

**ASX Release**  
**28 March 2019**

## **MACKAY SOP PROJECT LOGISTICS CHAIN UPDATE**

### Highlights

- **Significant progress achieved towards the establishment of a new transport corridor to provide a secure long-term logistics chain for the Mackay SOP Project**
- **Reconnaissance heritage and environmental programs completed**
- **Geotechnical testwork results and LiDAR data received**
- **Design packages awarded and DFS engineering for road works in progress**
- **Detailed environmental surveys planned for April and May 2019**

Agrimin Limited (ASX: AMN) (“Agrimin” or “the Company”) is pleased to provide an update in relation to its proposed logistics chain for the Mackay Sulphate of Potash (“SOP”) Project in Western Australia. All data has now been received from recent fieldwork programs and the engineering design phase for road works has commenced on schedule for the Definitive Feasibility Study (“DFS”).

The establishment of a new transport corridor is integral to the successful implementation of the Company’s plans for a large-scale and long-life operation with potash shipped via Wyndham to world markets. The corridor can facilitate a mine-to-port logistics chain involving bulk haulage and minimal materials handling, which in turn can allow very cost effective transportation of large tonnages of potash.

The Mackay SOP Project is designed for an annual production target of 426,000 tonnes of SOP<sup>1</sup>. The Company plans to use a dedicated fleet of quad road trains which will be loaded with bulk SOP via a product load-out facility at the process plant site. The road trains will haul the SOP directly to a storage shed located near the multi-user wharf at Wyndham Port. Discussions are continuing in respect to the use of existing port facilities at Wyndham as well as the development of new infrastructure to support Agrimin’s planned shiploading operations.

The new transport corridor also supports the option of trucked LNG fuel supply to the Project site. The Company is continuing to advance negotiations with LNG suppliers.

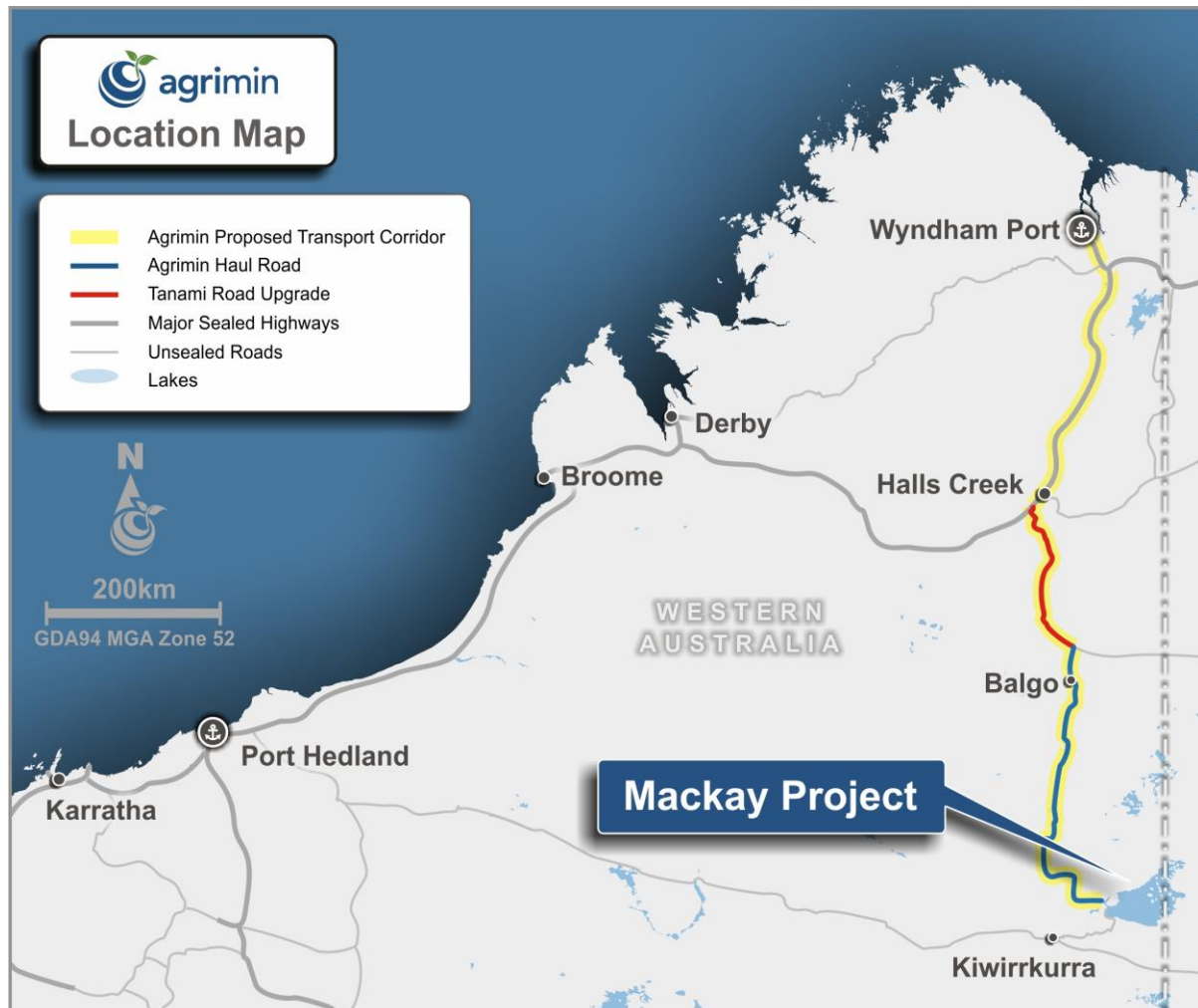
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<sup>1</sup> Refer to the ASX Release on 7 May 2018 for full Pre-Feasibility Study details. All material assumptions underpinning the production target and forecast financial information derived from the production target continue to apply and have not materially changed.

## Haul Road Engineering

The total haulage distance from the Project site to Wyndham Port is 980km (**Figure 1**). The route comprises 385km along the proposed new haul road, 205km along the Tanami Road and 390km along the Great Northern Highway.

**Figure 1. Project Map**



Establishment of the new transport corridor includes two discrete components of road works.

Firstly, the construction of a 385km haul road is planned to connect the Project site to the existing Tanami Road. The Company recently awarded the design package for this haul road to Coffey Services Australia. The Company has previously completed an extensive 1km spaced test pit program along the proposed haul road alignment. The geotechnical testwork results from these test pits have been received and indicate a good construction environment and the presence of suitable borrow materials. In addition, the Company completed a LiDAR survey over the proposed haul road alignment and this data has been processed and received.

Secondly, a 205km section of the existing Tanami Road is planned to be upgraded to enable the Company's proposed haulage operations. The Company recently awarded the design package for the Tanami Road upgrade to Greenfield Technical Services. A physical assessment of the existing road has been undertaken and engineering work is underway. The Tanami Road already has RAV 10 network certification which permits the use of quad road trains. The Company is liaising with the Shire of Halls Creek and the Department of Main Roads Western Australia in relation to the road works along the Tanami Road.

The Northern Australia Infrastructure Facility ("NAIF") Board has expressed its interest in investigating the potential for NAIF support for the Project with particular reference to Agrimin's proposed infrastructure. This could potentially provide concessional longer term debt finance for the Project's proposed road works. Based on discussions with NAIF, the Company is currently studying the option of sealing the haul road and the section of the Tanami Road being upgraded.

## Haul Road Approvals

The haul road alignment passes through three native title determination areas, which includes Tjamu Tjamu (Aboriginal Corporation) RNTBC, Parna Ngururrpa (Aboriginal Corporation) RNTBC, and Tjurabalan Native Title Land Aboriginal Corporation RNTBC. The Company has attended on-country meetings with all three native title groups and has received support for the haul road. The Company plans to undertake heritage surveys and progress negotiations for land access agreements during 2019.

The Company's environmental consultants at Stantec have completed a reconnaissance trip along the haul road alignment. Preparations are well advanced for a range of environmental surveys to take place during April and May 2019. These surveys will form part of the Project's overall environmental impact assessment process.

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### About Agrimin

Based in Perth, Agrimin Limited is a leading fertilizer development company focused on the development of its 100% owned Mackay SOP Project. The Project is situated on Lake Mackay in Western Australia, the largest undeveloped SOP-bearing salt lake in the world. Agrimin is aiming to be a global supplier of high quality SOP fertilizer to both traditional and emerging value-added markets. Agrimin Limited's shares are traded on the Australian Stock Exchange (ASX: AMN).

**Forward-Looking Statements**

This ASX Release may contain certain “forward-looking statements” which may be based on forward-looking information that are subject to a number of known and unknown risks, uncertainties, and other factors that may cause actual results to differ materially from those presented here. Where the Company expresses or implies an expectation or belief as to future events or results, such expectation or belief is expressed in good faith and believed to have a reasonable basis. Forward-looking information includes exchange rates; the proposed production plan; projected brine concentrations and recovery rates; uncertainties and risks regarding the estimated capital and operating costs; uncertainties and risks regarding the development timeline, including the need to obtain the necessary approvals. For a more detailed discussion of such risks and other factors, see the Company’s Annual Reports, as well as the Company’s other ASX Releases. Readers should not place undue reliance on forward-looking information. The Company does not undertake any obligation to release publicly any revisions to any forward-looking statement to reflect events or circumstances after the date of this ASX Release, or to reflect the occurrence of unanticipated events, except as may be required under applicable securities laws.