



## Key milestones achieved at Roy Hill minesite

The landmark Roy Hill Project continues to move from strength to strength, with a significant number of considerable milestones achieved in the past few weeks.

A Roy Hill spokesperson said these achievements included the structural completion of all 11 bridges for the 344km railway, as well as track laying for the railway passing 50 per cent complete with more than 170km of track laid.

The Mine Services Area buildings have been completed and handed over to the operations team, all piles for the Point Stanley wharf in Port Hedland have been driven and the foundations for the Run of Mine Crusher Stations 2 and 3 have been completed.

The spokesperson said Roy Hill's focus over the next 12 months would be to complete construction on schedule and to budget to achieve first ore on ship by spring next year.

"The project is currently tracking to schedule and on budget," he said.

"We remain confident of delivering first ore on ship within the time frame of September 2015.

"We are also actively ramping up mining production from both our own mining fleet and that of our mining contractor.

"We currently have more than 800,000 tonnes of high-grade ore stockpiled and are meeting the production targets set out in our life of mine plan."

The spokesperson said the use of technology and the application of innovative thinking would be a defining feature of the Roy Hill operations, with the work the company was doing in this area expanding on Western Australia's reputation for mining technology and innovation.

"We are establishing a company where innovation, in terms of both a technology and thinking viewpoint, are key drivers in delivering operational efficiencies that will strengthen our position as a leader in the industry from a production and performance perspective," he said.

"For example, we have prepared our business, equipment and operations to

readily accommodate future technological innovations, such as automated mining, without the need or associated costs of retrofitting."

Speaking with regards to the outlook for the iron ore price, the spokesperson said Roy Hill was in a good position to manage the "cyclical nature of the industry", while maximising returns for shareholders.

"We are focused on margin and delivering stable, consistent quality rather than tonnes," he said.

"Because we are restricted by the allocated export capacity through the port of Port Hedland, as a business we have always focused on rigorous cost management, and business improvement through the application of technology and innovation across the business."

Though the spokesperson would not reveal the Roy Hill project's break-even cost per tonne, he said Roy Hill was positioned as a low-cost producer.

"Independent analysis of our base case financial model outlined in the CRU Market Due Diligence Report (April 2014) places Roy Hill in the lower quartile of the cost curve," the spokesperson said.

**WE REMAIN  
CONFIDENT OF  
DELIVERING FIRST  
ORE ON SHIP WITHIN  
THE TIME FRAME OF  
SEPTEMBER 2015**



John Holland's rail track-laying machine  
in operation on the Roy Hill railway.

