SILICA RESOURCES
AUSTRALIA

Please note this information is from July 2025. For the most up-to-date information, please refer to the FAQs on the website, which are regularly updated.

Kurrimine Beach Progress Association Meeting
6pm, 10th July 2025
Kurrimine Beach Progress Hall,
919 Murdering Point Road, Kurrimine Beach

Questions provided by Kurrimine Beach Progress Association members to Silica Resources Australia

Processing Time

1. When do you expect to begin processing silica into silica flour?

Subject to drawing down finance, we anticipate having the on-site silica flour mill constructed in 2026.

Stage 1

2. *The website states that Stage 1 was to commence extraction of silica in late 2024.*
3. What works have commenced in Stage 1?
4. What are your permitted days and hours of operation?

The Mining Lease on stage one has been in place since 2003. The sand resource on the stage one property has been used for building and construction sand for over four decades.

In 2019 the founder of Silica Resources Australia (SRA) first looked at the project and in 2022, Silica Resources Australia was founded to be the owner of the Mourilyan Silica Sands project by buying MSR. When SRA had the rights to the project, significant additional drilling was undertaken, and this showed a much greater deposit of higher value than had historically been recognised.

Stage one works have included building the processing plant on the freehold land, with the existing Mining Lease on Stephenson Road. The project was delayed, partly due to the long-wet season, and the processing plant was commissioned in April-May 2025.

The permit conditions allow 24 hours 7 days a week for mining and generally 6am to 6pm for trucking. The conditions require the operations not cause unreasonable noise and suggest measures to be taken to achieve this outcome. Currently, the project is operating 12-hour shifts (6am to 6pm) Monday to Friday. These hours may extend if production expands in the future.

Local Employment

Website states - Long term 50 direct and 130 Indirect FTE
SRA is looking to employ 82 FTE's through contract services by 5th year of operations

5. Will these FTE's be directly contracted by SRA or outsourced?
6. What does the employee resourcing strategy look like in terms of local vs outsourced / contractors employment % split?
7. Does SRA have incentives / KPI's for contractors to source locally?
8. When will recruitment be commenced / jobs advertised?
9. What is the mine's plan for creating local jobs?
10. What types of jobs will be available during different project phases?
11. What percentage of total jobs will be filled by local residents?

SRA wants to employ and contract as many local Cassowary Coast employees and businesses as possible. There is not a fixed percentage figure on employee vs contractors. It will depend on the project stage and scope of works (operations or construction).

We believe Cassowary Coast already has many people who are skilled and working in the mining and resources sector either as drive-in-drive-out or fly-in-fly-out.

Given the opportunity we believe some of these people would choose to work closer to home in the Cassowary Coast where they can be with their family and enjoy the lifestyle of the area. We have received CVs from local people who have proactively sent these through to our email address listed on the website. These CVs received from Cassowary Coast residents show local skills include truck drivers, machinery operators and environmental scientists. If we can employ local people and engage local contractors, there will be less strain on the housing availability in the region, as these people are already living here.

SRA has a Workforce Development Strategy and this strategy focuses on:

1. Meet Future Skills Need
2. Improve attraction and retention
3. Develop cross-sector transferable skills
4. Support entrepreneurship, business capability and the regional innovation ecosystem.

Some of the actions in the Workforce Development Strategy include:

- Annual participation in the Cassowary Coast Regional Council careers day expo.
- Create partnerships between the schools and tertiary education providers to promote the career pathways.
- Work with partners to develop a social needs program that provides employees with assistance in overcoming barriers to work.
- Sponsoring the Tropical Innovation Festival to support entrepreneurship, business capability and the regional innovation ecosystem.
- An annual supplier and contractor briefing will be held to provide information on upcoming works.

In late May 2025, the Native Title Agreement with the Mamu Aboriginal Corporation was finalised. This agreement will cover the leasehold land in stage two. This agreement has strong targets to proactively employ and train Mamu people and help establish and procure off Mamu businesses.

The types of jobs and skills required include environmental scientists, engineers, laboratory workers, geologists, administration, truck operators and machinery operators.

Job vacancies will be advertised on the SRA website: www.silicaresources.com.au

Transport and Logistics

12. How many trucks movements per day are forecasted especially when stage 2 commences?
13. What is the exact transport route that trucks will use from the site to the port?
14. What are the proposed days and hours of truck operations?
15. What type of truck configuration will be used, and what is the expected load weight per truck?

Stage two will encompass an expansion of the Stage 1 project and depth of the extraction; and will also involve an additional area located adjacent to Stage 1. The stage 2 project will be subject to a number of government approvals, environmental consultations, technical studies, and landholder discussions. This process will ultimately determine the exact location and size of the project. This stage will also involve a port expansion to build common user infrastructure at the Port of Mourilyan.

The current plans are for trucks to travel to the Stephenson Road site from the Bruce Highway onto Cowley Beach Road and Stephenson Road. Trucks will leave site south along Stephenson Road, before heading west on Murdering Point Road and onto the Bruce Highway. Once at the Bruce Highway, the truck movements will depend on the product supply contract we have with the purchaser:

- moving south if trucking product domestically south;
- North on the Bruce Highway and West via the Palmerston if heading west; or
- North on the Bruce Highway and east on the Mourilyan Harbour Road if going to the Port of Mourilyan.

We do not currently have a forecast for how many trucks there will be for stage two. This will be part of the assessment and approvals process.

In the most recent contract, we had three trucks doing three trips per day to the Tablelands. This will increase depending on the contracts to be filled and the shorter haulage to the Port of Mourilyan.

At this stage the trucks will only be able to move 6am to 6pm, 7 days a week. It is envisaged that with the upgrade to Stephenson Rd, trucks will be able to operate on a sealed surface 7 days a week, 24 hours a day.

The truck configuration will be truck and dog and the expected weight per truck will be 30 – 38 tonnes. After sealing it is hoped to be able to move standard B Doubles.

Road Infrastructure

16. Who will be responsible for the repairs, maintenance and upgrades to the Murdering Point Road, Stephenson Road and the intersection of these 2 roads due to the increased heavy vehicle usage? The intersection is already in a dangerous state from the increased heavy traffic.
17. Will any upgrades or changes be made to road intersections or access points onto the Bruce Highway? If so what will these be?
18. Who is responsible for funding and maintaining any such upgrades?

SRA has committed to paying for the sealing of Stephenson Road (a Cassowary Coast Regional Council owned road) and this is anticipated to be undertaken in 2026.

Murdering Point Road is a State Road and will remain the responsibility of the State Government to fund and repair through the Queensland Department of Transport and Main Roads. SRA will pay a levy to support this.

We are not aware of any changes to intersections on the Bruce Highway (a Commonwealth Government road). As per all Bruce Highway decisions and priorities, any upgrades would be identified by the Queensland Department of Transport and Main Roads in discussions with the Commonwealth on funding arrangements.

Stage Two

19. What is the updated project schedule for Stage 2?
20. What is the current status of your Stage Two project approvals?
21. Will your permitted days / hours of operation change?

Stage two will encompass an expansion of the Stage one project and depth of the extraction; and will also involve an additional area located adjacent to Stage one. The stage two project will be subject to a number of government approvals, environmental consultations, technical studies, and landholder discussions. This process will ultimately determine the exact location and size of the project. This stage will also involve a port expansion to build common user infrastructure at the Port of Mourilyan.

This is a large body of work with some of the environmental studies being required over multiple years. This work is still being undertaken and we have no further update to the days/hours of operation. This would be a decision made in consultation with stakeholders and then for the State Government, which would ultimately provide any licence for stage two.

Stage two is anticipated to start extraction in 2028, subject to final approvals and a final investment decision.

Water Access and Management

22. What are the resources for water that you will be using in the processing plant?
23. What are the resources for water that you will be using to wet down on-site rd's and stockpiles?
24. Where will this water be stored – in tanks or open dams / ponds?
25. If water is stored in open ponds how will you contain this with wet season rains / storage / flooding?
26. Where will overflow or stormwater runoff be directed?
27. What systems will be in place to prevent and manage potential spills or leaks, especially of hazardous materials?

The amount of water required for the stage 2 project has not been resolved, the stage 1 operations will provide an insight to these values. The water currently used on site is in a closed-loop system stored in tanks and recycled through the process. There is no tailings dam. Geotubes are used to capture the finer grain sizes below 75 microns. There is no use of hazardous chemicals in the process circuit. The sand is dug up from the ground, sorted into grain size and washed with recycled water.

Health, Air Quality and Dust Control

28. What guidelines do you have to decide whether you will be transporting the silica flour in either bags or trucks?
29. What dust management strategy does SRA have in place for the dust risks associated with the transport of silica from mine to port
30. What air and water quality monitoring systems will be implemented to track silica dust levels?
31. How frequently will monitoring results be published?
32. Where will the community be able to access this information?

SRA initiated dust monitoring for the project in 2024. The results of the dust monitoring are reported to the Queensland Government and are not reported publicly by SRA. SRA, like all businesses, must adhere to Workplace Health and Safety legislation and the Mining and Quarrying Act. The risk posed by silicosis is avoided as SRA will cut all silica on site at 75 microns and runs a wet process to ensure fine silica particles and dust are not included in the mining process. Any smaller size fraction is passed wet into geotube bags.

The fraction size of respirable crystalline silica is <10 micron; this is the fraction that can enter the lungs and cause irritation and inflammation, with long-term exposure potentially causing silicosis (SSN 2020, WHSQ 2022[1].

The product will be transported either in bags or covered trucks. This will be based on the customer's needs. Generally, our 75 – 150 micron product will only be transported in enclosed bags to conserve the product. The size fractions above 150 microns will be sold in a combination of bags and bulk.

In the future, the fine ground silica flour products will all be transported in bags and often in bags in containers.

The Stage two Flour Mill is a self-contained area with dust controls. All staff and management in this space will have the appropriate PPE.

Port Operations and Public access

33. Will there be any impact on public access for fishing and or boating?
34. Will there be any changes to the current car / boat parking at the Port of Mourilyan
35. Will there be stockpiles at the port?
36. If so, how will they be stored and protected?
37. Will there be any impact on public access to the port, including vehicle and boat access?
38. Will any public land be restricted or repurposed due to mining or transport activities?
39. Are there any areas of public land that will require alternative access for the public due to mine activity?

The recreational fishers will not be impacted, however, there may be some restrictions to the commercial fishers' jetty when the mobile conveyor is in place, when the silica ships are being loaded.

The public car/boat parking will not be impacted, however, the cul-de-sac turnaround at the northern end of the Coast Guard building will be slightly impacted by the mobile conveyor along the western extremity.

There will be an open stockpile on Lease R just to the south of the STL workshop, which has a current environmental approval for an open stockpile storage from the Department of Environment, Tourism, Science and Innovation (DETSI).

[1] SSN 2020, What is Silicosis? Silicosis Support Network, accessed on 27 March 2025, https://www.silicosissupport.org.au/what-is-silicosis/

WHSQ 2022, Managing respirable crystalline silica dust exposure in construction and manufacturing of construction elements Code of Practice 2022, Workplace Health and Safety Queensland Government, accessed on 27 March 2025, https://www.worksafe.qld.gov.au/laws-and-compliance/codes-of-practice/managing-respirable-crystalline-silica-dust-exposure-in-construction-and-manufacturing-of-construction-elements-code-of-practice-2022

There will be a large storage shed constructed on Lease S (adjoining Lease R above) in Stage 2 of the project.

Recreational boat access to the boat ramp will not be impacted; however, during periods of loading minerals, for safety reasons, vehicular and pedestrian access will be restricted to the working areas of the port and the main wharf.

The areas of the port from the vehicle turnoff to the public boat ramp at the STL shed is all land owned by Ports North and is not public land.

Vehicular access will still remain open to the recreational boat ramp and carpark during any mine activity.

Pit rehabilitation

40. What material will be used to rehabilitate mine sites?
41. *Rehabilitation will progressively occur for the first four years*; how will you be managing rehabilitation after this time?
42. What is the mine's rehabilitation and revegetation plan once mining operations are complete?

In Stage 1, the pits will remain and the area rehabilitated consistent with the approval to retain less than 7m from ground to the pit floor. A trial wetland is envisaged for the pit on the current freehold Mining Lease. In Stage two, as part of the approvals process, the project is required to consult with the community and will require input from technical studies including our current water unit study. This will inform what the site will look like at the end of the project.

Consultation has commenced with the Mamu Aboriginal Corporation as part of the Native Title Agreement. These discussions have centred around the opportunity to create a wetland environment, replanted with local native species similar to what has been done at Cattana Wetlands in Cairns. Cattana Wetlands in Cairns is a former sugar cane farm and sand mining quarry and has since been rehabilitated to form an enjoyable 80ha nature conservation park.

Additional environmental studies are being undertaken to see if rehabilitation into a wetland is a possibility and how this would be achieved to assist the landform and capture silt and nitrogen (in particular) from mother nature and farming activities near the project area.

Wildlife and Environment Protection

43. What are the protective buffer zones and setbacks that you have designed to minimise direct impacts to nearby protected areas and waterways?
44. Where are the identified environmentally sensitive areas, wash aways?
45. What specific measures are being taken to protect local wildlife, including cassowaries, wallabies, birds, and frogs?
46. How will the mine manage and dispose of mining waste to minimize environmental harm?
47. A 50m buffer zone alongside Wanda Creek (western boundary) – where is Wanda Creek?

The Mourilyan Silica Sands Project will be designed to minimise, and where possible, avoid environmental impacts associated with mining and processing.

The exact details of this, in terms of the questions above, are part of the works being undertaken for the stage two project, which will be subject to a number of government approvals, environmental consultations, technical studies, and landholder discussions. This process will ultimately determine the exact location and size of the project.

There is no tailings dam. The materials collected in geotubes is a product that will be sold.

With respect to Wanda Creek, it is a drainage feature that in part traverses ML20278, where stage 1 occurs.

Re: Cassowaries

Dr Graham Lauridsen BVSc has been engaged as an independent scientific cassowary specialist. Dr Graham is a veterinarian by training and is well known to the Cassowary Coast community for his many decades of work with the cassowary. This includes being instrumental in setting up the Garners Beach and Barrine cassowary rehabilitation centres, conducting cassowary behavioural studies (including movement patterns) and providing veterinary care to injured cassowaries. Dr Graham won the 2016 Citizen of the Year award for the Cassowary Coast Regional Council area.

Dr Graham will review key documents for the project including traffic management plans, sustainability reports and will be involved in the mine rehabilitation planning.

The stage 1 area is a grassed cow paddock and quarry site. Cassowaries have not been known to frequent the stage 1 area but could potentially, although unlikely, travel through the area if seeking a fruiting tree or moving from one habitat area to another.

Stage two is subject to significant environmental assessments.

In its planning the project team, with Dr Graham's guidance, is looking at how to minimise impact on the cassowary, including:

- A no dogs policy on site. Dogs and vehicles are the biggest killers of cassowaries.
- Significantly reducing vehicle movements to the Port of Mourilyan and enforcing speed limits through vehicle monitoring.
- Not building large fences around the project site which will restrict the movement of the cassowary. Large fences can cause the cassowary stress either by changing its preferred transit over the landscape or by injuring themselves by trying to penetrate the fencing. The existing wire cattle fencing will be retained, which cassowaries are known to pass through with limited concern.
- Mine rehabilitation planning will focus on how the mined land can be progressively rehabilitated to a state that is nature positive from its current state, with a focus on vegetation corridors for cassowaries.
- Educating workers and contractors on the importance of not feeding cassowaries (which will help keep them away from roads and humans), keeping to the speed limit and what to do if they have any cassowary interactions or see an injured cassowary.

Cassowaries and Mourilyan Port Road

On Mourilyan Harbour Road, SRA has issued a company directive to all SRA vehicles to reduce the speed to 60km per hour in the 100km zone and the eastern 80km zone, where cassowaries are known to cross this road.

On-Site Accommodation

48. Will onsite accommodation be provided for workers?
49. If so, how many workers are expected to stay onsite?
50. What facilities and infrastructure will be included in the accommodation?

SRA does not intend to have on-site workers' accommodation. Any workers not living locally, will use accommodation services from existing local Kurrimine Beach businesses.

Contact

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