



FPH'S SUPPLY CHAIN OPTIMISATION DELIVERS EFFICACY FOR EMERGING MINING PROJECTS

Like many industries, shipping is constantly evolving. Adapting and supporting a growing resource industry is essential and Flinders Port Holdings (FPH) is planning for future growth opportunities with the provision of fit-for-purpose port-related infrastructure and services. Whether that be upgrading existing infrastructure, deepening and widening channels or developing a deep sea port to handle larger vessels as they also increase in size and capacity.

The primary focus at FPH is being able to facilitate trade to and from South Australia by optimising supply chains to deliver the most effective and capable service to our customers.

FPH has recently undertaken a second dredging project at Outer Harbor to widen and deepen its channel, investing millions to allow for the larger Panamax-style vessels. Both Outer Harbor and Port Lincoln are capable of loading and unloading Panamax-sized ships, but the larger Capesize cargo vessels will also need to be accommodated in future years, and particularly as South Australia grows its resources industry.

To enable the servicing of larger vessels, FPH's master plan includes options for developing a deep sea port, with locations currently being reviewed and studies underway as to where it would be best situated on South Australia's coastline. With

several mining projects emerging and being developed in the Braemar Iron Ore Province in South Australia's Mid North, including magnetite and other mineral concentrates, there will be a growing need to load directly alongside a wharf, rather than transhipping to vessels offshore.

While transferring minerals to vessels offshore is a short-term solution, it won't be viable long term with the predicted export volumes for South Australia. Building a deep sea wharf and loading vessels directly alongside is more cost effective, it also sees a reduced carbon footprint and is more efficient time-wise.

Developing a deep sea port is no small feat – FPH has been consulting widely with industry stakeholders and government, and working closely with the proponents of several mining projects to ensure any future developments meet existing and future needs. Without having partners on board, a project of such magnitude would not, and could not be viable – with all parties focussed on developing the state's economy and supporting growth.

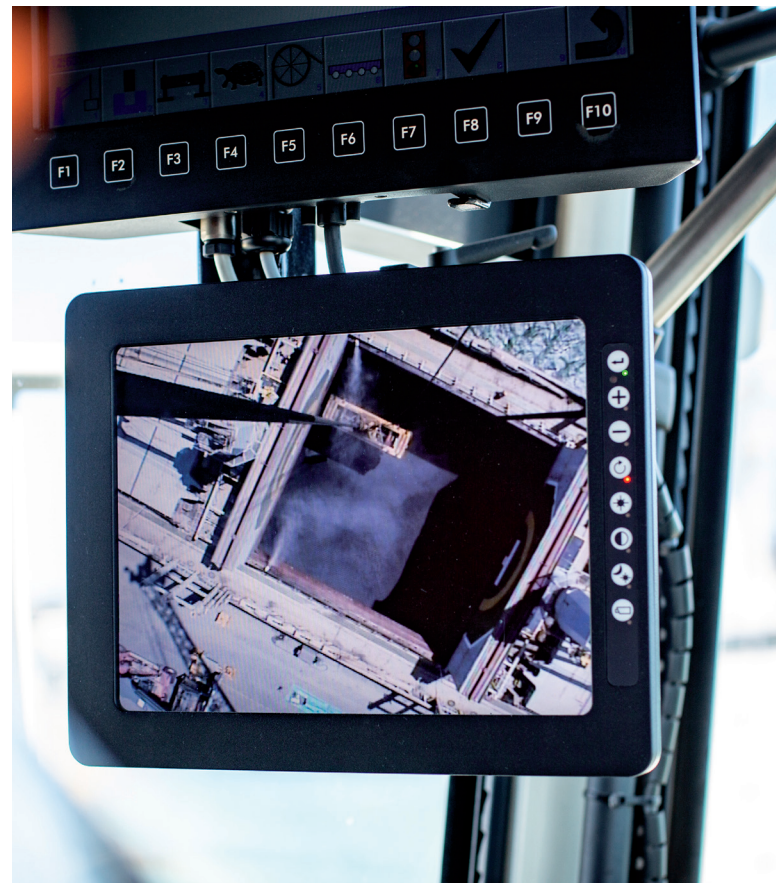
Naturally, embarking on such an industry game-changing project will require significant planning as well as the need to satisfy all regulatory requirements. This will take time; however, a project of this scale will be an enabler for some of these emerging projects and significantly improve the state's supply chain capability.

FPH will continue to collaborate with companies such as Hawsons Iron Ltd, Lodestone Mines Limited and Magnetite Mines for an iron ore export solution either through existing infrastructure or via a green field port development; with Venice Energy to build a \$250 million LNG Import Terminal at Outer Harbor; and with Hallett Group at Berth 25 at Port Adelaide developing and operating a green cement production and export hub, strategically positioned to service both the South Australian and national markets.

Proposed hydrogen production in the state continues to be of interest to FPH, and will continue with ongoing investigations and feasibility studies as to how FPH can meet the needs of potential hydrogen exporters, as well as how the future of hydrogen production can be mobilised and used as an alternative fuel source for our daily operations.

To improve efficiencies in and out of Port Adelaide's Outer Harbor and Inner Harbour, FPH is developing a plan to improve key freight access into the precincts. FPH is engaging with current and potential exporters and importers to determine the services they will need, along with how FPH can improve supply chain efficiencies and reduce port congestion – therefore reducing costs for customers.

FPH has championed the development of South Australia's port infrastructure and made significant contributions to supporting the import and export of South Australia's bulk commodities. This has included several major port development projects across the state including the initial redevelopment of the Port Adelaide Inner Harbour Bulk Precinct.



The centrepieces of the common user facility included:

- A “Common user” port rail siding link and interface with the national rail network;
- Purpose-built, fully enclosed storage facilities developed to suit to specific requirements of customers;
- State-of-the-art materials handling facilities; and
- Upgraded, improved, and connected ancillary facilities including new roadways, site services and environmental systems.

While developing these projects, FPH has ensured sustainability is a key consideration. Sustainability is paramount when it comes to infrastructure design, including using AI technologies to streamline operations and optimise cargo movements through our ports, in addition to the introduction of hybrid vehicles, cranes and other mobile plant and equipment to reduce emissions and our operational carbon footprint.

By improving sustainability, emissions reductions and operational efficiencies, FPH will deliver cost-savings and effectively future-proof South Australia's ports and their import and export capabilities. To create those efficiencies, industry engagement is critical. Without understanding what clients need, FPH would not be able to facilitate their growth and development.

It's futureproofing for FPH and for the users of its facilities.