



# The Chandler Proposal - Transport of salt

## Would salt be stockpiled?

Yes. Up to 3.5 million tonnes of salt would be stockpiled on-site at the Chandler Facility. A stockpile may remain on-site for a period before it is taken off-site and exported.

The export of salt would be determined by two things:

1. Salt off-take contracts.
2. Market price.

## How would salt be transported and where would it be transported to?

Salt would be transported by road train via the private Chandler Haul Road to the Apirnta Facility. At the Apirnta Facility, it would be loaded onto a train. The train would travel mostly south to Adelaide Port. At the port, the salt would be unloaded from the train and then loaded as bulk material onto a ship that would predominately supply the Asian market.



Salt would be stored in bulk bags or in lined shipping containers prior being transported via rail to market

## How much salt would be exported?

Up to 750,000 tonnes of salt would be exported per annum, although average volumes are expected to be significantly less than this amount (500,000 tonnes per annum).

Of the 750,000 tonnes of salt, 500,000 tonnes would be exported to the overseas market (predominately Asia) and 200,000 to 250,000 would either be transported to the domestic market (as speciality salt) or used as backfill in the voids during waste emplacement at the proposed Chandler Facility.



Salt would be transported by rail mostly for export via the Port of Adelaide.

