

Transport



Safe transport from site to sea

The Donald Project will mine and process the heavy mineral sand deposit (ore) it extracts into two products:

- **Heavy Mineral Concentrate (HMC)**

We will extract the HMC from the mined sediment, cleaning and drying it, before storing it in an enclosed facility with two storage areas. We will fill one storage area while loading from the other into shipping containers. This dual-storage area system ensures efficient handling and product protection. We will load the HMC onto sealed, airtight shipping containers for transport by truck to Wimmera Intermodal Freight Terminal (WIFT) at Doon, then by train to Port of Portland.

- **Rare Earth Element Concentrate (REEC)**

REEC contains 17 metallic elements, some mildly radioactive. They require careful handling. We will separate REEC from HMC in our enclosed plant, then package it in sealed containers. We will load the sealed containers into secure shipping containers for transport to the Port of Adelaide, for loading either directly onto vessels or temporary storage in a designated hazardous materials area. All REEC transport will comply with strict state and federal transportation requirements.

Product handling

Our integrated loading systems will precisely weigh all products during container loading and before transport offsite. We will eliminate product spillage with our sealed loading process. Our containment system will protect the environment and secure products throughout the transport chain.

Dust

We will protect our community and environment from dust through comprehensive controls and continuous monitoring, which comply with Victoria's strict environmental standards. The heavy minerals we extract are naturally resistant to becoming airborne due to their high density.

We will manage dust by:

- Keeping ore wet during extraction and processing
- Packing in enclosed facilities
- Using sealed containers for transport

We will monitor dust levels at our site boundaries using real-time monitors. While some dust is a natural part of any extraction operation, our control measures will ensure dust levels remain akin to those generated by nearby agricultural activities.



Route

Our mine site's main access will be via the Minyip-Rich Avon Road, which connects to:

- Donald-Murtoa Road
- Horsham-Minyip Road
- Henty Highway

All these roads meet the specifications for heavy vehicle transport.

We will truck the HMC to the WIFT at Dooen, for train transport to the Port of Geelong. We will truck the REEC from site to the Port of Adelaide.

Licensed transport contractors will handle all product movements, operating under strict safety and compliance requirements.

Road upgrades and maintenance

We will create a durable transport route by upgrading local roads and intersections. These improvements will minimise impacts on local communities while creating better roads for all users.

Our upgrade program will include:

- **Mine access**

We will construct two new entry points from our site onto Minyip-Rich Avon Road.

- **Road widening**

We will widen two key sections:

- Minyip-Rich Avon Road between Stawell-Warracknabeal Road and our mine site
- Johnston Road and C Leach Road between Stawell-Warracknabeal Road and Donald-Murtoa Road

- **Intersection improvements**

We will upgrade three major intersections:

- The 'six-ways' intersection where Minyip-Rich Avon Road meets Johnston Road, Stawell-Warracknabeal Road, Golf Road, and R Learmonth Road
- C Leach Road and Donald-Murtoa Road intersection
- Henty Highway and Horsham-Minyip Road intersection

- **Ongoing support**

Throughout the mine's operation, we will work with local councils to maintain roads along our transport routes.

Transport planning and consultation

We have developed our site Transport Management Plan through extensive consultation with a dedicated working group, including:

- Yarriambiack Shire Council
- Buloke Shire Council
- Northern Grampians Shire Council
- Department of Transport and Planning
- Emergency services representatives

We will continue meeting with this working group during construction and our first 18 months of operation.

We will also consult broadly with our local community and emergency services to:

- Finalise designs for road improvements and upgrades along our transport routes
- Schedule transport activities to avoid disrupting important community events
- Develop comprehensive emergency response plans
- Address traffic-related concerns



Transport movements and frequency

Construction phase

During construction, truck movements will vary based on project activities:

- Peak periods: up to 15 trucks per day (30 return trips)
- Typical periods: 5 trucks per day (10 return trips)

Operation phase

HMC

- 16 trucks per day between our site and the WIFT
- 32 total movements spread across 12-hour operating days
- Average of less than 3 truck movements per hour
- Operations will continue 7 days per week

REEC

- 1 truck every second day
- 3-4 truck movements per week

Traffic management

We will protect community safety and minimise traffic impacts through these controls:

Road use times

- Scheduling transport outside school drop-off and pick-up times
- Restricting truck operations to daylight hours to reduce noise

Route management

- Bypassing Minyip's town centre
- Setting specific speed limits for all our transport vehicles

Driver requirements

- Prohibiting the use of engine brakes in residential areas
- Restricting high beam use near homes

Infrastructure

- Upgrading key local roads to support safe transport



About the Donald Project

The Donald Rare Earth and Mineral Sands Project is near Minyip and Donald, 300 km north-west of Melbourne.

Discovered in the 1980s, the site is a world-class source of minerals essential for everyday industries. These include critical minerals like zirconium and titanium, along with rare earth elements such as neodymium and praseodymium.

Donald Project Pty Ltd, trading as Donald Mineral Sands (DMS), is the joint venture between Astron Limited and Energy Fuels Inc developing the project.

Through responsible resource development, DMS will create long-term regional benefits including economic growth, jobs, and infrastructure improvements.

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