of likely, actual and perceived social impacts of the project to inform the SIA.

The **consultation objectives** were:

- 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 (i.e. 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
- to provide guidance to the company's long-term social performance.

The **communication objectives** were:

- to update stakeholders on the project status and in the lead-up to the submission of the EIS
- to identify stakeholders that should participate in the SIA
- 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
- to give the broader community opportunity to learn about the project and provide feedback.

Approach

The approach to the stakeholder communication and engagement was to:

- identify all stakeholders and the best communication method, i.e. phone, email, face-to-face meetings, interviews and presentations
- ensure key stakeholders receive objective information direct from the company rather than from media or third parties
- build relationships and make it is easy to contact the company to clarify issues and address rumours and misinformation
- give stakeholders a chance to provide early input on issues that may affect them and provide regular updates to these stakeholders
- a risk-based approach that devotes the greatest effort to stakeholders likely to experience the greatest level of impact – positive or negative – from the project, while raising awareness of all stakeholders in the project footprint on how they can get information and provide feedback.

Tools and tactics

The consultation program ran across July, August and September 2018. The briefings and interviews drew on several methods.

Briefings	Interviews	Market stall
• phone calls • emails • fact sheet • maps • presentation	• phone calls • emails • fact sheet • map • interview guide • presentation	• newsletters • fact sheets • maps • product samples • registration form

An **email** and **factsheet** (see Appendix A: Fact sheet) was sent out to stakeholders from mid July 2018 to provide background information about the project and the engagement process. Stakeholders were offered a face-to-face briefing by Core and True North. Stakeholders who were identified as potentially most interest or impacted were also asked to participate in a formal interview (see Appendix B: Interview Guide) which was carried out independently by True North as is required by the NTEPA.

This was followed by **phone calls** and **emails** to targeted stakeholders to arrange meetings and briefings. Some stakeholders we contacted numerous times before a time could be confirmed. Others did not respond in the timeframe.

A **community fact sheet** (see Appendix C: Community factsheet) was provided to some stakeholders to share with their constituents, members, employees and general community members:

- Gary Higgins (Daly Electorate Office)
- Carlie Mamo (Berry Springs School)
- Greg Bicknell (Chamber of Commerce)

Several maps were also presented including location map, transport route map, site layout map, and water resources map.

Some stakeholders were also provided with brief content to include in their respective **newsletters** to maximise the reach to potentially affected people.

A summary of the organisations that were briefed and interviewed is provided below:

Organisation	Briefed	Interviewed
Northern Territory Government		
The office of the Minister for Resources, the Hon Ken Vowles	✓	
Department of Environment and Natural Resources	✓	
Department of Tourism and Culture	✓	✓
Department of Infrastructure, Planning and Logistics	✓	✓
Department of Education	✓	✓
Local government		
Litchfield Council	✓	✓
City of Palmerston	✓	✓
Wagait Shire Council	✓	✓
Local member for Daly, Gary Higgins	✓	
Community and environment groups		
Berry Springs Primary School	✓	✓
Environment Centre NT	✓	✓
Amateur Fishing Association Northern Territory	✓	✓
Industry groups		
Chamber of Commerce NT	✓	✓
Industry Capability Network NT	✓	✓
Minerals Council of Australia	✓	
Essential services		
NT Police	✓	✓
Bushfires NT	✓	✓
St John Ambulance	✓	✓
Indigenous groups		
Larrakia Development Corporation	✓	✓
Ironbark Aboriginal Corporation	✓	✓

Phone contact was made with Belyuen Community Government Council in late October, after a number of email and phone attempts. As there have been some recent deaths in the Belyuen community a briefing and interview was not possible. A meeting is being planned in the Belyuen community for late November.

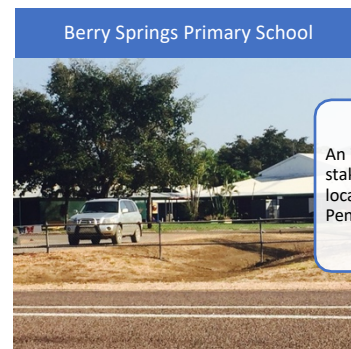
A number of other stakeholders were emailed and offered a briefing, however they either declined or did not respond to the request for a briefing:

- Belyuen Health Clinic
- Berry Springs Shopping Village
- Northern Land Council
- Larrakia Nation
- Territory Wildlife Park
- Lodge of Dundee
- Wagait Beach Supermarket
- Dundee Social and Recreation Club
- Dundee Lodge
- Sand Palms Resort, Old Bynoe
- Dundee Progress Association
- Rural Residents' Rights Group
- NT Cattlemen's Association
- NT Farmers Association.

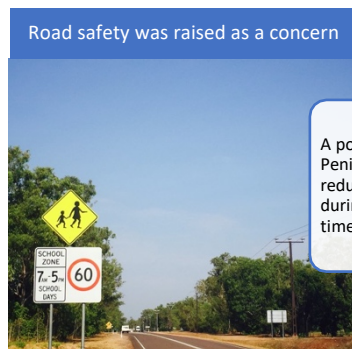
True North spent a lot of time during the consultation period in Berry Springs and the surrounding rural area and also visited the proposed project site. These visits helped build a picture of the local environment and community and informed the discussions that took place with both stakeholders and locals in particular.



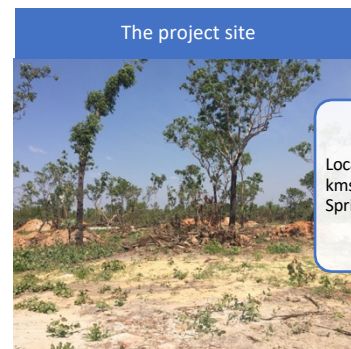
The haul route is through the township of Berry Springs.



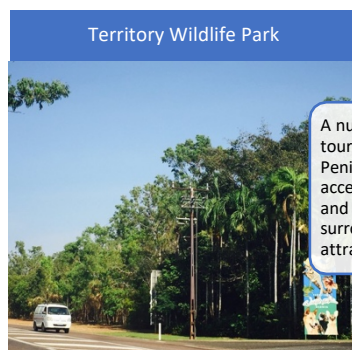
An important stakeholder located on Cox Peninsula Road



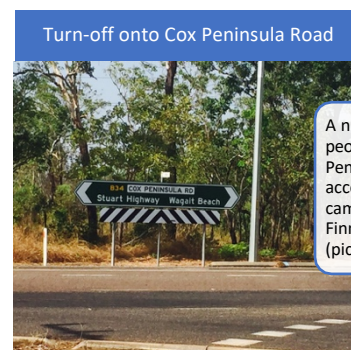
A portion of Cox Peninsula Road reduces to 60km/h during school times



Located about 32 kms from Berry Springs



A number of tourists use Cox Peninsula Road to access the park and other surrounding attractions



A number of people use Cox Peninsula Road to access fishing and camping areas, via Finn Road (pictured)

In addition to the briefings and interviews, an **information stall** was held at the Berry Springs Market on 26 August 2018. The factsheet, maps and product samples were available at the stall to assist with informing members of the community about the project. Approximately 25-30 people engaged with Core or True North staff with another 25 people passing the stall and taking a fact sheet. It is estimated a further 30 people passed by without engaging at all.

There was slightly less concern about blasting and road closure than expected, in comparison to the stakeholder briefings and interviews. Furthermore, no one who visited the information stall was upset or outraged by the project. Most people saw the project as a positive thing for the rural area. There was a lot of interest in potential job and contracting opportunities. Questions asked by the community included:

- How will the site be left/rehabilitated after the project is finished?
- Will there be jobs for Indigenous people?
- Who will the jobs go to/what jobs will be available?

- Will there be a workers' camp that will potentially put a strain on our water sources?
- Size and specifications of the dam.
- Will there be any toxic materials?
- Where will the material be processed?
- Concerns about other countries getting the benefits of the resource.
- Who will reclaim the batteries and take responsibility for the resource at the end of its life?
- When will blasting occur?
- Timeframes of the project.
- Will it be open pit or underground?
- What impact will there be on wildlife?
- What impact will there be on the environment?
- Where will Core source their water?



Information stall at the Berry Springs Market



Local signage



The market is held on the last Sunday of each month at the Berry Springs Recreation Reserve

Consultation summary

The approach to arranging briefings and interviews was flexible to work in with stakeholders' existing schedules. Some briefings and interviews took place on the same day, one after the other. In this instance feedback was provided in both the briefing and interview. For this reason, where briefings and interviews took part one after the other, the feedback received has been combined.

Core did not attend any formal SIA interviews, as is the requirement of the NTEPA.

Stakeholder	Briefing	Interview
City of Palmerston	- City of Palmerston is pleased the heavy haulage route bypasses Palmerston (not using Elrundie Rd) and the volume of trucks on the road is lower than originally planned. - They are keen to provide 'welcome to Palmerston' residential packs to new residents who relocate to Palmerston for work on the project. - If an office space was required by Core Exploration, City of Palmerston would encourage Core to consider locating it in Palmerston. - Enquired if the pit would be backfilled, were advised it would not be. - Councillors may be interested in a presentation in the future.	- Comfortable with the proposal now that trucks are not going down Finn and Elrundie Roads and will be away from residential areas. - Keen to see any commercial set up for the project in Palmerston CBD. - Gerard sees Palmerston as a logical location for the project office being central to Darwin and the rural areas. - Can prepare Welcome to Palmerston information packs for new workers who relocate for the project.
Office of the Ministerial Adviser for Resources	- Pleased to hear the project is making progress. - Advised that Minister Vowles may be interested in a site tour at some point.	

	• Asked if the pit would be backfilled, were advised it would not be. • Enquired about the land tenure and project timeframe. • Advised local service and suppliers would be used and provided employment figures and advised it would not be FIFO.	
Gary Higgins, local member for Daly	• Interested in the heavy haulage route and volume. • Pleased to see Stuart Highway being used. • Interested to know the local community response and information about the dam and water use. Core provided updates on the community engagement process and detail about the dam. • Discussed employment figures and that it will be limited FIFO. • Recommended Core connect with Darwin River Volunteer Bushfire Brigade and attend the Berry Springs Markets.	
Minerals Council of Australia NT	• Query about waste rock being benign and if there is AMD risk. Core advised benign and minimal AMD risk. • Discussed timeframes of the project. • Query on whether there are triggers for EPBC Act or controlled actions and Core advised there weren't. • Discussion about the water source and Observation Hill Dam. • Queried if the project is 2 to 3 years and Core confirmed but there is potential for BP33 to take it to 5 years. • Discussion about the closure plan and monitoring.	

Berry Springs Primary School	• Core provided a general briefing and history on company and the exploration tenements. • Provided information on timeframes for EIS, approvals, start of project and first shipping. • Asked if the concentrate process only requires water. Core explained the process and that it uses water and gravity and no chemicals. • Query about trucks numbers and the size of the trucks. Core advised there would be 7- 10 trucks return per day. They would be quad road trains with a 95-tonne payload. • Query if there would be consideration about drop-off and pick-up times for school. Core advised it is part of the consultation and will look at shift patterns to take this into consideration. Explained the trucks would have covered wagons and would contain granite pegmatite which is like kitchen bench material and therefore there are no nasties in the waste and it is benign, sedimentary material.	• Concerned about road safety. The fence at the school isn't very high and kids often climb trees close to the fence line. • Concerned about the potential for lithium to spill and impact the environment if a truck were to crash. • Indicated people who travel from Mandorah and Belyuen for work will likely be upset by road closures. • Bus interchange on the corner of the highway and Cox Peninsula Road is being redone. Any child that gets a bus from rural needs to swap buses there. • Four buses that service Berry Springs Primary. • Before and after school care starts at 7.30am and closes at 6pm. School times are 8.30am-3pm. • 227 students enrolled in the school. Average of 44 students in after-school care and 16 in before-school care. Average of 26 students during school holidays. • Concerns about local waterways getting contaminated. • Has little faith in the NT Government's ability to manage water and environmental impacts through management plans. No faith NTG makes sure companies meet their environmental obligations. • A lot of the families at the school are low socioeconomic so families aren't in a position to contribute financially. Any sponsorship through Core will be highly valuable.
NT Department of Education	• Requested an overview of the project and timeframe. • The biggest impact for the school and that people will be worried about are the trucks driving past the school. • Sought detail on the process to obtain concentrate. Core provided information and showed the map and haul route.	• Believes it is a good thing for the Territory – more jobs. • Would like school drop-off and pick-up times to be taken into consideration. • Interested in sponsorship and education opportunities available for the school. • Potential for building another car park on the other side of the road to formalise its use.

	• Core committed to working with school as a key stakeholder and working shifts around the specified school hours. • Discussion about tracking speeding vehicles in school zones. • Core advised the road would need to be closed for up to 15 minutes at a time for blasting and that this might affect school buses.	
Environment Centre NT	• Core provided update on changes to project and reduced impacts with concentrate rather than DSO. • Provided timelines for approvals and project and details of water sources. • ECNT asked where the waste will go. Core advised there would be a tailings closed-circuit facility and that no process water will escape. Encapsulated by waste dump. • Asked about the waste at the end of the project. Core advised the tailings and waste rock dump would be rehabilitated as per the closure plan and that the pit would remain open. • Talked about BP33 and separate approvals process, EIS for grants only. • Discussed location of the dam and whether water would flow into the harbour. EcOz gave detail and said the main impact would be localised. • Discussion about risk of pit filling with water during wet season or flooding and EcOz said modelling and monitoring results indicate it would not overflow. • Discussion about QLD legislation for closure.	• ECNT initial thoughts were that this project appears to be less complex and controversial compared to other projects or existing mines around the Territory, which have greater environmental impacts. • Concerns around the dam proposed for the project's water use and the impact it will have on surrounding mangroves and waterways. • Concern about the project not being backfilled and wanting to know the waste characterisation of what will be left behind, what will be in the pit and whether there is potential for it to overflow in the wet season. • Interest in the potential impacts of increased trucks using Cox Peninsula Road. • More concerned about the project overall when informed about the blasting requiring Cox Peninsula Road to be closed. Felt this is a big complication and will likely impact people who access the area during their daily commute and for recreational purposes. • Interested in the potential reuse of waste rock material if there is complete certainty that the material is not toxic. • Concerns about the government's ability to monitor a project's rehabilitation plan to ensure they are adhering to recommendations made by the EPA.

		- Depending on the timing of changes to mine regulations, requested the company voluntarily release any future mine management plan (minus any commercial in confidence information) in the interests of transparency and openness. - ECNT mentioned people in the NT live here because they value the natural environment and the ability to access these areas for recreational purposes and believes the cumulative impacts from projects on surrounding land could hinder the natural environment. - ECNT indicated there is more general awareness and curiosity surrounding the chain of responsibility for what happens to renewable resources when they are no longer used/needed i.e. what happens to the lithium in a solar panel once that panel is no longer used. She also spoke of interest in the community of the project being powered by renewable energy, given the connection of lithium to solar panels and batteries.
NT Chamber of Commerce	- Discussion about approvals process and project timelines. - Discussion regarding the concentrate process. - Provided information on the pipeline and pit and advised BP33 would take the project to 5 years. - Asked what the main concern was for the EIS. Core advised water sources and uses, discharge from site plus waste characterisation. No risk of AMD or saline issues. Two threatened plant species but not found on project footprint. - Discussed rehabilitation. - Asked about employing locals and local contracts and advised their members would want to know this.	- Very supportive of the project. - Excited about short and long-term job and contracting opportunities. - Concerned about the time it takes for mining companies to get their approvals compared to other jurisdictions such as WA. - There will be issues if contractors are brought in from interstate and the Chamber will always push to buy local where possible. - Identified additional stakeholders to speak to (AFANT, NT Farmers, Cattle Association, potential mango farms).

	• Core advised 50 -100 jobs and offering permanent positions and relocation to Darwin. • Asked about Indigenous employment as Belyuen is nearby and said this would be required for social licence to operate. Core advised they would try and talk to Indigenous stakeholder groups.	
Water Resources NT, Department of Environment and Natural Resources (DENR)	• NTG requested updates on the proposed works, with a focus on water use. • Explanation of water use and sources given in depth. • DENR informed they have drafted revisions to the Water Act which will be considered by cabinet soon. • It is likely the Act revisions will go through with expected implementation January 2019. • Implications of revisions to the Act are that Core will require additional permits and licenses for some of the proposed water use. • All parties agreed the conversation would continue as new information becomes available. • Core and EcOz would like to know the requirements for the new licences and permits to prepare EIS and to accommodate these requirements ahead of time.	
Department of Infrastructure, Planning and Logistics	• Concerns about the impact blasting and road closure will have on road users. • Concerns about having quad road trains on Cox Peninsula Road where it is single lane with no overtaking opportunity. • Suggested signage around blasting should be clear and information easily accessible • Talked about weight restrictions on the roads during flooding events. • Currently sealing Litchfield Park Road due to be completed in 2020 which will mean more traffic on that stretch of road. • Preferred transport route is Stuart Highway and Tiger Brennan Road. • Asked about how workers will make their way to work and whether a bus will be considered. Core indicated they are still making these decisions but could consider a bus.	

Litchfield Council	• Interest in water supply, if anyone else uses water from Observation Hill dam, if Core will be using ground water. • Indicated Litchfield residents struggle to understand the flow of aquifers and are sensitive about projects coming in and using ground water even if it isn't from the same aquifer they use. • Suggested contacting the mango farms and caravan parks in the area. • Positive about the range of job opportunities. • Suggested Core should think about where and how they dispose of waste as Shoal Bay aren't obliged to take waste outside their council area, and Litchfield only take waste from the municipal.	• Good economic benefits for the region. • The size of the project is good and if it was any bigger people might think it was a problem. • Concerned about extra trucks on the road and potentially slowing people's daily commute down. • Concerned about noise from trucks braking. • People are easily upset by increased water usage and communication about the project's water use will need to be clear. • Worth having a key message prepared to explain this project is not fracking. • Wanted to make sure Core is planning on giving back to the community.
Larrakia Development Corporation (LDC)	• Interested in contracting opportunities for local Indigenous people through LDC rather than just offering job opportunities. • Noted a barrier may be the job readiness of candidates given the type of work. • Interested in the use of water. • Mentioned LDC own two properties near the Port which could be rented by Core if they needed to stockpile near the Port. • Wanted to be sure the mine will not have significant impact on the environment. • Indicated the site is in Larrakia country but there are some communities south and west who have broader interpretations of where their borders lie. • Indicated a lot of distrust between contractors who include LDC in tenders for contracts, but then never fulfil the promises when they win the job. And the Government doesn't have a policy to monitor and enforce what is in a tender document.	
Department of Tourism and Culture	• Suggested overtaking lanes should be considered to help deal with extra trucks on the road. • Closing the road to blast will require good communication. • 2000 residents at Mandorah who mostly use the ferry to Darwin but will drive occasionally to do grocery shopping. • Concerned about safety with increased traffic.	

	• People towing boats to Dundee can sometimes be impatient which could become a safety issue if they get stuck behind a truck. • 200-300 residents at Belyuen/Wagait who should be made aware of proposal.
Amateur Fishing Association Northern Territory	• Indicated most people using Cox Peninsula Road for fishing will turn off at Fog Bay Road before the mine site, but will still be impacted by the road trains. • Safety could be an issue if people towing boats get frustrated and want to overtake a truck when there are no formal overtaking lanes. • Suggested doing constraint mapping to understand what times will impact the least amount of people for road closure during blasting. • Suggested speaking to Dundee Sport and Recreation Club and Sand Palms Roadhouse. • Project has minimal benefit from the fishing point of view but access may be impacted by the trucks. • Suggested avoiding blasting and sending trucks to the port on Friday afternoons and Sundays as these are peak commute times for fishermen.
Wagait Shire Council	• Blasting regime is of interest and the timing of the blasts will be critical to how people feel about the road closure. • It will be important to communicate the closure times well with the locals. • Suggested collecting data on road usage to determine peak periods and then use this to justify blast times. • If Core communicates the timing decision is based on data collected, then less people will be angry about the closures. • Some workers commute to the rural area and Palmerston via Cox Peninsula Road. • Council would be interested in any operation sub-contract work that arises from the project so please keep Council informed.
Industry Capability Network Northern Territory (ICN)	• Believe blasting and road closure will be a less significant problem if it is well communicated. • Suggested using traffic monitoring to help decide when to close the road and using the information to justify chosen times. • Jobs are a great thing. • Suggested speaking to Industry Skills Advisory Council NT (ISAC NT) as they are more geared towards making sure people are skilled for the available jobs. • ICN identifies, develops and matches opportunities to NT businesses. • Keen for Core to engage with ICN to advertise and find contractors. ICN can identify the businesses who match the criteria needed by Core.

	• People could register their interest in the project on ICN's website and receive updates when announcements are made and when contracts come up.
St John Ambulance NT	• St John Ambulance services the Darwin, Palmerston and rural areas and will extend out to about 150kms from the Darwin CBD. • They have four ambulances servicing this area, positioned in Darwin, Casuarina, Palmerston and Humpty Doo. There are 90 staff all up in the northern region working on rotation. • The biggest concern for St John is the road closure given that Cox Peninsula Road is the only access through to Belyuen, Wagait, Mandorah. • Another concern is large trucks on Cox Peninsula Road as not wide and not easy to overtake. Concern about increased road trauma with tourist and local traffic. • Also note more cars on road from workforce also increase risk of road trauma. • Not as concerned about on site accidents, as most mine sites have a medic who can stabilise the patient, then St John will be required to transport to hospital. • As an example, the response time for an ambulance to Dundee Beach is 1 hour, best case scenario. • The workload of the ambulance service in the NT is generally not population driven given the remote type of settlement. Workload is more geographically driven. • The clinic at Belyuen or Wagait has a remote area nurse.
NT Police	• Humpty Doo Police Station on the Arnhem Highway services the Cox Peninsula area. That police station is about 50-60km from the Grants project site. • This station services from Mary River / Point Stewart across to Wagait / Mandorah / Dundee. • There is a crew of 12 officers rotating 24 hours a day. Crossover periods will see two crews on during the early evening period. • Busiest times around school times and into late afternoon, early evening. • Resources at Palmerston are available in an emergency. • Biggest concern on project is road trauma from increased traffic on road. • Distance is a challenge for emergency services in this region as it is across the Territory. • If there was to be a major traffic incident on the Cox Peninsula there is at least a 30 min wait for emergency services. • No overtaking lane on Cox Peninsula is concerning with quad road trains, tourist traffic and locals.

	• Concerns about blasting and road closure, as no alternative route. If emergency can't wait. • Will an emergency response team / process be put in place on site given remote location? This is important given time for emergency services to arrive at site. • What about communications? Phone coverage is intermittent there. • Fire prone area, will a fire and rescue team be established on site? • Will there be road rescue capability developed on site? • Signage and communication important as concern that people might go looking for what's there, if hear a mine or hear some blasting. Security will help manage this potentially becoming an issue. • Police would like to understand security details on site, whether CCTV especially with explosives. What security system will be installed, police would like assurance that fencing and other security measures adequate. • Belyuen - on average, one police call out a night, usually domestic violence and alcohol related violence. Also traffic related offences. Very few people are working in this community. Very transient area with people moving in and out all year round. • There are about 30-40 'shacks' located on the water at Bynoe with access to these directly off Cox Peninsula • Annual motorbike race 'Kamfari' is run Cox Peninsula Road area (2018 held in May) - road safety concerns. • Also an NT Powersports Hard Cox Peninsula 2 day enduro bike ride (2018 held 1-2 September) in Cox Peninsula area.
Bushfires NT	• Bushfires NT cover 120,000 square kms approximately. • August / September have the most active fire ban days. • Interested in how fire will impact mine and operations. • Interested in how blasting will impact on Bushfires NT (road closure). • They will need to understand when blasting occurs as they do chopper work in that area (fire suppression work). This work normally occurs early dry season. • Aerial burning program – light fires which creates burnt strips to prevent late season wild fires and steers the fire away from assets. • Cox Peninsula currently doesn't have a lot of assets (other than roads and communities) so adding the mine will impact on the way Bushfires NT manage fire in that area.

	• Chopper may be used if fire impacting places like Wagait, or when they need to find people camping • Office in Darwin, admin staff and volunteer support officers, operational facility in Bachelor, on a fire ban day Darwin staff come to incident management team in Bachelor. • They conduct firefighting training – volunteers, landholders, stations, not accredited training. • Staff in Bachelor – 9 people, 2 additional in dry season. • They have 16 volunteer brigades (Darwin River and Berry Springs) – how many people in brigade depends on many factors. • A fire management plan a must for mine. • Communication between mine and Bushfires NT important.
Ironbark Aboriginal Corporation	• Employment advisor works at Belyuen and some of the surrounding areas. • Work for the dole programs are run from Ironbark with all jobseekers between 18 to 50 years old being required to participate in these programs. • 15 people recently completed their Cert III in Civil Construction, however these people do not have work experience. This includes five people from Belyuen and others from Dundee, Berry Springs, Batchelor, with most of them Indigenous. • In terms of work-readiness of local Indigenous people, some are working part-time already, others are work ready and some are not so much. • If Core was to employ people from Belyuen (or the surrounding area), they would be employed directly by Core but Ironbark could provide a work placement support person. • Ironbark has 400-500 Indigenous and non-Indigenous people on their books in Acacia, Batchelor, Berry Springs, Humpty Doo, Dundee etc.

Analysis

Summary

Overall, most stakeholders were optimistic about the project and could see that it has potential to bring positive benefits to the Berry Springs area. This includes benefits to the local people, businesses, the economy and the community in general. The expectation of local employment, the use of local suppliers and services and local sponsorship underpin this positive attitude toward the project.

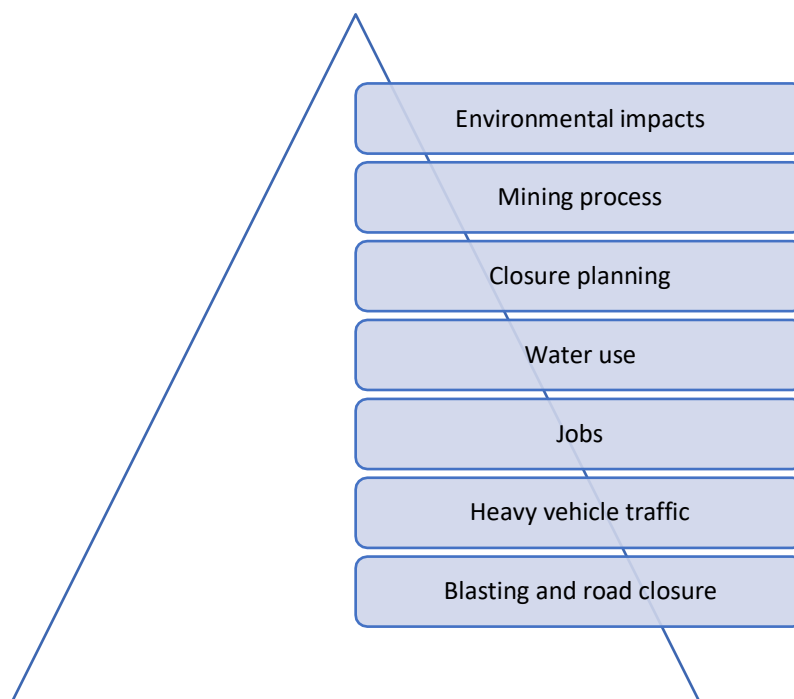
The strongest positive to come out of the discussion with stakeholders and the community was potential jobs from the project. Most people who engaged with Core and True North at the Berry Springs market had an interest in jobs, and some queried whether a plan was going to be made for Indigenous employment. Industry Capability Network Northern Territory expressed interest in working with Core to develop a website page for interested contractors to visit to find up-to-date information on available contracts. Ironbark was very optimistic about the potential job opportunities that the project could provide to local Indigenous people who are work-ready.

The main concern stakeholders had was about the need to close Cox Peninsula Road during blasting, which is anticipated to be for 15 minutes three times per week. It should be noted that during consultation, stakeholders and the community were advised that blasting may occur daily, and therefore the feedback received and reported here is based on that information. Core revised (reduced) its proposed blasting schedule to three times per week after the SIA consultation period had closed. Locals making their commute to and from work, parents dropping kids to school and people accessing recreational areas were identified as people who could be potentially impacted by the blasting and road closure. Berry Springs Primary School and the Department of Education asked that school drop-off and pick-up times be considered to reduce delays and the Amateur Fishermen's Association of the Northern Territory asked that Friday afternoons and Sundays be avoided as these are peak times fishermen will use the road. Most stakeholders indicated the impact will be minimised if blasting times are chosen with good reason, are justified to the community and that times are communicated well and ahead of schedule.

Another prominent concern was road safety. Cox Peninsula Road is a single carriageway with no overtaking lanes. Quad road trains are not regularly seen on Cox Peninsula Road and stakeholders have concerns that some drivers may become impatient and risk the safety of themselves and others trying to overtake the road trains. Further, the school's fence is low, there are gullies underneath it and it is not highly secure. The school has indicated they would support Core offering to provide a safer fence to protect school children.

Key themes raised

There were 20 briefings and 16 interviews held with stakeholders along with a stall held at the Berry Springs Market. A summary of the key themes raised in the briefings is provided below (most important at bottom).



Blasting and road closure

Closing Cox Peninsula Road each day to blast was a concern to many people interviewed. The main concern was about the impact the road closure would have on the following groups that were identified as most affected:

- people commuting to work in the Darwin and Palmerston area from Mandorah and Belyuen
- people using the road for recreational use i.e. fishing and camping
- people who travel the route to Berry Springs Primary School to drop off their kids to school
- cattle trucks exporting livestock.

Whilst not all the above people/groups will travel past the site to reach their destination, stakeholders still felt there would be impacts on the entire Cox Peninsula Road due to a potential 'build-up of traffic' during the blasting. It should be noted that during consultation, stakeholders and the community were advised that blasting may occur daily, and therefore the feedback received and reported here is based on that information. Core revised (reduced) its proposed blasting schedule to three times per week after the SIA consultation period had closed.

Heavy vehicle traffic

Several stakeholders asked about the traffic route, the number of trucks travelling the route each day when the mine is operational and raised some concerns about the impacts of heavy vehicle traffic in built-up areas. The main area of concern was around safety near the Berry Springs Primary School. The Berry Springs Primary School asked that Core take school times into consideration when planning truck movements. School buses also use Cox Peninsula Road, with a number of bus routes entering and exiting off the road. The Amateur Fishermen's Association of the Northern Territory also asked that peak travel times for fishermen (Friday afternoons and Sunday) be taken into consideration. Many stakeholders said that 10 additional truck movements a day 'would not add much' to the heavy vehicle traffic on Cox Peninsula Road.

Jobs

The question of jobs and opportunities for locals was raised by many, and most seemed pleased the project would have limited fly-in-fly-out. People were pleased the project would create local job opportunities and that Core would use local suppliers where possible. Potential employment was the most commonly raised theme at the Information stall at the Berry Springs Market.

Several stakeholders asked about job opportunities for Indigenous people. One stakeholder shared frustration about big companies featuring Indigenous organisations in tender applications and not following through after winning the work. This stakeholder also felt the government does not have proper policies in place to monitor and enforce this.

Water use

Stakeholders were interested to know where Core would source its water, and many said that water is a sensitive issue for the Cox Peninsula area. People understand that there is limited groundwater in the area and were relieved to hear that Core would not be relying on groundwater for processing at the site. Stakeholders were also pleased to hear that Core plans to recycle water used for mining through a 'closed-circuit' operation. The Department of Environment and Natural Resources flagged possible changes to the Water Act and legislation in the coming months.

Closure planning

Core's plan for closure, rehabilitation and monitoring of the mine was raised by some stakeholders. People wanted to know:

- if the pit would be backfilled
- how Core would ensure the site is safely secured from public access post-mining
- if there are chances the pit could overflow in the wet season or a flood
- what would happen with the tailings and waste rock after the mine closes.

Mining process

Stakeholders were interested in understanding the mining and processing methods to be used on site. Some asked if chemicals would be used or if the waste product would contain any unsafe materials. Most were satisfied when they were advised that there would not be any chemicals used. Some stakeholders were interested in understanding what the transported product was and sought assurance that it was safe, especially in the event of a traffic accident and/or spill.

Environmental impacts

Some stakeholders asked about toxicity of the materials being mined and whether there were any nasty by-products. Some also asked about the likelihood of any impacts to water in the surrounding area such as nearby mangroves and run-off to the harbour. They asked about flood and drainage management. Stakeholders were also interested to understand more about supplementary surface water sources and whether any dams would have downstream impacts. One stakeholder said that while the environmental impacts of this project appear minimal, a cumulative impact in the area may affect the natural environment which Territorians value.

Recommendations

The following recommendations are made following the consultation:

- Core to note the feedback received from stakeholders and the community and incorporate into project planning, specifically noting the following:
 - consider impacts to stakeholders when planning blasting times and road closures
 - implement measures to reduce road safety risks
 - employ local where possible and uphold commitment for limited FIFO jobs
 - open and transparent communication about water use and sources
 - communication with the community about post-mine closure
 - communication with the community about any potential impacts to the environment, and the measures to manage or mitigate these impacts (through EIS and ongoing).
- Core to develop an engagement plan for affected stakeholders and the community leading up to and during the operation phase.
- Core to continue dialogue with stakeholders (particularly at key milestones such as the submission of the EIS) to ensure they are kept informed and can comment.

Appendices

Appendix A: Fact sheet

Appendix B: Interview Guide

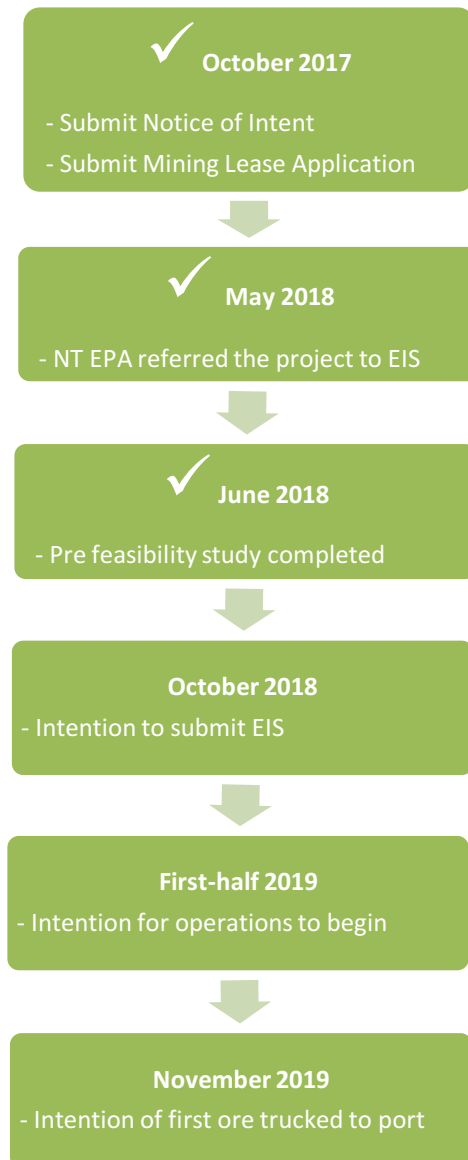
Appendix C: Community Fact Sheet

Core Exploration Ltd Grants Lithium Project – Factsheet, July 2018

Core Exploration Ltd (ASX: CXO) is an Australian resources company that is focused on the development of its proposed \$53.5 million **Grants Lithium Project** in the Cox Peninsula area.

What's new?

In May 2018, the Northern Territory Environment Protection Authority (NT EPA) referred the Grants Lithium Project (the project) to assessment at the level of an Environmental Impact Statement (EIS). The company is consulting with stakeholders as part of its EIS which Core intends to submit in November 2018.



About the project

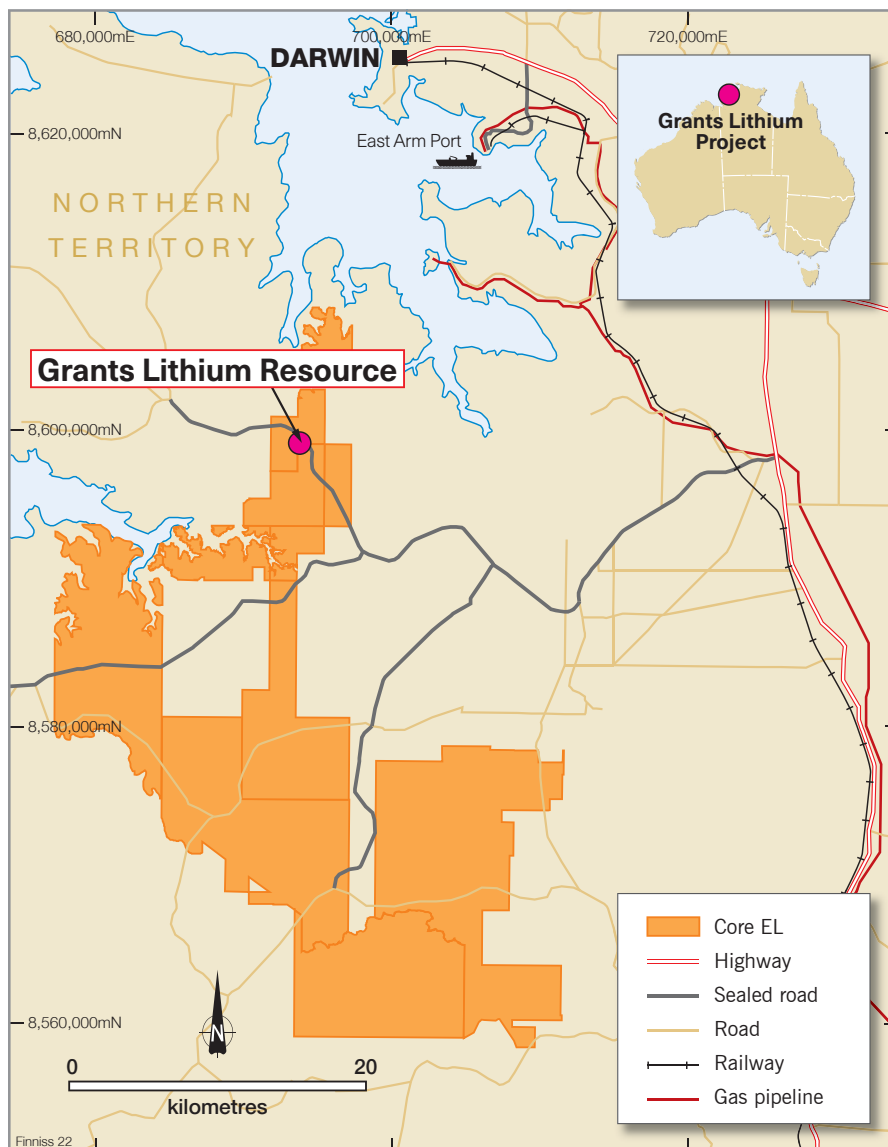
The project is located approximately **32 kilometres south of Darwin** (as the crow flies) on a site just south of the Cox Peninsula Road. It is approximately 36 kilometres by road to the west of the community of Berry Springs.

The project area has a total resource of 1.8 million tonnes of high grade spodumene, a mineral that contains lithium.

The project would see the development of an open pit, waste rock dump, ore stockpile and infrastructure for crushing, screening and processing of ore. The mined material will be processed on site using Dense Media Separation (DMS) to create a concentrate product for export. There are no chemicals used in the processing, only water. **The project does not propose to establish groundwater extraction to supply processing water;** the primary source of processing water will be from an onsite dam.

Core is proposing to haul the concentrate product via road to East Arm Wharf. The identified route is along Cox Peninsula Road, through to the Stuart Highway, along the Stuart Highway to Tiger Brennan Drive and then onto Berrimah Road to Darwin Port, a total travel distance of 88.31 kilometres. There is an expected heavy vehicle movement of **10 trucks per day during operation** for a concentrate product. The product would then be exported to Asian markets (most likely China) out of Darwin Port.

It is expected the mine life for the project will be between **two to three years** and Core expects to create between **50 and 100 direct employment jobs** from the Grants Lithium Project.



Project area map

About lithium

Lithium is a mineral that is key to the production of lithium batteries and lithium-ion batteries, which are rechargeable. Lithium ion batteries will play a key role in the development of renewable and clean energy technology.

The demand for lithium is growing rapidly, particularly in China, the world's largest producer of lithium and lithium ion batteries.

Strong demand is expected to support high lithium prices over the next decade, and Core wants to develop the Northern Territory's lithium export opportunities.

Interview guide for Core Exploration Grants Lithium project

Record minutes:

- ✓ Who was at the meetings and their position / role?
- ✓ The key issues they raised and any useful comments.
- ✓ Whether they want to be kept informed.

Background:

Core is planning on submitting its Environmental Impact Statement for the proposed Grants Lithium project in October 2018. As part of the EIS, Core is required to do a Social Impact Assessment, which looks at the project's impact on social, economic, cultural and heritage values.

We have been informing stakeholders about the EIS and SIA, but we are also interviewing some stakeholders so we can have a better understanding of the potential benefits and impacts of the project.

Questions:

1. What do you know about the Grants Lithium project?
2. What are your initial thoughts about the project, based on what you know?
3. What is your involvement or connection with the Cox Peninsula area and/or project?
4. What do you think are the potential benefits of the Core project?
5. In your opinion, how might the project impact on the region (if necessary, prompt for things like tourism, economic development, roads, safety, environment)?
6. Are there any existing issues you think we should be aware of?
7. Are people talking about this project? What are they saying? What are people's expectations?
8. Can you talk a bit about (the local community/ your department or organisation/ members/ your role/ business/ school)?
9. What do you think are the potential negative impacts of this project?
10. Do you have any ideas about how to reduce these impacts, management strategies, things Core could do differently, lessons from local knowledge?
11. Are there other mining / exploration / industrial projects that you know have had an impact on the region? What are these impacts and what are your views?
- 12. Ask any specific questions from additional page if relevant**

13. Do you have any questions about the proposed project?
14. Who are the key people or organisations that you think we should be talking to?
15. Do you want to be kept informed (if so get all contact details)?
16. Is there anything you'd like to say that I haven't asked you, any other thoughts?

Some specific questions

Berry Springs / Belyuen / Litchfield Shire Council

1. (Values) What sort of lifestyle do you lead, what do you like about living / working here?
2. What are the strengths of this community?
3. For those people in the community/area who are employed, do people mostly work in the local area or in Darwin/Palmerston?
4. Are there any existing businesses or enterprises operating in Belyuen that could potentially be involved with the project?
5. ***Belyuen – try and get a sense of traditional activities in the area, what they do during the wet season/dry season (fishing, hunting, ceremonies, gathering, etc)***

Chamber of Commerce/ICN

1. What is the local experience of supplying mining and other projects in the region?
2. What is the current business environment like in Darwin/Palmerston/Litchfield and how do you think this project would impact the local service and supply industry?
3. Are there other mining/industrial projects in the region due to start around the same time?

Emergency Services/Police/Bushfires NT

1. Do you have any statistics about your workload or demand for services / reports / previous research (for baseline data)?
2. Can you tell us a bit about your work in the area, how many of you are here, the area you cover, your main workload?
3. Can you describe your current workload and ability to absorb any likely additional demand from the project?

Tourism

1. Can you talk a bit about tourism around the project area? What are the main tourist sites or locations in the area?
2. Do you think the project is likely to have any impact on tourism? If so, what/how?

Berry Springs School

1. How many students are at the school?
2. What are the school hours (i.e. drop-off and pick-up times)?
3. Would you consider distributing the fact sheet as part of your school newsletter?

Larrakia Nation

1. How do you think Larrakia people could be involved in this project?

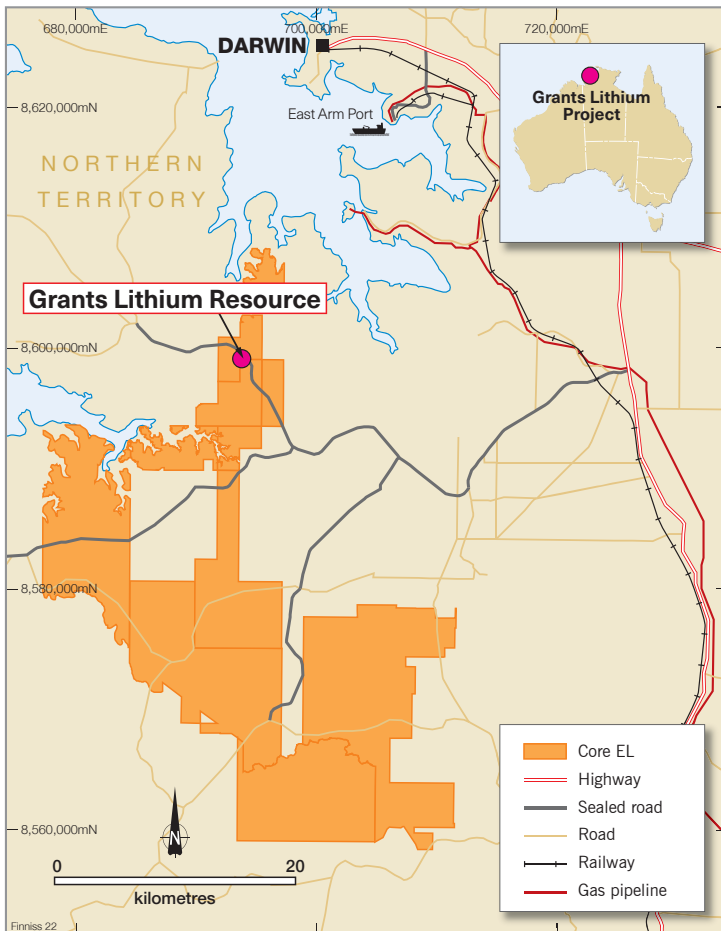
Larrakia Development Corporation

1. What capacity does the Larrakia Development Corporation have to provide services to the project?
2. Are there any existing businesses or enterprises operating in Belyuen that could potentially be involved with the project?
3. Discuss opportunity/capacity for Larrakia people living in Belyuen or nearby to work on the project.
4. Discuss the opportunity for Larrakia people working on the INPEX project to transition to this project. How many Larrakia people are employed with INPEX?

Core Exploration Ltd Grants Lithium Project

Factsheet, August 2018

Core Exploration Ltd is an Australian resources company that is proposing to develop the \$53.5 million **Grants Lithium Project** in the Cox Peninsula area.



About the project

The project is about **32 kilometres south of Darwin** (as the crow flies) on Cox Peninsula Road. It is about 36 kilometres to the west of Berry Springs (see map to left).

The project has a resource of 1.8 million tonnes of high grade spodumene, a granite-like mineral that contains **lithium**.

The project is expected to run for at least two to three years, creating **50 to 100 direct jobs** plus contracting opportunities. Where possible, these jobs will be local (no FIFO) and will include truck drivers, excavator operators, process operators, engineers and more.

The project would include an open pit, waste rock dump, ore stockpile and

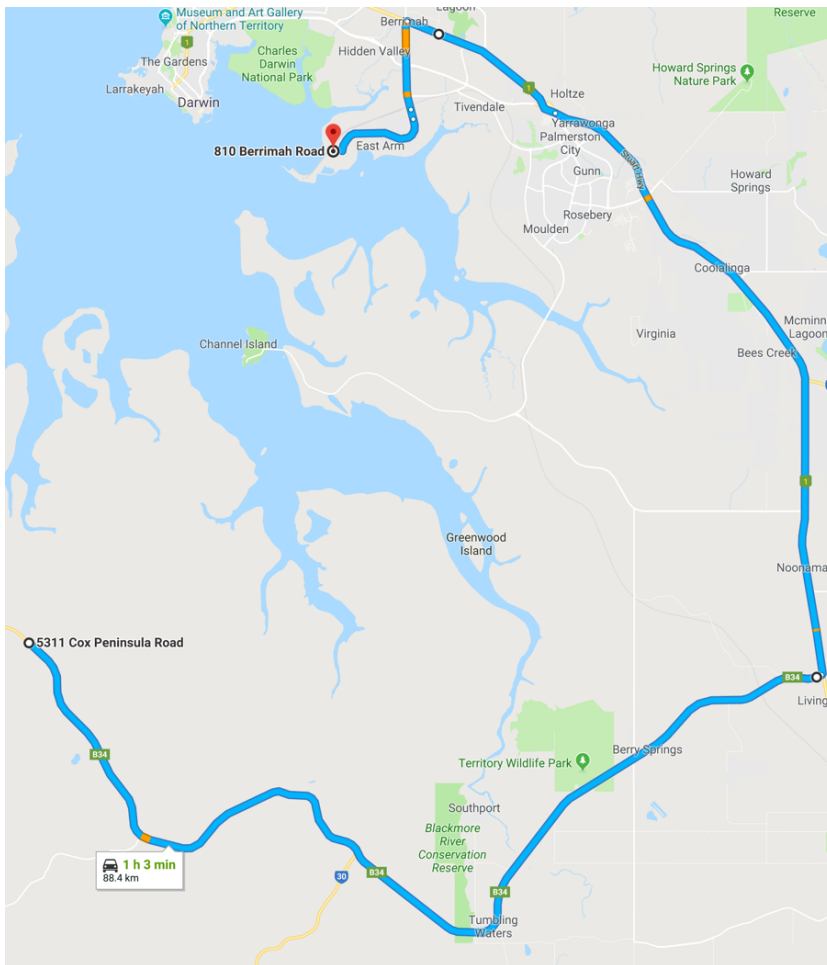
infrastructure for crushing, screening and processing of ore. The ore will be processed using water and gravity to separate out the high-quality ore. This process does not involve any chemicals.

The project does not propose to establish groundwater bores to supply processing water; the main source of water will be from an existing dam.

About lithium

Lithium is a mineral that is key to the production of lithium batteries and lithium-ion batteries, which are rechargeable. Lithium ion batteries will play an important role in the development of renewable and clean energy technology.

The demand for lithium is growing rapidly, particularly in China, the world's largest producer of lithium and lithium ion batteries.



Transport

Core will transport the lithium concentrate ore from the mine site to East Arm Wharf. There will be about 10 return road train movements (triples) per day.

The route will be along Cox Peninsula Road, through to the Stuart Highway, along the Stuart Highway to Tiger Brennan Drive and then onto Berrimah Road to Darwin Port, a total distance of 88.31 kilometres (see map to left).

Approvals process

Core hopes the mine will be in production by the end of 2019, but it must be approved first.

In May 2018, the Northern Territory Environment

Protection Authority (NT EPA) decided that the project needs to be assessed at the level of an Environmental Impact Statement (EIS). You can view all current documents relevant to the EIS process at <https://ntepa.nt.gov.au/environmental-assessments/current-projects>. Core hopes to submit the Draft EIS to the NT EPA in November 2018 and it will be made available for public comment for a period of six weeks. Details on the public exhibition period and how to provide comments will be advertised in the NT News at the time.

Core is consulting with the community and stakeholders in the lead up to the EIS and welcomes any feedback on the project.

Contact

For more information or to provide feedback, please contact:

True North Strategic Communication

Ph: 8981 6446, e: feedback@truenorthcomm.com.au

You can also visit: www.coreexploration.com.au/finniss-lithium-project

