APPENDIX Z - ECONOMIC IMPACT ASSESSMENT

ISAAC DOWNS EXTENSION PROJECT ECONOMIC IMPACT ASSESSMENT

STANMORE RESOURCES LTD

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Client:	Stanmore Resources Ltd
Client Contact:	Richard Oldham
Project Manager:	Kieron Lacey
Email:	kieron.lacey@aecgroupltd.com
Telephone:	1300 799 343
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EXECUTIVE SUMMARY

BACKGROUND & PURPOSE

Stanmore ID Extension Pty Ltd (ID Extension), a wholly owned subsidiary of Stanmore Resources Ltd (Stanmore), proposes to develop the Isaac Downs Extension (IDE) Project (the Project), which will produce up to 4.5 million tonnes per annum (Mtpa) Run of Mine (ROM) coal. The Project will extend the life of mining operations at the Isaac Plains Complex (IPC) through the development of an open cut coal mine pit and associated infrastructure, primarily mining metallurgical (steel making) coal. IPC comprises Isaac Downs Mine (IDM), Isaac Plains Mine (IPM) and the Project. Construction is expected to take approximately one to two years, followed by a mine life of approximately 15 years (with an overlap in construction and operation in the second year of construction).

The Project adjoins IDM, and will be integrated into IPC with:

- ROM coal washed at the IPM coal handling and preparation plant (CHPP)
- A shared mine infrastructure area (MIA) at IDM
- Connecting infrastructure (such as water management infrastructure and power supply).

This economic impact assessment report has been prepared to examine the likely impacts of the Project on the regional (in which the Project is proposed to be located) and Queensland economies to support an environmental impact statement (EIS) for the Project.

This report has been developed as a technical document to support the preparation of the EIS. The report quantifies the expected beneficial and adverse economic impacts of the Project on the regional and state economies. The report also recommends mitigation strategies to ensure regional economic values are enhanced or, at least, maintained if the Project proceeds.

STUDY CATCHMENTS

The study catchment areas utilised for the purpose of economic analysis of the Project is based on the location of the Project, the likely sources of labour, goods, and services that will be utilised for the Project, as well as the location of the processing and port facilities, as these represent the regional economy most likely to be directly and/or indirectly affected by the Project. The Regional Catchment has been defined as the area encompassing Isaac local government area (LGA) and Mackay LGA, with analysis also undertaken for Queensland and Australia as appropriate.

EXISTING ECONOMIC ENVIRONMENT

Population in the Regional Catchment grew by 0.7% on average annually over the decade to 2024 to reach approximately 151,600 residents, following a modest decline in the number of residents post mining boom between 2013 and 2016 (ABS, 2025 a). Since 2016, population growth has been steadily supported by growth in demand for coal globally, as well as development of a number of major projects. By 2051, population in the Regional Catchment is forecast to continue to rise at an average rate of 0.9% per annum (QGSO, 2024) to a population of 193,300 persons.

The Regional Catchment's economy recorded a gross regional product (GRP) of $35.2 billion in 2023-24, reflecting an average annual growth rate of 4.1% and a total increase of $11.7 billion from that recorded a decade ago in 2013-14 (AEC, unpublished a). Economic activity in the Regional Catchment has historically trended with resource cycles and major project developments, with mining the primary industry in the region and comprising over two-thirds (67.5%) of industry value add (IVA)[1] in 2023-24.

[1] IVA represents the value-added activity contributed by all industries in an economy, excluding the sector of ownership of dwellings. IVA is akin to GRP, with the exclusion of taxes and subsidies on products as well as the sector of ownership of dwellings.

Agriculture has historically also been a key industry in the region, with over half (54.6%) of total agricultural production value derived from cattle and calf livestock production and almost one-third (31.2%) derived from sugar cane production (ABS, 2022 a).

The Regional Catchment labour force has experienced several peaks and troughs over the last decade, largely in keeping with broader resource cycles. After employment contracted by around 8,900 persons from June 2018 to June 2019 due to the end of construction for several regional projects, the labour force subsequently grew by an additional 13,400 persons over the next three years by virtue of a visible ramp-up in coal projects and higher levels of participation in an unusually tight post-pandemic labour market (J&SA, 2025; ABS, 2025 b). Tightness in the Regional Catchment labour market has persisted over the last five years, with an unemployment rate of 1.8% in March 2025 reflecting its lowest in over a decade and well below that of Queensland (4.3%).

Employment by place of work data shows the Regional Catchment employed approximately 81,200 persons in 2023-24, with just under one-fifth (19.7%) of these workers employed within the mining industry (AEC, unpublished b). Mining jobs were highly concentrated within the coal mining sector, comprising 82.1% of mining employment and 16.2% of total employment within the Regional Catchment in 2023-24. Other prominent industries of employment included health care and social assistance, construction, and retail trade. Trends in place of usual residence employment closely followed place of work employment, with the Regional Catchment a net importer of labour (ABS, 2022 c). There was a total net inflow of labour of around 11,500 employees in 2021, including a net inflow of 4,600 employees within the mining industry.

The Regional Catchment has experienced substantial growth in the property market, with dwelling transfers and dwelling prices rising considerably since 2018 (QGSO, 2025). This was driven by a number of factors, including favourable macroeconomic conditions such as low interest rates and housing stimulus, internal migration into regional Queensland (particularly Mackay), and a correction from already depressed levels during a period of rising incomes and employment linked to the mining industry. Owner-occupier purchases have accounted for a greater share of dwelling transfers over the last decade in the region, quickly absorbing former rental stock. A large portion of dwellings tied up in non-resident uses or being left unoccupied has also limited the total stock available for permanent rentals, delivering lower vacancy rates and strong rental price growth.

REGIONAL IMPACT ASSESSMENT

POTENTIAL BENEFICIAL IMPACTS

Key beneficial impacts arising from the Project are outlined below. Impacts are examined in consideration of what would otherwise occur if the Project does not proceed.

Table ES.1. Assessment of Potential Beneficial Impacts

Impact	Description
Economic Growth	The Project will contribute to economic growth through increased GRP during construction and operations (i.e. production), flowing from both direct and indirect impacts: • The Regional Catchment economy is estimated to receive an additional $17.7 million in GRP during construction (relative to what would be expected to occur without the Project) and $106.6 million in GRP per annum on average during operations. • The Queensland economy is estimated to receive an additional $32.9 million in Gross State Product (GSP) during construction and $198.5 million per annum on average during operations. At peak production, the Project is estimated to result in an increase of 0.49% in Regional Catchment GRP and 0.03% of Queensland GSP, compared to what would be expected to occur without the Project.

Impact	Description
Employment	The Project will directly deliver employment in the Regional Catchment and Queensland, including between 100 and 150 jobs during construction (125 full-time equivalent (FTE) jobs assumed for this study) and 313 FTE jobs per annum on average during operations. It is expected approximately 65% of these workers would be sourced from the Regional Catchment during both construction and operations. Economic modelling indicates a net increase in jobs in the Regional Catchment and Queensland during construction and operations, relative to what would be expected to occur without the Project. These estimates are inclusive of the direct Project workforce outlined above as well as flow-on impacts, in consideration of resource constraints and competition for labour. As such, these estimates may be lower than the direct Project workforce estimates: • For the Regional Catchment, the Project is estimated to support an additional 118 FTE jobs during construction and 160 FTE jobs per annum on average during operations. • In Queensland (inclusive of the above figures for the Regional Catchment), the Project is estimated to support an additional 143 FTE jobs during construction and 259 FTE jobs per annum on average during operations.
Household Incomes	The increase in employment, as well as upward pressure on real wages as a result of competition for labour supported by the Project, is estimated to result in the following additional household incomes: • $32.2 million in additional household incomes in the Regional Catchment during construction, as well as $100.5 million per annum on average during operations. • $84.0 million in additional household incomes across Queensland during construction, and $191.2 million per annum during operations.
Support for Local Businesses	The Project will extend operations at the IPC, allowing for ongoing contracts and sales activity to supply and service the needs of the Project and support local supply chains, while also providing opportunity for new local supply contracts. Much of the flow-on impacts are expected to be retained within the Regional Catchment, supporting businesses in surrounding regions of the Project site. Prominent industry beneficiaries of retained flow-on impacts from the Project include transport and storage, trade, business services, and public services, health and education. The Project will also result in a continuation of support for local suppliers and contractors, providing additional security and longevity of business incomes (and employment) in the region.
Government Revenue	The Project will provide a lift in Queensland and Australian Government revenues through a variety of taxes and royalties. The Project is estimated to deliver an annual average of: • $60.3 million in additional revenue to the Australian Government (through personal income tax, fringe benefits tax, company tax, and GST). • $43.6 million in additional revenue to the Queensland Government (primarily through royalty payments). These additional revenues can be used by government to provide additional infrastructure and services to support business and households throughout Australia.

Source: AEC.

POTENTIAL ADVERSE IMPACTS

Key potential adverse impacts arising from the Project are outlined below. Impacts are examined in consideration of what would otherwise occur if the Project does not proceed. This also includes assessment of potential impacts which can provide both beneficial consequences for some stakeholders and adverse consequences for others.

Table ES.2. Assessment of Potential Adverse Impacts

Impact	Description
Impact on Agricultural Uses	The Project is located in an area primarily used for cattle grazing, which may be adversely impacted as a result of the Project. Based on a total Project disturbance area of 2,080 ha, there could be approximately $184,000 per annum in potential value lost in cattle grazing over the life of the Project at peak grazing land disturbance. The land will be progressively rehabilitated to return the majority of the land to a post-mining land use for grazing. Over the life of the Project (including a 10-year rehabilitation period to return the land to the original production value), the impact to agriculture from the Project is estimated to have a net present value of approximately $1.7 million (using a 7% discount rate). This assumes the land disturbed would otherwise provide a value for grazing production of approximately $88.56 per ha (in line with the average value in the Regional Catchment in 2021), and all of this value would be lost as a result of the Project until the land is rehabilitated.
Impact on Fisheries	The Project's direct activities are not anticipated to impact or impede any recreational, commercial, or Indigenous fisheries. The location of the Project, CHPP facility, and existing routes utilised for hauling of coal via rail to export terminals are not within the proximity of any direct fishing activity. The potential for the handling of coal and transport via ships to impact on marine habitats and fishing activities will be in line with existing risks from coal exports from the IPC (primarily via the Dalrymple Bay Coal Terminal), with vessels assumed to use existing shipping routes.
Impact on Environmental Uses	The Project will clear around 350 ha of remnant vegetation, for which a biodiversity offset will be required. To offset the area of remnant vegetation to be cleared, an area of approximately 1,780 ha located on Stanmore-owned land will be improved and preserved. An imputed opportunity cost for the land to be set aside for offset based on an indicative land purchase price for the Isaac Regional Council area of $1,000 per ha was estimated (in consideration that land used for offsets is unlikely to be prime grazing land), inferring an imputed offset value of $1.8 million. The Project will also involve clearing of an additional 1,730 ha of land primarily used for grazing, providing a level of biodiversity and habitat which will be lost. Over the life of the Project (including decommissioning and rehabilitation) and applying a 7% discount rate, the lost habitat value is estimated to have a net present value of approximately $3.4 million based on research regarding the ecosystem service value of grazing farms in the US indicating a unit value of the grass/ rangelands biome of US$112 per ha per year in 2017. The combined present value of Project offsets and lost habitat value is estimated to be $5.1 million in present value terms at a 7% discount rate.
Impact on Businesses from Competition for Resources	The Project will result in ongoing competitive tension for labour and resources, supporting higher levels of inflationary pressures and costs to businesses than would be expected without the Project, which could lead to potential difficulties for local businesses in terms of attracting and retaining staff. Manufacturing is expected to be the most adversely impacted industry as labour and resources in the manufacturing industry tend to be the most compatible with construction and mining activities, and as such, may flow from this industry to the Regional Catchment to support the Project. It should be noted that as the Project is a continuation of an existing mining operation, any inflationary pressures resulting from the Project are already being experienced within the Regional Catchment and Queensland and are not expected to be exacerbated by the Project.
Impact on Industry from Exchange Rates	The Project will result in the export of an additional 30.0 Mt of saleable coal over 15 years that would not otherwise occur without the Project. The impact of the Project on exchange rates is anticipated to be negligible, with an annual average of 2.0 Mtpa of saleable coal exported due to the Project comprising around only 0.5% of Australia's annual exports of coal and around 0.1% of total national export value, relative to 2024-25 exports of $512.5 billion (Australian Government, 2025 b).
Water-related Impacts on Industry	No new sources of water supply will be required for the Project, given the Project's water management systems will be integrated with the IPC. Water requirements will be met within existing water allocations, with no additional risks to water availability for other users. Use of the IPC water management systems will allow the transfer of mine-affected water to and from the Project and IDM, along with access to external raw water supply and excess storage capacity within existing mined voids and dams. Additionally, the construction of levees will protect the open cut mine pit area from potential flooding impacts from nearby watercourses, including the Isaac River, Cherwell Creek, and Conrock Gully. As such, the Project is not predicted to result in water-related economic impacts on industry.

Impact	Description
Impact on Property Market	Workforce accommodation arrangements for the Project will be similar to the existing accommodation strategy used by the IPC, being a mix of existing local mining village accommodation and residences in local town centres. Of the 100 to 150 construction jobs, around 10% are expected to live locally (i.e. within a one-hour commute of the Project), with the remainder working on drive-in drive-out (DIDO) or fly-in fly-out (FIFO) arrangements and staying in existing mine accommodation villages. With these arrangements in place, there is not expected to be any impact on demand for local property attributable to the Project during construction. During operations, the mining, coal haulage, and support staff workforce at IDM will transition to the Project, while the CHPP workforce at IPM will continue to support the washing of coal from the Project. There is expected to be a small decrease in the operational workforce in the transition from mining at IDM to mining at the Project, from around 400 to 450 workers at IPC (supporting IDM) to around 300 to 400 workers during operations for the Project. With a gradual increase in the proportion of the workforce living locally, around 15% of the operations workforce is expected to live locally (up from around 10% of the current IDM workforce), with the remainder staying in existing mine accommodation villages while on shift (in line with current IDM DIDO and FIFO workers). While the proportion of local operational workers for the Project relative to IDM is expected to increase, the contraction of around 50 to 100 overall workers relative to IDM would be expected to result in a minimal net change in local workers. Thus, the change in overall demand for property locally attributable to the Project is expected to be negligible.
Impact of Greenhouse Gas (GHG) Emissions	The Project is estimated to generate approximately 2.6 million tonnes of carbon dioxide equivalent (CO_2-e) emissions over the life of the Project, including 1.3 million tonnes of Scope 1 CO_2-e, 0.2 million tonnes of Scope 2 CO_2-e, and 1.2 million tonnes of Scope 3 CO_2-e (excluding emissions pertaining to the processing/ use of sold products downstream and 80% of downstream transport emissions outside Australia). This corresponds to an average annual emissions across Project construction and operations of 162,700 tonnes of CO_2-e, estimated to equate to approximately 0.03% of total national emissions generated in the year to June 2025. In valuing the cost of GHG emissions, a social cost of carbon approach consistent with meeting Australian Government legislated emissions reduction targets was applied, produced by Infrastructure Australia. In 2025-26 Australian Dollar terms, the social cost of carbon was estimated at $111 per tonne of CO_2-e in 2028, increasing to $420 per tonne of CO_2-e in 2053. Applying this approach, the total value of the cost of GHG emissions was estimated to be $627.8 million, equating to $325.9 million in present value terms at a 7% discount rate.
Impact of Traffic Generation	The Project will extend the duration of transport movements relative to what would otherwise occur without the Project for the movement of labour to the mine site, as well as transport associated with general freight, movement of fuel, and supplies. This will result in increased vehicle operating costs, road damage costs, and road safety costs. The total cost of additional traffic generation due to the Project was estimated at a present value of $31.3 million (at a 7% discount rate) over the life of the Project. At a 7% discount rate, this present value estimate comprised of: • $21.4 million associated with fuel and vehicle maintenance • $0.2 million associated with increased vehicle movements on roads • $9.7 million associated with the increased risk of accidents due to increased travel.

Source: AEC.

CUMULATIVE IMPACT ASSESSMENT

The cumulative impact assessment focuses on the potential for impacts identified in the Regional Impact Assessment to be exacerbated by the concurrent development of a range of projects in the region. Projects included for consideration in the cumulative impact assessment are outlined in **Appendix B**, and include both projects which would be new to the Regional Catchment (reflecting an increase in economic activity) and projects which would extend the life of existing projects/ operations (reflecting a continuation of existing economic activity which would otherwise be lost to the Regional Catchment, outside of short-term construction impacts).

The key potential adverse economic impacts of the Project that may be exacerbated through cumulative impacts of multiple projects are examined below. It should be recognised, however, that, as the Project represents a continuation of existing economic activity, the overall contribution of the Project to cumulative impacts is very small.

Table ES.3. Assessment of Potential Adverse Cumulative Impacts

Impact	Description
Impacts on agricultural production	Most projects considered in the cumulative assessment can be expected to impact land suitable for use for agricultural purposes (primarily grazing). Cumulatively, this may exacerbate the Project's impact on agriculture through an overall contraction of land available for agricultural purposes in the Regional Catchment, and may result in a reduced capacity to replace the agricultural activity disturbed by the Project elsewhere in the Regional Catchment. However, the Regional Catchment has a relative abundance of available grazing land and the Project's impact on agriculture is small, with the majority of the disturbed land to be rehabilitated to grazing uses post mining. As such, the Project's contribution to cumulative impacts on agriculture are anticipated to be negligible.
Impacts on local and Queensland businesses	The combination of multiple projects being developed in the Regional Catchment may exacerbate the Project's contribution to competition for labour and resources. Cumulatively, this may result in a modest increase in the cost of production in the Regional Catchment compared to what would be expected to otherwise occur, which may reduce the availability of some lower income-paying service supporting businesses and household activities. The Regional Catchment may also become more reliant on imported goods and services in the short to medium term to supply the needs of additional projects. However, as the Project will represent a continuation of existing activity (outside of short-term construction impacts), the contribution of the Project to cumulative impacts on costs of production are anticipated to be very small, and primarily will support ongoing supply contracts and jobs in the Regional Catchment.
Impacts on residential property values and housing affordability	The Project is not expected to impact on housing demand during construction, with construction workers either already living locally or accommodated in existing accommodation villages. However, cumulative impacts of multiple projects being developed in the Regional Catchment may result in additional demand for accommodation villages, impacting on availability, as well as potentially increasing demand for local housing. This may place pressure on existing accommodation villages in the Regional Catchment, and may require an expansion of existing facilities or the development of new facilities to meet workforce requirements. While this has the potential to increase demand and prices for housing in the Regional Catchment, this is an extremely unlikely scenario given current capacity is not constrained at existing accommodation facilities, and the timing for development of the projects considered being uncertain (with a high likelihood that most will not be developed until after the Project). During operations, the Project may result in a minor increase in local resident workers relative to the existing IDM (though a small increase the proportion of workers living locally but a minor decrease in the overall number of workers, relative to IDM). As a result, the contribution of operations of the Project to any adverse cumulative impacts on the local property market during operations is expected to be negligible.
Impacts on trade-exposed industries	Mining projects considered in the cumulative impact assessment will be export oriented, which will increase exports from Australia and could impact on the value of the Australian dollar. Despite this, the impact on exchange rates (and thereby trade-exposed industries) is expected to be small, in consideration of overall domestic trade flows. The contribution of the Project to cumulative impacts on exchange rates is expected to be negligible in consideration of the relatively small volume of exports from the Project each year.
Impacts from GHG emissions	GHG emissions attributable to the Project are anticipated to result in a negligible increase in climate change related risks compared to what would be expected to otherwise occur, contributing an insignificant fraction to the drawdown on Queensland's remaining carbon budget to achieve State net zero emissions targets (Katestone, 2026). The Project is estimated to contribute around 0.03% of current national CO_2-e emissions on an annual basis, with Scope 1 GHG emissions to be offset in accordance with legislative requirements. As such, the Project's contribution to cumulative impacts on climate change related economic risks is anticipated to be negligible.

Source: AEC.

MITIGATION STRATEGIES

Mitigation strategies to ensure benefits of the Project to the Regional Catchment and Queensland are maximised and any potential adverse impacts are minimised include:

- To minimise adverse impacts on agricultural production in the Regional Catchment, the proponent will avoid or minimise disturbance of productive land in any areas not immediately affected by mining activity, ensuring land is of adequate safety standards for continuing grazing activities. Landholders will receive a compensation payment from Stanmore to mitigate the loss of productive agricultural land, with the value of this payment to be negotiated between the two parties.
- To maximise local benefits derived from the Project (and consistent with existing policies implemented by Stanmore), the proponent (and contractors engaged by the proponent) will source labour locally where possible and practical, and provide training opportunities where practical.
- Stanmore has long-standing relationships with local business and an established supply chain for its existing activities in the Regional Catchment. To maximise local benefits derived from the Project, the proponent (and contractors engaged by the proponent) will continue to support local business in line with the precedent set by Stanmore, by utilising these established supply networks and providing sufficient opportunities and information for local business to secure new supply contracts.
- While the Project is anticipated to have negligible impacts in terms of additional demand for accommodation/ housing in the local area, the proponent will monitor the local accommodation/ housing demands placed on the market by its workforce.

COST BENEFIT ANALYSIS

A cost benefit analysis (CBA) for the Project identifies, across all discount rates examined, that the Project would be deemed economically desirable under the CBA modelling assumptions used, with the benefits outweighing the costs. At a 7% discount rate, the Project delivers:

- A net present value (NPV) of $653.5 million over the assessment period, with total present value (PV) benefits of approximately $3.5 billion compared to an aggregated PV costs of approximately $2.8 billion.
- A benefit cost ratio (BCR) of 1.23, highlighting the Project is estimated to return $1.23 for every dollar cost.

Table ES.4. Summary CBA Results

Real Discount Rate	PV Costs ($M)	PV Benefits ($M)	NPV ($M)	BCR
4%	$3,567.7	$4,387.1	$819.3	1.23
7%	$2,824.9	$3,478.4	$653.5	1.23
10%	$2,280.0	$2,803.9	$523.9	1.23

Source: AEC.

At a discount rate of 7%, there is a 90% probability that the Project will provide an NPV between -$60.5 million and $1,294.2 million, with modelling results most sensitive to Project revenues and operating costs. Of the 5,000 iterations run, sensitivity returned a positive NPV for 93.2% of iterations.

ABBREVIATIONS & ACRONYMS

Abbreviation/ Acronym/ Unit	Term
Abbreviations/ Acronyms	
ACCU	Australian Carbon Credit Unit
AEC	AEC Group Pty Ltd
BCR	Benefit cost ratio
BESS	Battery energy storage system
BF-BOF	Blast furnace to basic oxygen furnace
CBA	Cost benefit analysis
CHPP	Coal handling and preparation plant
CGE	Computable general equilibrium
DBCT	Dalrymple Bay Coal Terminal
DIDO	Drive in drive out
EAF	Electric arc furnace
EIA Guidelines	*Economic Impact Assessment Guideline*
EIS	Environmental Impact Statement
EPBC Act	*Environmental Protection and Biodiversity Conservation Act 1999*
EUA	European Union Allowance
FIFO	Fly in fly out
FTE	Full time equivalent
GHG	Greenhouse gas
GRP/ GSP/ GDP	Gross regional/ state/ domestic product
GVA	Gross value add
ID Extension	Stanmore ID Extension Pty Ltd
IDE	Isaac Downs Extension
IDM	Isaac Downs Mine
IO	Input-Output
IPC	Isaac Plains Complex
IPM	Isaac Plains Mine
IRR	Internal rate of return
IVA	Industry value add
MIA	Mine infrastructure area
ML	Mining lease
MNES	Matters of National Environmental Significance
NPV	Net present value
PRCP	Progressive rehabilitation and closure plan
Project	Isaac Downs Extension Project
PV	Present value
ROM	Run of mine
Stanmore	Stanmore Resources Ltd
ToR	Terms of reference

Abbreviation/ Acronym/ Unit	Term
Units	
$M	Million dollars
AU$ or AUD	Australian dollar
CO_2-e	Carbon dioxide equivalent
ha	Hectares
km	Kilometres
Mt	Million tonnes
Mtpa	Million tonnes per annum
t	Tonnes
US$ or USD	United States dollar

TABLE OF CONTENTS

1. INTRODUCTION

1.1 BACKGROUND

Stanmore ID Extension Pty Ltd (ID Extension), a wholly owned subsidiary of Stanmore Resources Ltd (Stanmore), proposes to develop the Isaac Downs Extension (IDE) Project (the Project), which will produce up to 4.5 million tonnes per annum (Mtpa) Run of Mine (ROM) coal. The Project will extend the life of mining operations at the Isaac Plains Complex (IPC) through the development of an open cut coal mine pit and associated infrastructure, primarily mining metallurgical (steel making) coal. IPC comprises Isaac Downs Mine (IDM), Isaac Plains Mine (IPM) and the Project. Construction is expected to take approximately one to two years, followed by a mine life of approximately 15 years (with an overlap in construction and operation in the second year of construction).

The Project adjoins IDM, and will be integrated into IPC with:

- ROM coal washed at the Isaac Plains Mine (IPM) coal handling and preparation plant (CHPP)
- A shared mine infrastructure area (MIA) at IDM
- Connecting infrastructure (such as water management infrastructure and power supply).

This economic impact assessment report has been prepared to examine the likely impacts of the Project on the regional (in which the Project is proposed to be located) and Queensland economies to support an environmental impact statement (EIS) for the Project.

1.2 PURPOSE OF THIS REPORT

This report has been developed as a technical document to support the preparation of the EIS. The report quantifies the expected beneficial and adverse economic impacts of the Project on the regional and state economies. The report also recommends mitigation strategies to ensure regional economic values are enhanced or, at least, maintained if the Project proceeds.

2. ASSESSMENT APPROACH

2.1 ADDRESSING THE EIS TERMS OF REFERENCE

This economic impact assessment report is designed to meet the requirements for assessing economic impacts of the Project as set out in the Final Terms of Reference (ToR) for an EIS for the proposed Project.

The economic impact assessment report (this report) is required to meet the components set out in Section 9.156 to 9.164 (Economic), as well as other components of the ToR as they pertain to economic values and impacts (including Matters of National Environmental Significance (MNES) under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act), outlined in Appendix 3 of the ToR). Additional details of the requirements and how they are addressed are outlined below.

2.1.1 SECTIONS 9.156 TO 9.164 OF THE EIS TOR

Specific ToR items outlined in the *Economic* section of the ToR (items 9.156 to 9.164) and where they are addressed in this report is presented in the table below.

Table 2.1. Project Terms of Reference for Assessing Economic Impacts

ToR Item	ToR Requirement	Where Addressed
9.156	Identify the potential adverse and beneficial economic impacts of the project on the local and regional area and the State. Estimate the costs and benefits and economic impacts of the proposal using both regional impact analysis and cost-benefit analysis. Undertake the analysis in accordance with the Coordinator General's *Economic impact assessment guideline*. Separately address each stage of the project (e.g. construction, operation and decommissioning).	Sections 5 and 8
9.157	Identify recreational, commercial or Indigenous fisheries potentially impacted by the project and undertake consultation with these stakeholders.	Section 5.3.2
9.158	Provide an analysis of the economic costs to agricultural activities on land including any impacts to supply chains.	Section 5.3.1
9.159	Provide an analysis of the project's contribution to climate change-related economic and financial risks and benefits to Queensland based on best practice assessment frameworks, such as the Task Force on Climate-related Financial Disclosures (TCFD) framework. This analysis must be based on a scenario consistent with achieving the goals of the Paris Agreement (of which Australia is a signatory) to limit global warming to as close to 1.5°C as possible. Additional scenarios can be included for comparison; however, the central assessment should be aligned with 1.5°C.	Section 5.6
9.160	Consider the 'social cost of carbon' (or other form of carbon cost) in cost-benefit analysis for the project. Provide an analysis of the economic costs to the project of developing and implementing GHG measures to meet the Queensland's Government's GHG emission reduction and clean energy targets as legislated in the *Clean Economy Jobs Act 2024* and *Energy (Renewable Transformation and Jobs) Act 2024*.	Sections 5.6 and 8
9.161	Discuss and quantify the economic costs of the project's scope 3 GHG emissions.	Section 5.6
9.162	Discuss potential alternative pricing scenarios for the social cost of carbon for scope 1, 2 and 3 GHG emissions, including scenarios using the current European Union Emission Allowance Units price (or the price at the time of drafting the revised draft EIS) and futures prices by the European Union.	Section 5.6
9.163	Discuss costs and risks for the project associated with difficulty securing debt finance, insurance or other financial services, as a result of the divestment policies of major financial institutions.	Section 3.6
9.164	Describe the existing and future demand for the project's products in both domestic and international markets over the life of operations. Detail any assumptions underpinning the estimation of demand.	Sections 3.3 and 3.2.3

Source: Queensland Government (2025).

2.1.2 SECTION 8 OF THE EIS TOR

Section 8 of the EIS ToR also outlines mandatory and other requirements of an EIS in addition to those covered by ToR items 9.156 to 9.164, which includes the following requirements pertinent to the economic impact assessment, in addition to those outlined in the table above:

- Consider all available baseline information relevant to the environmental risks of the project (ToR item 8.3). Analysis of the existing economic environment using baseline information is presented in Section 4 of this report.
- Assess the cumulative impacts of the project on environmental values (ToR item 8.5). An assessment of the cumulative impacts of the Project in consideration of other major projects is presented in Section 6 of this report.
- Propose and describe avoidance, mitigation and management strategies for the protection or enhancement of identified environmental values (ToR item 8.6). An assessment of mitigation and enhancement strategies for the Project to maximise beneficial impacts and minimise adverse impacts is presented in Section 7 of this report.

2.1.3 SECTION 7 OF THE EIS TOR

Section 7 of the EIS ToR pertains to the Project's description as well as description of potential feasible alternatives. Item 7.13 of the ToR outlines the EIS should "Describe and evaluate the comparative […] economic impacts of each alternative (including the option of not proceeding), with regard to the principles of ecologically sustainable development."

The implications of not proceeding is addressed in Section 3.5 of this report. An overview of the feasible alternatives considered is provided in the EIS document. This content is not included within this report.

2.1.4 MNES TOR RELEVANT TO ECONOMICS (APPENDIX 3 OF THE EIS TOR)

The following dot points outline the MNES ToR items that are relevant to assessment of economic impacts, and where they are addressed in this report:

- Provide an analysis of the economic […] impacts of the project, both positive and negative (ToR item A3.139). This is addressed in Sections 5 and 8 of this report.
- Detail projected economic costs and benefits of the project, including the basis for their estimation through cost/ benefit analysis or similar studies (ToR item A3.141). This is addressed in Section 8 of this report.
- Include details of the relevant costs and benefits of identified alternative options to the proposed project (including not proceeding with the project), with reference to impacts on and benefits to nearby communities and other […] economic considerations (ToR item A3.145). The implications of not proceeding is addressed in Section 3.5 of this report. An overview of the feasible alternatives considered is provided in the EIS document. This content is not included within this report.
- Describe the benefits of undertaking mining in this area to the local and state economy including details of state royalties and creation of jobs (ToR item A3.146). This is addressed in Section 5 of this report.
- Provide a discussion of the global demand for metallurgical coal, which includes information about how the product is likely to be used in manufacturing and other industries (ToR item A3.147). This is addressed in Section 3.3 of this report.

2.2 STANDARDS & GUIDELINES

This report has also been prepared in accordance with the Queensland Government's *Economic Impact Assessment Guideline* (EIA Guidelines) (Queensland Government, 2017). As per the EIA Guidelines, the economic impact assessment is required to include a regional impact analysis using one of the following accepted modelling approaches for assessing economic impacts:

- Input-Output (IO) modelling
- Partial equilibrium analysis
- Computable general equilibrium (CGE) analysis.

CGE analysis has been used for modelling economic impacts in this assessment, with modelling undertaken by Prime Research. Additional details regarding the assessment method used is provided in **Appendix A**. The regional impact assessment is required to examine:

- The level of stimulus to the regional and state economy.
- The level and location of employment change through:
    - Direct labour inputs
    - Indirect labour inputs
    - The projected effects on the local economy, including housing, labour costs, and services.

The regional impact assessment is presented in Section 5 of this report. Other potential adverse and beneficial impacts of the Project are also provided in this section.

The EIA Guidelines also outline a cost-benefit analysis (CBA) should be undertaken for all major complex projects anticipated to generate wide-ranging and detailed economic impacts. The CBA has broadly been undertaken in accordance with:

- *Business Case Development Framework – Cost Benefit Analysis Guide* (Queensland Government, 2021).
- *Cost Benefit Analysis Guidance Note* (Australian Government, 2020)
- *Handbook of Cost Benefit Analysis* (Australian Government, 2006).

The results of the cost-benefit analysis are presented in Section 8 of this report.

2.3 METHOD OF ASSESSMENT

2.3.1 EXISTING ECONOMIC ENVIRONMENT

The existing economic environment section provides an overview of the existing economic profile of the Project study area, and provides a current baseline for assessment of the significance of potential impacts of the proposed development. Regional economic data collected during this stage is used to develop economic models and informs the 'base case' (or baseline scenario) against which the Project's impacts are assessed.

The existing economic environment is presented in Section 4, and provides an assessment and overview of the prevailing conditions of the economy based on available data sets at the time of writing. Recent developments and decisions (i.e. in the past three to six months) are unlikely to be fully reflected in the statistics and data presented, as the collation and release of data sets often lag by months and even years.

2.3.2 REGIONAL IMPACT ASSESSMENT

The regional impact assessment section uses economic impact modelling results, as well as information from the existing environment and desktop research, to analyse, assess, and discuss the economic impacts of the Project.

The regional impact assessment includes input and information from:

- Economic modelling using CGE modelling techniques (a description of CGE modelling is provided in **Appendix A**).
- Interpretation of modelling output in the context of the regional and state economies, and analysis of other, non-quantified changes to the economic environment.
- Evaluation of the significance of impacts in relation to economic resources.
- A summary assessment of the key identified impacts based on the above analysis.

The regional impact assessment is presented in Section 5. The assessment identifies the economic impacts specific to the Project, compared to what would be anticipated if the Project does not proceed.

2.3.3 CUMULATIVE IMPACT ASSESSMENT

The cumulative impact assessment section qualitatively examines the potential impacts on the regional economy where other currently planned projects for the study area (including the Project) proceed.

The assessment of cumulative impacts has been undertaken based on input and information from:

- Desktop review of other projects planned for the region, and the impacts identified in relevant documentation.
- Considered evaluation by the project team of the likely consequences of identified impacts.

The cumulative impact assessment is presented in Section 6. Projects considered in the cumulative impact assessment are outlined in **Appendix B**, noting that given the broad region examined and individual project locations and timings, not all of these projects are considered likely to deliver a cumulative impact on the local/ regional economy in conjunction with the Project.

2.3.4 MITIGATION & ENHANCEMENT STRATEGIES

The mitigation and enhancement strategies section identifies strategies to avoid, reduce, or mitigate the negative economic impacts and enhance and facilitate the capture of positive impacts identified in the economic impact assessment. This includes:

- Defining and describing the objectives of the task/ strategy.
- Identifying practical methods to protect and/ or enhance economic values.
- Identifying practical monitoring measures.

Mitigation and enhancement strategies are presented in Section 7.

2.3.5 COST BENEFIT ANALYSIS

The CBA has been conducted in line with Queensland and Australian Government guidelines, examining the stream of socio-economic costs and benefits anticipated from the Project. Additional details regarding the CBA assessment method used is provided in **Appendix C**.

The cost benefit analysis is presented in Section 8.

2.4 STUDY CATCHMENTS

The study catchment area utilised for the purpose of economic analysis of the Project is based on the location of the Project, the likely sources of labour, goods, and services that will be utilised by the Project, as well as the location of the processing and port facilities, as these represent the regional economy most likely to be directly and/ or indirectly affected by the Project.

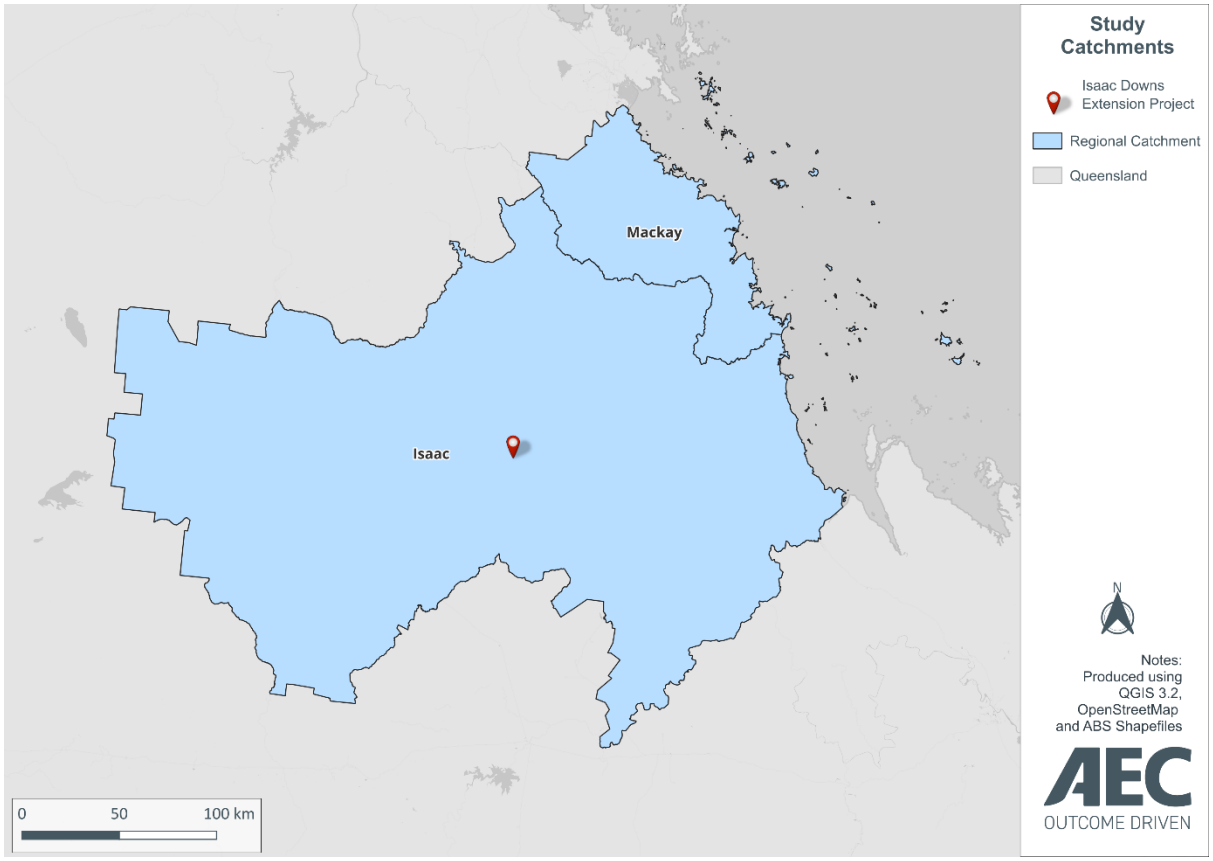
The catchments utilised throughout the economic analysis of the report are outlined below.

Table 2.2. Study Catchments

Catchment	Included Regions
Regional Catchment	• Isaac LGA • Mackay LGA
State	• Queensland
Nation	• Australia

Source: AEC.

Figure 2.1. Study Catchments



Source: AEC.

3. PROJECT OVERVIEW & ASSUMPTIONS

3.1 PROJECT DESCRIPTION

The Project will extend the life of mining operations at the IPC through development and operation of an open cut coal mine pit and associated infrastructure, primarily mining metallurgical (steel making) coal. Approximately 46 million tonnes (Mt) of ROM coal will be mined over 15 years, with approximately 2.0 to 4.5 Mtpa. The proponent intends to commence construction activities in late 2027/ early 2028, subject to obtaining all required approvals, with mining operations commencing in 2028 and ROM coal extraction in 2029.

The open cut mining methods for the Project will be similar to those at IDM, including:

- Clearing of vegetation, stripping, and stockpiling of topsoil
- Drilling and blasting of pre-strip overburden
- Removing the pre-strip overburden using mining equipment at IDM, being a dragline and/or truck and shovel fleets and/or dozers
- Drilling and blasting of overburden
- Drilling and blasting of pit floor for geotechnical stability, to allow for in-pit dumping
- Overburden removal using the existing dragline at IDM and/or truck and shovel fleets
- Coal mining using excavators
- Formation of out of pit and in-pit overburden dumps as mining progresses
- Progressive rehabilitation of overburden dump areas.

ROM coal will be transported from the Project's ROM coal pad to the CHPP at IPM for washing, utilising existing haul roads at the IPC and new haul roads constructed in the Project area, including a bridge across the Isaac River. The dragline will be walked from IDM to the Project via a temporary crossing of the Isaac River.

A satellite go line and crib area will be constructed at the Project, with the existing MIA at IDM continuing to service Project activities.

The primary access to the Project for workers and deliveries will be via IDM's existing access road and new access roads connecting with the Project, utilising the bridge to be constructed across the Isaac River. There is potential for a secondary access route between the Project and Stanmore's Eagle Downs project, utilising new and existing roads to connect with the Peak Downs Mine Road.

During operations, levees will be constructed to protect the open cut pit area from flooding of the Isaac River, Cherwell Creek and Conrock Gully up to a 0.1% annual exceedance probability (1:1,000 year) flood event. Conrock Gully will be diverted around the active mining areas into the Isaac River, with the diversion remaining post mining. Any residual void remaining post mine life will not be located within the 0.1% AEP flood event.

A mine-affected water dam will store water from the pit, ROM pad, go line, and crib area, with the ability to transfer mine affected water to and from IDM and IPM within the IPC's integrated water management system – thereby enabling the balancing of water supply and demand. Sediment water drains and dams will be constructed to capture runoff from overburden dumps. Clean water drains and dams will be constructed to separate clean water from mine affected water and sediment water.

IPC has access to external raw water supplied from SunWater and has excess storage capacity for water within existing mined voids and dams. As the Project's water management systems will be integrated with the IPC, it is anticipated that water supply will be available during dry periods, and storage capacity will be able to receive any excess water during wet periods. Therefore no new sources of water supply will be required.

Topsoil stockpile areas will be used for storage of topsoil that has been stripped from mining and infrastructure areas, for future use in rehabilitation.

Power for the dragline will be supplied to the Project via powerline connections with existing power supply at IDM. The Project may require additional linear infrastructure at IDM to facilitate the extension of IDM mining activities to the Project, however, this will be within areas authorised for disturbance.

The proposed disturbance area allows for working and construction areas within and around proposed Project activities and infrastructure. The area of the four mining lease (ML) applications is 2,707 ha and the proposed disturbance area is 2,080 ha. The disturbance area has been refined to minimise and/or avoid sensitive ecological features (e.g. habitat for listed threatened species and riparian areas). The disturbance area may be subject to further refinement for environmental or operational reasons. The disturbance area excludes approximately 2.5 ha of disturbance on IDM mining leases for which an IDM environmental authority and progressive rehabilitation closure plan schedule amendment will be required.

The Project operational workforce will be similar to but lower than that for current operations at the IPC, with around 300 to 400 workers compared to around 400 to 450 workers. Approximately 100 to 150 workers will be engaged at the Project for infrastructure construction. The Project, being an extension of mining activities at the IPC, is therefore important to ensure a near steady state workforce across the IPC beyond 2027 and 2028.

Workforce accommodation arrangements will continue in a similar manner to those for the current IPC workforce, being a mix of residences in Moranbah and other local or regional towns, and mine accommodation villages in the region. Through the Project, Stanmore will continue to support local and regional suppliers and contractors, providing additional economic benefits and employment in the region.

The Project is not proposing any novel or unproven resource extraction process, technology, or activity.

3.2 PROJECT SCENARIO

Note: All dollar values presented in this section are in 2025 Australian Dollar terms, unless otherwise specified.

Construction is currently planned to commence in 2028 with operations commencing in 2029, producing up to 4.5 Mtpa ROM coal product with a planned production life of 15 years. For modelling and analysis purposes:

- Construction has been assumed to commence in the 2028 calendar year, with the bulk of construction works completed over a 12 to 18-month period.
- Operations are assumed to commence in the 2029 calendar year. Total mining of approximately 46.1 Mt of ROM coal is planned over the life of the mine.

3.2.1 INITIAL CONSTRUCTION

3.2.1.1 INITIAL CONSTRUCTION COSTS & TIMING

Initial construction costs for the Project are estimated to total $189.7 million. A breakdown of initial construction costs by calendar year used for modelling is provided below.

Table 3.1. Initial Construction Costs ($M)

Component	2028	2029	2032	Total
Direct Costs	$96.3	$15.9	$0.6	**$112.8**
Indirect Costs	$23.5	$28.6	$-	**$52.1**
Contingency	$21.6	$3.2	$0.1	**$24.9**
Total	**$141.4**	**$47.6**	**$0.7**	**$189.7**

Source: Stanmore (unpublished).

3.2.1.2 INITIAL CONSTRUCTION LABOUR

Construction of the Project is indicatively estimated to support around 100 to 150 construction jobs. For the purposes of economic modelling, the full time equivalent (FTE) jobs supported over the construction period are estimated to include the following:

- 125 FTE jobs in 2028 (including 100 direct and 25 indirect construction labour FTE jobs)
- 50 FTE jobs in 2029 (including 30 direct and 20 indirect construction labour FTE jobs).

Minor additional construction works in 2032 will be covered by the operational mining labour force.

3.2.1.3 INITIAL CONSTRUCTION SOURCE OF LABOUR

Initial construction will use local and regional contractors, labour, and suppliers where feasible, with the construction workforce supplemented by a small proportion of non-local workers. The economic modelling assumes the following for the construction workforce:

- 10% will be locals (i.e. live within one-hour drive of the Project site) travelling to/ from the mine site and their place of residence on a daily basis
- 75% will be drive-in-drive-out (DIDO) workers, of which:
  - 55% will be sourced from within the Regional Catchment
  - 20% will be sourced from other regions of Queensland
- 15% will be fly-in-fly-out (FIFO) workers.

The proportion of labour sourced from within the Regional Catchment reflects the capacity within the regional economy's labour market, given other major projects occurring within the region. An overview of the existing labour market is provided in Section 4.3.

3.2.1.4 INITIAL CONSTRUCTION SOURCE OF GOODS & SERVICES

For the purposes of the economic impact assessment, assumptions regarding where goods and services will be sourced from were developed by Stanmore and are summarised in the table below.

Table 3.2. Assumed Sources of Goods & Services During Construction

Component	Regional Catchment	Rest of Queensland	Rest of Australia	Overseas
66KVA Power	-%	50.0%	5.0%	45.0%
Mine and Raw Water Connection Pipelines	-%	90.0%	10.0%	-%
Comms Extensions	-%	20.0%	10.0%	70.0%
Levees	80.0%	20.0%	-%	-%
Dams	80.0%	20.0%	-%	-%
Go Lines	100.0%	-%	-%	-%
Fill Points	10.0%	80.0%	10.0%	-%
ROM Pads	100.0%	-%	-%	-%
Dragline Walk Route	80.0%	20.0%	-%	-%
Dam Connection Pipelines	10.0%	80.0%	10.0%	-%
On Site Haul Roads	80.0%	20.0%	-%	-%
Haul Road to Isaac Downs	80.0%	20.0%	-%	-%
Bridge – Isaac River	33.3%	33.3%	16.7%	16.7%
Haul Road Maintenance	80.0%	20.0%	-%	-%

Source: Stanmore (unpublished).

The assumed sources correspond to the following total expenditure on goods and services by region:

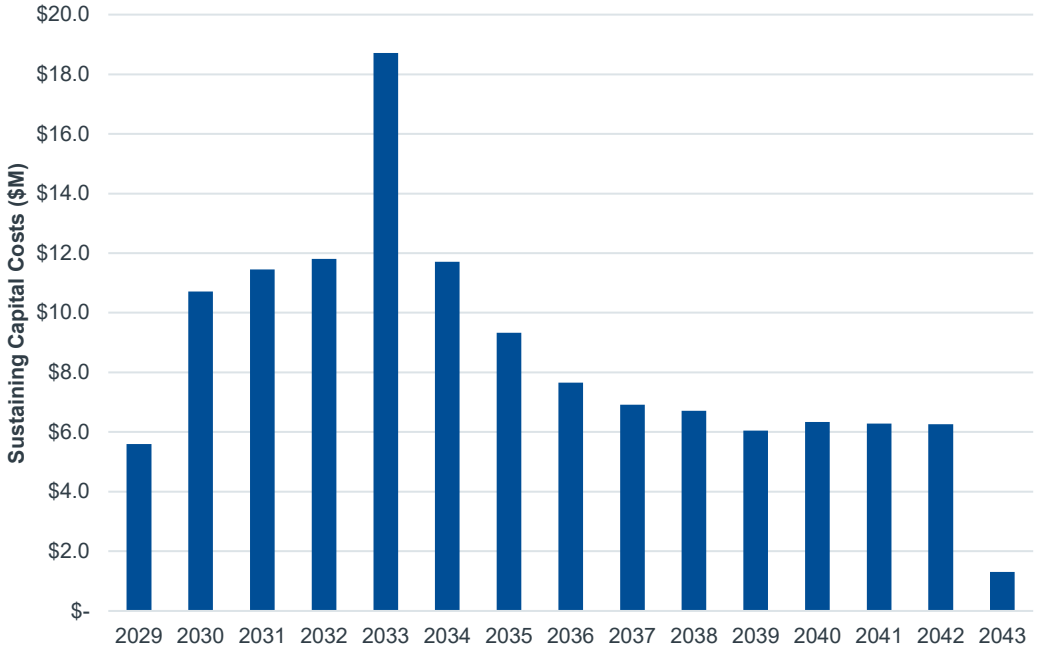
- Regional Catchment: $58.8 million (52.1%)
- Rest of Queensland: $37.2 million (33.0%)
- Rest of Australia: $7.1 million (6.3%)
- Overseas: $9.8 million (8.7%).

3.2.2 SUSTAINING CAPITAL

3.2.2.1 SUSTAINING CAPITAL COSTS & TIMING

Sustaining capital costs for the Project are estimated to total $126.9 million. A breakdown of sustaining capital costs by calendar year used for modelling is provided below.

Figure 3.1. Sustaining Capital Costs ($M)



Source: Stanmore (unpublished).

3.2.2.2 SUSTAINING CAPITAL SOURCE OF GOODS/ SERVICES

For the purposes of the economic impact assessment, assumptions regarding where sustaining capital goods and services will be sourced from were developed by Stanmore. The economic analysis assumes:

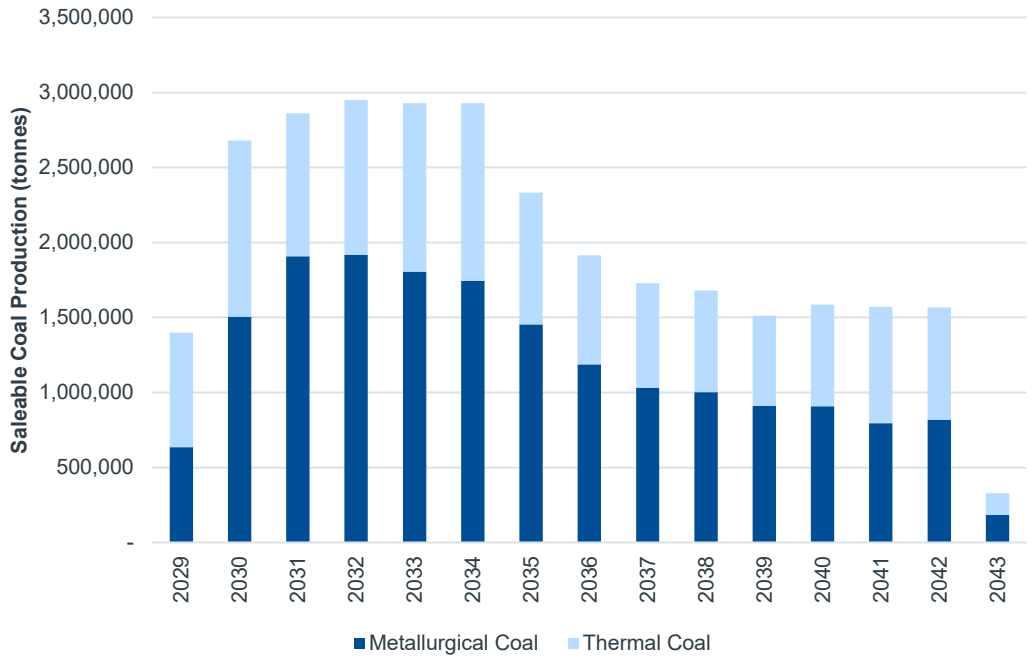
- 50% of goods and services will be sourced from other areas of Queensland outside the Regional Catchment
- 5% of goods and services will be sourced domestically outside Queensland
- 45% of goods and services will be sourced internationally.

3.2.3 OPERATIONS

3.2.3.1 PRODUCTION & TIMING

A total of approximately 30.0 Mt of saleable coal product is planned to be produced over the life of the mine, including 17.8 Mt of metallurgical coal and 12.2 Mt of thermal coal. Annual production quantities of saleable coal product for the Project are outlined in the figure below on a calendar year basis, assuming an approximately 15-year mine life with partial year operations in 2029 and 2043.

Figure 3.2. Saleable Coal Production (tonnes)



Source: Stanmore (unpublished).

3.2.3.2 COAL PRICES

The quarterly average price of coking coal fluctuated between United States Dollars (USD) 183 and USD 333 per tonne over the eight quarters since Q4 2023, while over the same period, quarterly average thermal coal prices fluctuated between USD 100 and USD 140 per tonne (Focus Economics, 2025). From 2025 to 2029, the price of hard coking coal is forecast to range between USD 160 and USD 245, while thermal coal prices are forecast to range between USD 73 and USD 138 over the same period (KPMG, 2025).

In discussions with Stanmore, future coal prices for the Project have been assumed to average between Australian Dollars (AUD) 230 and AUD 250 per tonne for metallurgical coal, and between AUD 125 and AUD 150 per tonne for thermal coal. Assuming an average exchange rate of 0.7 AUD per USD (in line with forecasts from KPMG (2025)), these prices fall within the lower to middle bands of the forecast range expected by the market, as shown in the table below. For a detailed market overview of the coal market, refer to Section 3.3.

Table 3.3. Historical & Forecast Coal Prices

Coal Type	Historical (USD) Q4 2023 to Q3 2025	Forecast (USD) 2025 to 2029	Forecast (AUD) 2025 to 2029	Stanmore (AUD)
Coking Coal	$183 to $333	$160 to $245	$229 to $350	$230 to $250
Thermal Coal	$100 to $140	$73 to $138	$104 to $197	$125 to $150

Source: Focus Economics (2025), KPMG (2025).

3.2.3.3 OPERATING EXPENDITURE

Information from Stanmore indicates operating expenditure for the Project is estimated to total approximately $4.6 billion over the 15 years of operations. On average, this equates to the operating expenditure per tonne of ROM coal for each major cost category summarised in the table below.

Table 3.4. Operating Expenditure ($ per tonne of ROM coal)

Cost Type	Average Cost Per Tonne
Mine Site Costs	$50
CHPP Costs	$11
Other/ General Costs	$38
Total	**$99**

Source: Stanmore (unpublished).

3.2.3.4 OPERATIONS LABOUR

Estimates of employment during operations were provided by Stanmore, indicating an operational workforce of around 300 to 400 workers for the Project. A summary of the average FTE employment at peak production used in modelling is provided in the table below.

Table 3.5. Peak Operations Labour (FTE)

Labour Type	Peak Labour Estimate
Mining Labour	243
Haulage and CHPP Labour	75
Other/ General Labour	51
Total	**369**

Note: Includes direct and contractor labour.
Source: Stanmore (unpublished).

3.2.3.5 OPERATIONS SOURCE OF LABOUR

Operations staff for the Project are anticipated to be sourced locally and from within the Regional Catchment where possible. The economic modelling assumes the following for the operations workforce:

- 15% will be locals (i.e. live within one-hour drive of the Project site) travelling to/ from the mine site and their place of residence on a daily basis
- 70% will be drive-in-drive-out (DIDO) workers, of which:
  - 50% will be sourced from within the Regional Catchment
  - 20% will be sourced from other regions of Queensland
- 15% will be fly-in-fly-out (FIFO) workers.

The proportion of labour sourced from within the Regional Catchment reflects the Project will provide opportunities for existing local and regional workers, as well as the existing capacity within the regional economy's labour market with skills relevant to the Project. An overview of the existing labour market is provided in Section 4.3.

3.2.3.6 OPERATIONS SOURCE OF GOODS & SERVICES

For the purposes of the economic impact assessment, assumptions regarding where goods and services will be sourced from were developed by Stanmore and are summarised in the table below.

Table 3.6. Assumed Sources of Goods & Services During Operations

Component	Regional Catchment	Rest of Queensland	Rest of Australia	Overseas
Mining				
Clearing	75.0%	25.0%	-%	-%
Drill and Blast	50.0%	50.0%	-%	-%
Truck Shovel	10.0%	60.0%	20.0%	10.0%
Dozer	10.0%	60.0%	20.0%	10.0%
Dragline	75.0%	25.0%	-%	-%
Open Cut Coal Mining	10.0%	60.0%	20.0%	10.0%
Technical Services	50.0%	50.0%	-%	-%
Site Overheads	50.0%	50.0%	-%	-%
Processing				
Processing	25.0%	55.0%	10.0%	10.0%
Rejects	75.0%	25.0%	-%	-%
Coal Rehandle	75.0%	25.0%	-%	-%
Other/ General				
Logistics	75.0%	25.0%	-%	-%

Source: Stanmore (unpublished).

The assumed sources correspond to the following total expenditure on goods and services by region:

- Regional Catchment: $1,295.7 million (38.9%)
- Rest of Queensland: $1,590.8 million (47.7%)
- Rest of Australia: $284.6 million (8.5%)
- Overseas: $163.2 million (4.9%).

3.2.4 DECOMMISSIONING & REHABILITATION

3.2.4.1 PROPOSED POST MINING LAND USE

The Project is located on an area currently used primarily for cattle grazing. Stanmore is committed to progressively rehabilitating the disturbed land as a result of mining activity, with the majority of the final landform post decommissioning and rehabilitation intended to be suitable for returning to grazing purposes. The land area is expected to also include water supply areas which will support grazing activity and other potential post mining land uses.

During and post Project operations, the site will be progressively rehabilitated and returned to productive use. Additional details regarding the proposed post mining land use are provided in the progressive rehabilitation and closure plan (PRCP) appended to the EIS document.

3.2.4.2 DECOMMISSIONING & REHABILITATION COSTS & TIMING

Progressive rehabilitation activities will be undertaken on an ongoing basis throughout the Project life at an estimated aggregate cost of $36.1 million, averaging approximately $2.4 million per annum from 2029 to 2043. Following this, an approximate 10-year decommissioning and rehabilitation phase will occur to convert the site to the proposed post mining land use, with an indicative cost of $46.9 million, expected to occur over a 10-year period from 2044 to 2053. Total decommissioning and rehabilitation costs over the life of the Project are estimated at $83.0 million.

3.2.4.3 DECOMMISSIONING & REHABILITATION LABOUR

Employment supported over the decommissioning and rehabilitation period (2044 to 2053) is estimated to peak at approximately 50 FTE jobs within the first five years, decreasing to approximately 30 FTE jobs by the end of the decommissioning and rehabilitation phase.

3.2.4.4 DECOMMISSIONING & REHABILITATION SOURCE OF LABOUR & GOODS/ SERVICES

For the purposes of the economic impact assessment, assumptions regarding where decommissioning and rehabilitation labour, goods and services will be sourced from were developed by Stanmore. The economic analysis assumes:

- 65% of labour, goods and services will be sourced from the Regional Catchment
- 35% of labour, goods and services will be sourced from other areas of Queensland.

3.3 COAL MARKET OVERVIEW

3.3.1 METALLURGICAL COAL

Global metallurgical coal consumption rose by 43 Mt from 2018 to 2023 at an average annual growth rate of 4.2% (Australian Government, 2025 a). The share of blast furnace to basic oxygen furnace (BF-BOF) production of steel, in which metallurgical coal is a critical input, has risen in recent months due to lower profit margins recorded for electric arc furnace (EAF) production facilities. While decarbonisation policies are still expected to influence new facility expansion plans long term, the timing of the transition is likely to be delayed. BF-BOF crude steel output globally is therefore expected to remain steady in the medium term, driving ongoing demand for metallurgical coal.

Chinese metallurgical coal imports have more than doubled since 2021, rising from 56 Mt in 2021 to 120 Mt in 2024 (Australian Government, 2025 a). While an anticipated decline in steel production in China is forecast to lower its metallurgical coal imports in the short term, the fall is anticipated to be offset to a large extent by growing imports in India and other developing countries in South East Asia. An increase in steel production of over 100 Mt is expected in India by 2030-31 relative to a decade prior, driven by domestic policy targets for crude steel production with plans to significantly boost blast furnace steel capacity. The scale of India's ambition is expected to drive rising demand for metallurgical coal for the nation, with the majority of its demand growth expected to be met by imports.

Metallurgical coal production in Australia is forecast to rise by 24 Mt on current (2024-25) levels to reach 174 Mt in 2026-27 (Australian Government, 2025 a). While exports from the US are expected to decline in the short term due to the effects of reciprocal tariffs from China, this is expected to be predominantly offset by export growth in Australia from rising production and thereby stabilise seaborne trade availability globally. Supply levels from other major exporters are largely dictated by demand from China and India, with production in these regions likely to plateau as Indian imports grow while China's domestic production declines more gradually than domestic consumption.

3.3.2 THERMAL COAL

China and India comprise the bulk of thermal coal demand globally, accounting for roughly half of total imports in 2024 (Australian Government, 2025 a). High levels of domestic production and a greater supply of renewable energy among the two nations caused thermal coal trade to decline in the first half of 2025. This trend is expected to continue, with a focus on domestic energy security driving ongoing elevated levels of domestic thermal coal output to lift self-sufficiency and reduce reliance on imports. While the build-out of renewable energy capacity relative to coal is forecast to continue rising across key import nations (including Japan, South Korea, and Taiwan), thermal coal is anticipated to remain a critical component of electrical power generation in many of these nations due to its baseload capacity and reliability, sustaining import demand in the short to medium term.

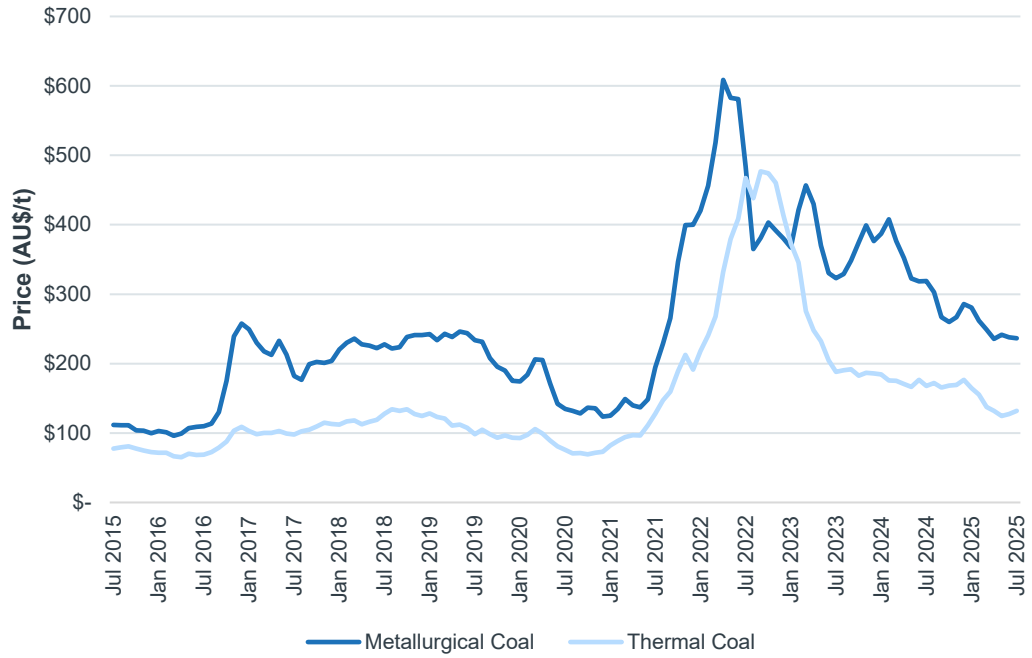
Indonesia accounted for almost half (48%) of thermal coal exports globally in 2024, followed by Australia with 18% (Australian Government, 2025 a). The slowdown in import demand primarily from China has been largely borne by Indonesia, compounded by Indonesian floor price regulations (which have since been scrapped) implemented at a time of oversupply in global coal markets. Australian thermal coal exports are forecast to drop gradually in the short term while remaining around the levels observed in recent years, occurring broadly in line with the fall in demand

from the shift to alternative energy sources and the push for energy sovereignty in key importing nations. The demand for exported thermal coal faces more structural concerns in the long-term, as the global energy mix shifts away from coal and historically large importers build up their ability to furnish any ongoing domestic consumption with production of their own.

3.3.3 COAL PRICES

Both metallurgical and thermal coal prices observed similar trends over the last decade. Coal prices fell in 2020 due to a reduction in demand associated with an economic slowdown from the COVID-19 pandemic (Reuters, 2020). Following this, coal prices increased sharply through to 2022 as a result of the convergence of supply chain disruptions in Australia, the Russia-Ukraine war impacting global supply, as well as prolonged COVID-19 policies in China adversely impacting demand (Russell, 2023). Steadier supply following the end of COVID-19 restrictions led to a correction in the price of coal and broadly reflecting pre-pandemic levels.

Figure 3.3. Monthly Historical Coal Price, July 2015 to July 2025 (AU$/t)

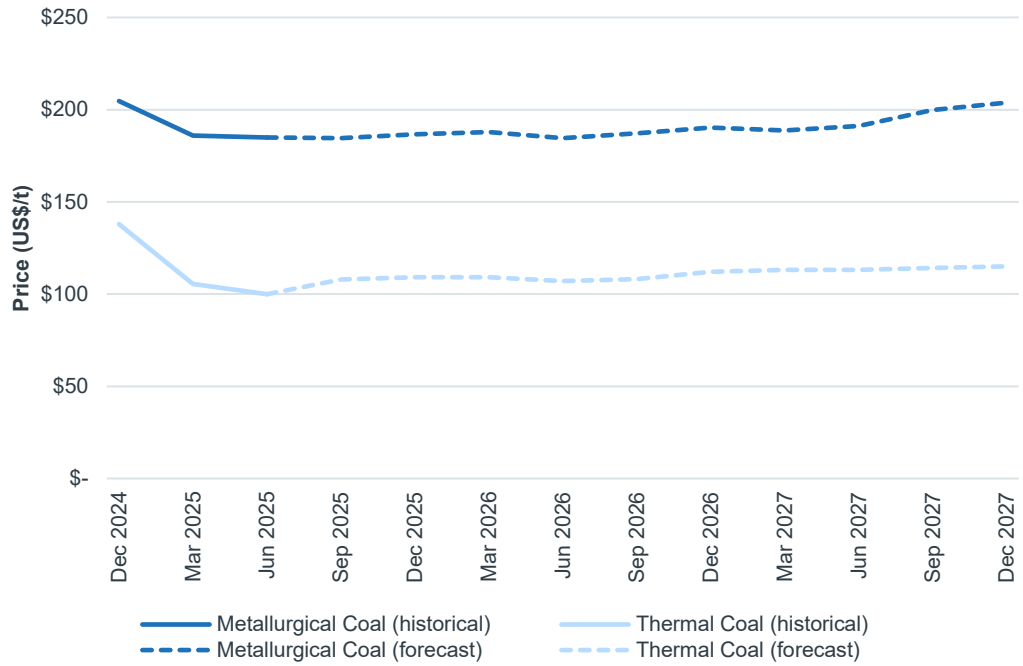


Source: Australian Government (2025).

Metallurgical coal prices are forecast to remain largely consistent with current levels until the end of 2026, given increasing import volumes in India and South East Asia will largely be offset by a reduction in steel production in China (Australian Government, 2025 a). Prices are not expected to increase significantly over the next few years as the market remains in oversupply, though a modest increase is forecast into 2027 amid the surge of blast furnace Indian steel production driving up demand. Prices beyond the outlook period are projected to be largely driven by the viability and scale of EAF and other forms of non-coal dependent steel production moving forward, with BF-BOF production currently propping up demand.

Thermal coal prices are forecast to remain around current levels until the end of 2027 (Australian Government, 2025 a). While imports are anticipated to fall gradually over time, exports are anticipated to continue to satiate the appetite for reliable baseload power in key importing countries over the outlook period. With supply falling at the same rate as demand during this period, prices are forecast to be broadly stable. Beyond this, the gradual but structural decline in demand for imported thermal coal can be reasonably expected to place downward pressure on prices.

Figure 3.4. Quarterly Forecast Coal Price, December 2024 to December 2027 (US$/t)



Source: Australian Government (2025).

3.4 WORKFORCE ACCOMMODATION

Approximately 10% of the construction workforce to 15% of the operational workforce is anticipated to be sourced locally (from within a one-hour drive of the Project site), with the remaining 85% (operations) to 90% (construction) sourced from elsewhere in Queensland. The non-local workforce will be accommodated in existing local mining village accommodation/ camps.

A mining accommodation camp is not proposed to be developed specifically for the Project, as the operations workforce is transitioning from IDM with similar workforce numbers to the Project. Thus, the anticipated change in accommodation demand relative to existing levels is expected to be negligible, with accommodation at existing mining accommodation villages in the area anticipated to be available for the non-local workforce.

3.5 CONSEQUENCES OF NOT PROCEEDING WITH THE PROJECT

Where the Project does not proceed, the economic contribution to be delivered by the Project would not be realised. All economic modelling undertaken in this study (i.e. CGE modelling and CBA) presents a comparison of Project impacts against a base case where the Project does not proceed. Both of these analyses present the net change that would occur due to the Project, compared to this base case.

The assumptions used in the base case are presented in **Appendix A**.

In understanding the implications of the Project not proceeding, it is important to note the Project will enable continuation of mining activity in the region as IDM winds down. With the Project, mining activity (and jobs and supply contracts) will continue to be delivered in the region that would otherwise be lost if the Project does not proceed. That is, without the Project, the Regional Catchment and Queensland will be at risk of losing local jobs and supply contracts which support economic activity and growth of the region and Queensland.

3.6 FUNDING SOURCES & RISKS

As with all projects, funding will be subject to a number of economic factors. Due to a relatively low upfront capital requirement, Project capital expenditure is anticipated to be funded either through external debt financing (which may be a new loan and/ or use of existing approved loan facilities yet to be drawn on), or self-funded through Stanmore's own capital reserves and cash flows. The Project is unlikely to necessitate additional support from export credit agencies or equity finance, further easing the process of securing funding.

If debt financing is undertaken, an increase in interest rates (particularly long-term rates) will directly increase the cost of debt, as well as reducing the amount of debt available. To mitigate interest rate risk, the Project could enter into a suitable long-term hedging program, fixing a substantial portion of its interest rates. Outside of interest rates, various events can cause lenders to restrict the total amounts they are prepared to lend, as occurred during the global financial crisis and other shorter term market dislocations. The most likely approach (outside of self-funding) in such a scenario would be to wait for market conditions to return to a steady state, however, alternative sources of funding may be sought depending on the severity and source of the event. Though these scenarios are unlikely to transpire, shorter-term debt, seeking debt from funds rather than banks, and government support all present alternative options in such unforeseen circumstances.

Divestment risk is thereby considered a low risk, with the low upfront capital requirement of the Project also evaluated as highly unlikely to impede any process of securing funding for Project commencement at the anticipated timeframes. Stanmore has a proven track record in raising external debt, with its overall access to funding advantaged when compared to peers owing to a portfolio comprised almost entirely of metallurgical coal projects. Any debt commitments and agreements entered into would be executed prior to financial close and the commencement of construction.

Further, funding capital expenditure for the Project from Stanmore's own balance sheet may also be considered. Prevailing any external financing, Stanmore self-funded over US$350 million in growth capital projects from 2022 to 2025, demonstrating balance sheet capacity to support organic growth.

From an insurance perspective, the Project is anticipated to be incorporated into Stanmore's existing overall insurance program as part of the IPC. Stanmore has a long track record for production of metallurgical coal in Australia with established relationships with insurance providers, and has successfully secured insurance for recent program renewals. The risks for securing insurance to extend the operations of an existing asset (i.e. the IPC) is considered low.

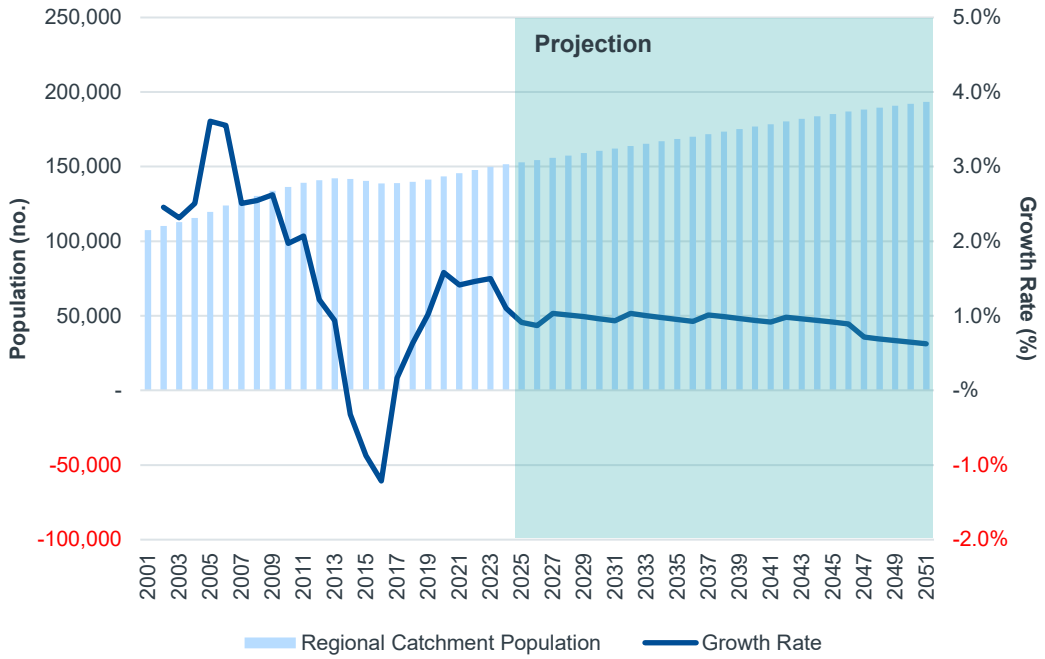
4. EXISTING ECONOMIC ENVIRONMENT

4.1 POPULATION

The Regional Catchment recorded a population of approximately 151,600 persons in 2024, an increase of 9,900 persons from the 141,700 recorded in 2014, representing an average annual growth rate of 0.7% (ABS, 2025 a). Population growth in the Regional Catchment has historically trended with resource cycles and major project developments, with strong population growth in the mid-2000s associated with the Australian mining boom before tapering off post-boom between 2013 and 2016. Population growth has grown steadily since 2016, supported by growth in demand for coal globally (see Section 3.3).

Further growth in population is expected for the Regional Catchment moving forward, which is forecast to rise to a population of 193,300 persons by 2051 (QGSO, 2024). This represents an increase of 41,800 persons from that recorded in 2024, at an average rate of 0.9% per annum.

Figure 4.1. Historical & Projected Population, 2001 to 2051



Source: ABS (2025 a), QGSO (2024).

4.2 GROSS REGIONAL PRODUCT (GRP)

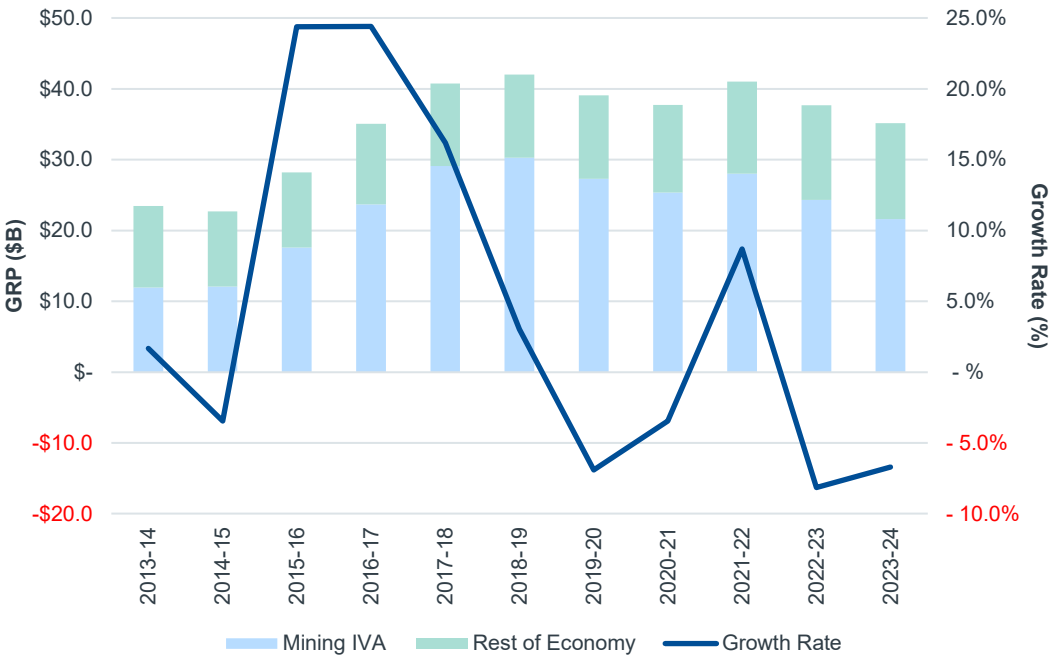
The Regional Catchment's economy recorded a GRP of $35.2 billion in 2023-24, reflecting an average annual growth rate of 4.1% and a total increase of $11.7 billion from that recorded a decade ago in 2013-14 (AEC, unpublished a). Gross State Product (GSP) rose at a slower rate across Queensland within the same period, growing at an average annual rate of 2.3%.

Mining comprises the majority of industry value add (IVA)[2] in the Regional Catchment, comprising over two-thirds (67.5%) of IVA in 2023-24. The Regional Catchment recorded an average GRP per capita over the last ten years of $249,896, materially surpassing that recorded in Queensland ($89,300 per capita on average) and reflective of the high value per employee of the mining industry. On average over the last ten years, GRP in the Regional Catchment accounted for approximately 7.8% of GSP in Queensland.

[2] IVA represents the value-added activity contributed by all industries in an economy, excluding the sector of ownership of dwellings. IVA is akin to GRP, with the exclusion of taxes and subsidies on products as well as the sector of ownership of dwellings.

Economic activity increased significantly from 2014-15 to 2018-19 within the Regional Catchment, driven by an $18.2 billion increase in mining IVA over this four-year period (AEC, unpublished a). The Regional Catchment economy contracted in 2019-20 and 2020-21, largely as a result of restrictions during the COVID-19 pandemic. Following a recovery to pre-pandemic levels of total activity in 2021-22, the regional economy contracted by a further $5.4 billion in GRP over the next two years, driven by a $6.4 billion decline in mining IVA over this period.

Figure 4.2. Gross Regional Product (Regional Catchment), 2013-14 to 2023-24

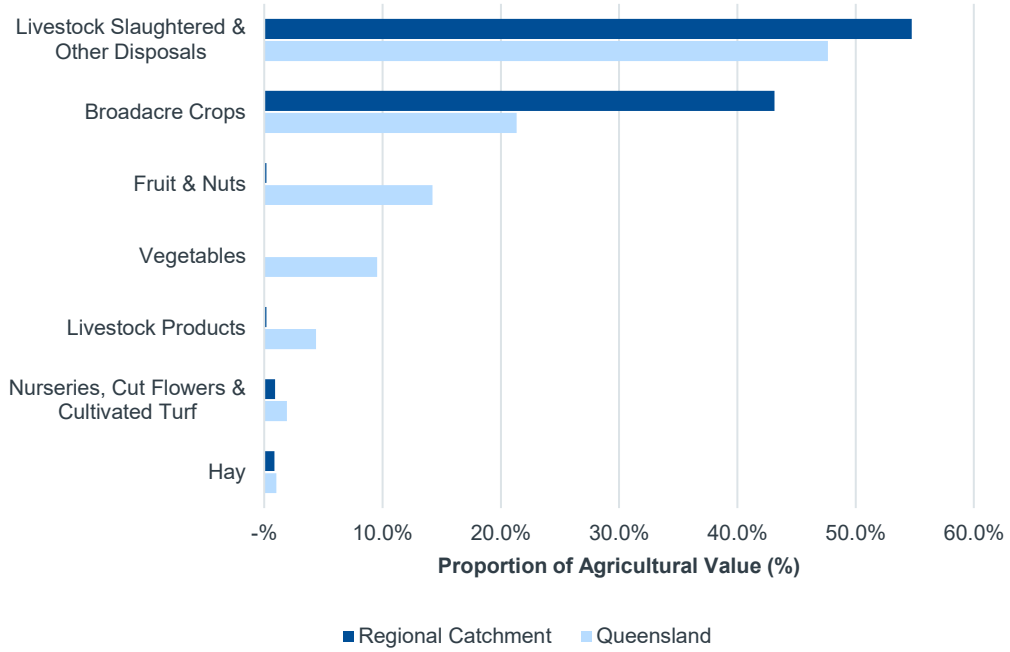


Note: Rest of Economy is inclusive of taxes and subsidies.
Source: AEC (unpublished a).

While mining is the predominant industry in the Regional Catchment, agriculture has historically also been a key industry in the region. As of 2023-24, the contribution of the agriculture, forestry and fishing industry to the Regional Catchment's GRP was $916.3 million, comprising 2.9% of total IVA for the region. The contribution to GRP from the agriculture, forestry and fishing industry can fluctuate considerably year to year, and has averaged $618.7 million per annum since 2013-14.

Total agricultural production was valued at $904.5 million in the Regional Catchment in 2021 (ABS, 2022 a), with over half (54.6%) of this derived from cattle and calf livestock production. The Regional Catchment contained 899,204 head of meat cattle in 2021 (ABS, 2022 b), accounting for 8.5% of Queensland's meat cattle herd. Additionally, 6.8 million tonnes of sugar cane cut for crushing delivered $282.6 million in value for the Regional Catchment in 2021. Sugar cane comprised 31.2% of total agricultural value in the Regional Catchment, and 23.3% of all sugar cane production value across Queensland.

Figure 4.3. Value of Agricultural Production, 2021



Source: ABS (2022 a).

The balance of industry value add for the Regional Catchment was spread relatively consistently across all other industries, including construction (4.1% of Regional Catchment IVA in 2023-24), manufacturing (3.1%), health care and social assistance (2.7%), and wholesale trade (2.6%).

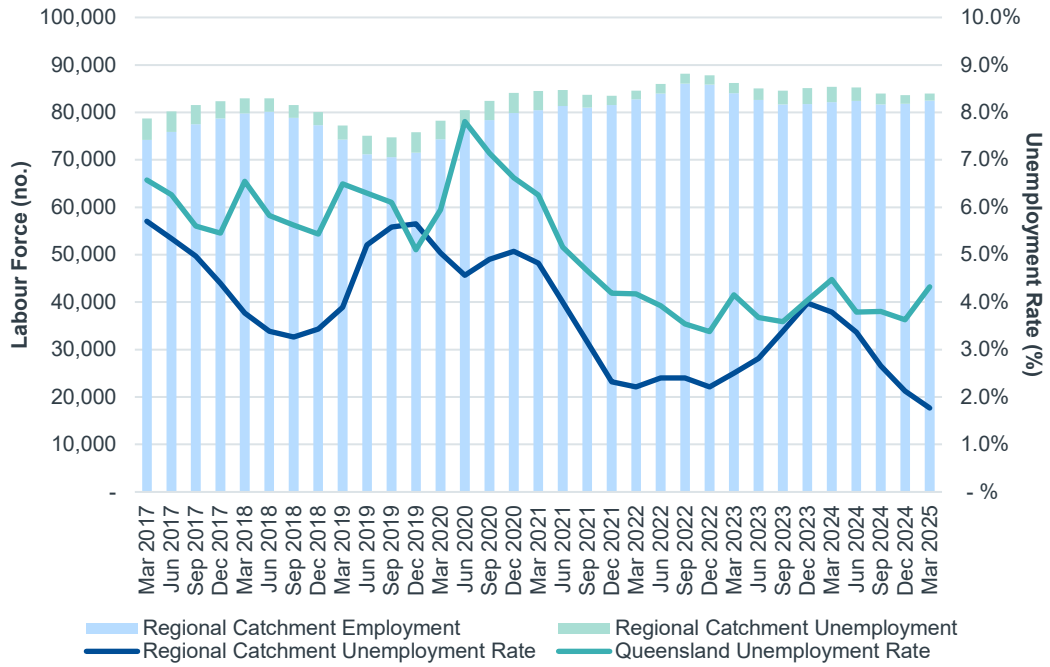
4.3 LABOUR MARKET

4.3.1 LABOUR FORCE & UNEMPLOYMENT

Despite several peaks and troughs, the labour force has expanded in the Regional Catchment over the last eight years overall (J&SA, 2025; ABS, 2025 b). Employment in the Regional Catchment experienced a contraction of 8,900 persons from June 2018 to June 2019 due to the end of construction for several mining projects in the region, but the labour force grew by an additional 13,400 persons over the next three years to peak at 88,200 persons in September 2022. This was largely attributable to a strengthening resources cycle with a visible ramp-up of coal projects adding construction, operational, and support service roles, as well as higher levels of participation in an unusually tight post-pandemic labour market coupled with resident population growth generating strong labour demand in mining, health, and retail (Mackay Regional Council, 2023). Following this, a modest fall in mining activity in the Regional Catchment coincided with a reduction in the labour force, falling by roughly 4,200 workers from the peak observed in September 2022 to its current level of 84,000 workers recorded in March 2025.

The Regional Catchment unemployment rate has been below that of Queensland since 2017 (J&SA, 2025; ABS, 2025 b). The decline of employment within the Regional Catchment in 2018 and 2019 pushed the unemployment rate up from 3.4% in June 2018 to 5.7% in December 2019, before a rapid expansion of employment during the pandemic drove the unemployment rate to fall to a low of 2.2% in December 2022. Following another rise up to 4.0% in December 2023 resulting from reduced economic activity in 2023, the Regional Catchment recorded an unemployment rate of 1.8% in March 2025 and representing its lowest in over a decade. This was driven by unemployment declining by over 1,700 persons within the space of twelve months from March 2024 to March 2025.

Figure 4.4. Labour Force, March 2017 to March 2025



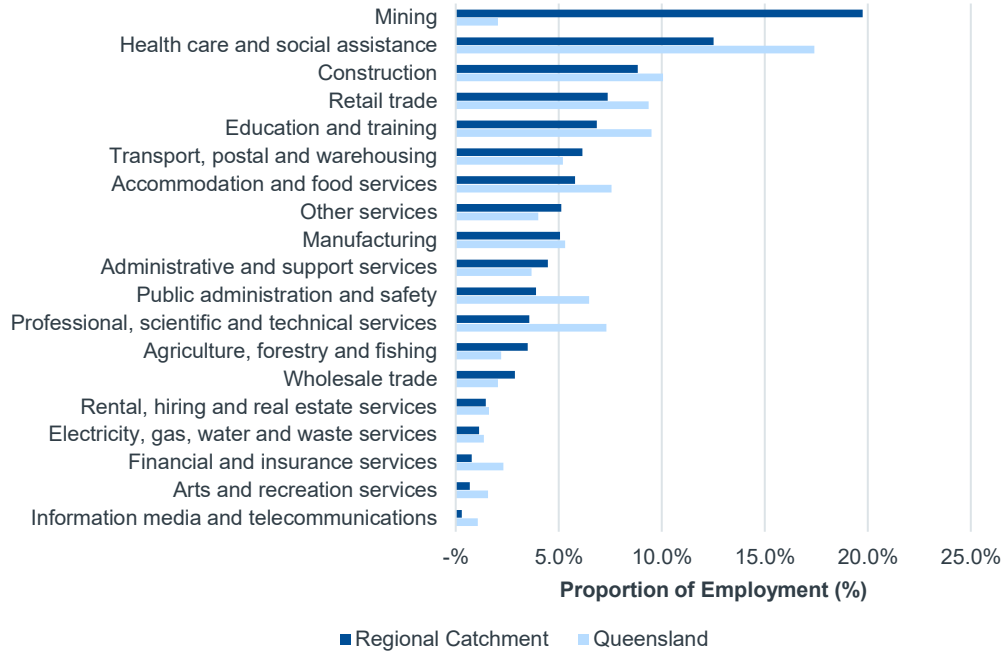
Source: ABS (2025 b), J&SA (2025).

4.3.2 EMPLOYMENT BY INDUSTRY

Employment by industry has been examined in terms of employment by place of work and by place of usual residence. Place of work data outlines how many jobs are located in the Regional Catchment, while place of usual residence data shows how many residents are employed. When compared against each other, these two data sets can also demonstrate the degree to which a region is reliant on importing or exporting labour.

Employment by place of work data shows the Regional Catchment employed approximately 81,200 persons in 2023-24, with just under one-fifth (19.7%) of these workers employed within the mining industry (AEC, unpublished b). Mining jobs were highly concentrated within the coal mining sector, comprising 82.1% of mining employment and 16.2% of total employment within the Regional Catchment in 2023-24. Health care and social assistance was the second highest employing industry in the Regional Catchment in 2023-24 (comprising 12.5% of total employment), followed by construction (8.8%), retail trade (7.4%), and education and training (6.8%). These four industries also all comprised Queensland's top five industries of employment in 2023-24.

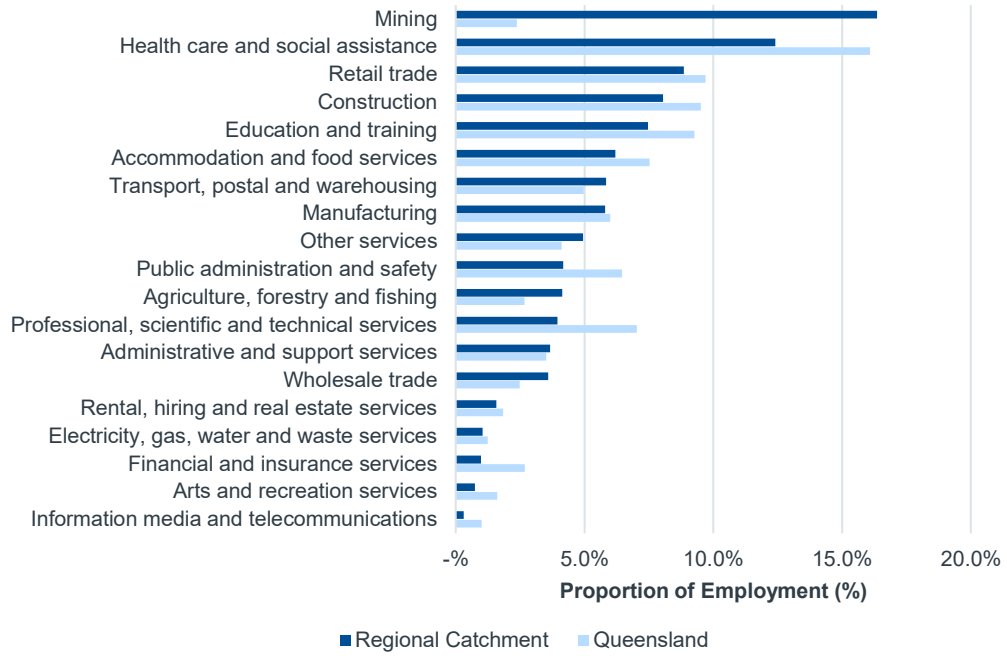
Figure 4.5. Employment by Industry (Place of Work), 2023-24



Source: AEC (unpublished b).

Employment by place of usual residence data indicates approximately 69,700 Regional Catchment residents were employed in 2021, with just under one-sixth (16.4%) of these workers employed within the mining industry (ABS, 2022 c). Trends in place of usual residence employment closely followed place of work employment with mining jobs highly concentrated within the coal mining sector, indicating a large proportion of jobs in the region were occupied by residents. Health care and social assistance was the second highest employing industry among Regional Catchment residents in 2021 (comprising 12.4% of total employment), followed by retail trade (8.9%), construction (8.0%), and education and training (7.5%). These four industries also comprised the top four industries of employment for Queensland residents in 2021.

Figure 4.6. Employment by Industry (Place of Usual Residence), 2021



Source: ABS (2022 c).

A comparison of place of work data against place of usual residence data highlights the Regional Catchment is a net importer of labour, with a total net inflow of labour of around 11,500 employees in 2021. The industries of mining (4,600 employees), construction (1,600 employees), and health care and social assistance (1,500 employees) were the industries demonstrating the largest net inflow of workers in 2021.

4.4 PROPERTY MARKET

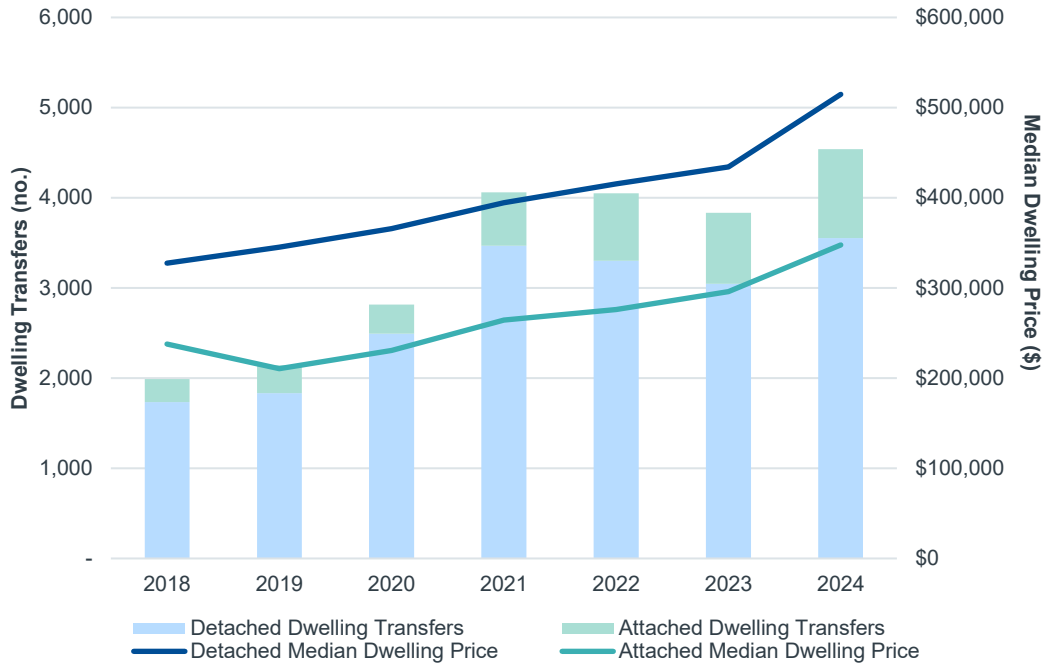
4.4.1 DWELLING TRANSFERS

The Regional Catchment has experienced substantial growth in dwelling transfers and dwelling prices since 2018 (QGSO, 2025). This was driven by a number of factors over this period:

- **Cyclical recovery from a low base**: The Regional Catchment entered 2018 after several difficult years following an earlier coal price slump and mining investment downturn. As coal prices and mining activity recovered, confidence and incomes improved, which drove a rebound in dwelling prices reflecting a correction from previously depressed levels (Ludlow, 2018).
- **Favourable macroeconomic conditions**: Historically low interest rates, national and state housing stimulus, and strong post-pandemic demand for detached dwellings supported rapid increases in prices and sales volumes across Queensland, with regional markets outpacing capital cities (Australian Government, 2021).
- **Internal migration into regional Queensland**: COVID-19 accelerated a shift of population and housing demand into regional Queensland driven by affordability, employment opportunities, and lifestyle preference, which fed directly into demand for dwellings in Mackay and surrounding resource communities (Healy, 2022).
- **Localised drivers**: High rental yields and relatively affordable purchase prices in Mackay and Moranbah attracted investors at the same time as local residents and domestic migrants were trying to buy during a period of rising incomes and employment linked to mining, while tight rental markets and constrained new construction limited the supply response (Ryder, 2019).

Approximately 4,500 dwelling transfers occurred across the Regional Catchment in 2024, an increase of 2,500 from the 2,000 transfers recorded in 2018 (QGSO, 2025). This corresponded to an average growth rate of 14.8% per annum, increasing each year from 2018 to 2022 before a slight decline in 2023. The growth in dwelling transfers has also corresponded with a rise in dwelling prices in the Regional Catchment. The median dwelling price of detached dwellings has increased from $327,500 to $514,600 on average, growing at an average annual rate of 7.8%. Similarly, the median dwelling price of attached dwellings climbed from $237,600 to $347,600 on average, reflecting an average growth rate of 6.5% per annum.

Figure 4.7. Dwelling Transfers (Regional Catchment), 2018 to 2024



Note: Median dwelling price reflects a weighted average of quarterly median dwelling prices across the Regional Catchment.
Source: QGSO (2025).

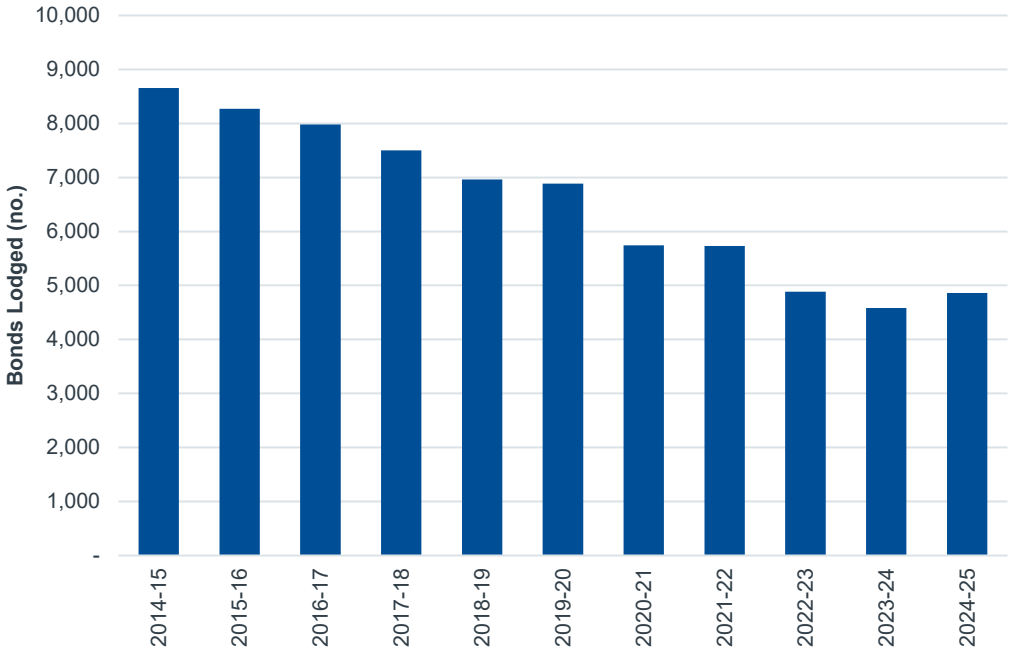
4.4.2 RENTAL MARKET

4.4.2.1 BONDS LODGED

The Regional Catchment recorded 4,900 rental bond lodgements in 2024-25 (RTA, 2025). The number of new rental bonds lodged annually in the Regional Catchment has steadily declined over the last decade, falling by 3,800 lodgements from the 8,700 recorded in 2014-15 at an average annual rate of 5.6%. This can be attributed to a number of factors, most notably (Urbis, 2023):

- Owner-occupier purchases have accounted for a greater share of dwelling transfers over the last decade, absorbing former rental stock and contributing to price growth.
- A significant proportion of dwellings are tied up in short-term/ tourism/ seasonal/ non-resident worker uses or are being left unoccupied, limiting stock available for permanent rentals.
- Extremely tight vacancy rates and rising rental prices (see Section 4.4.2.2) have reduced tenant turnover, resulting in fewer new bonds being lodged each year even as prices and sales volumes rise.

Figure 4.8. Bonds Lodged (Regional Catchment), 2014-15 to 2024-25



Source: RTA (2025).

Across the Regional Catchment from 2014-15 to 2024-25, rental bonds were most frequently lodged for 3 and 4 bedroom houses, as well as 2 bedroom flats/ units (RTA, 2025). Combined, these dwelling types accounted for 70.3% of total bonds lodged over the last decade.

Table 4.1. Bonds Lodged by Dwelling Type (Regional Catchment), 2014-15 to 2024-25

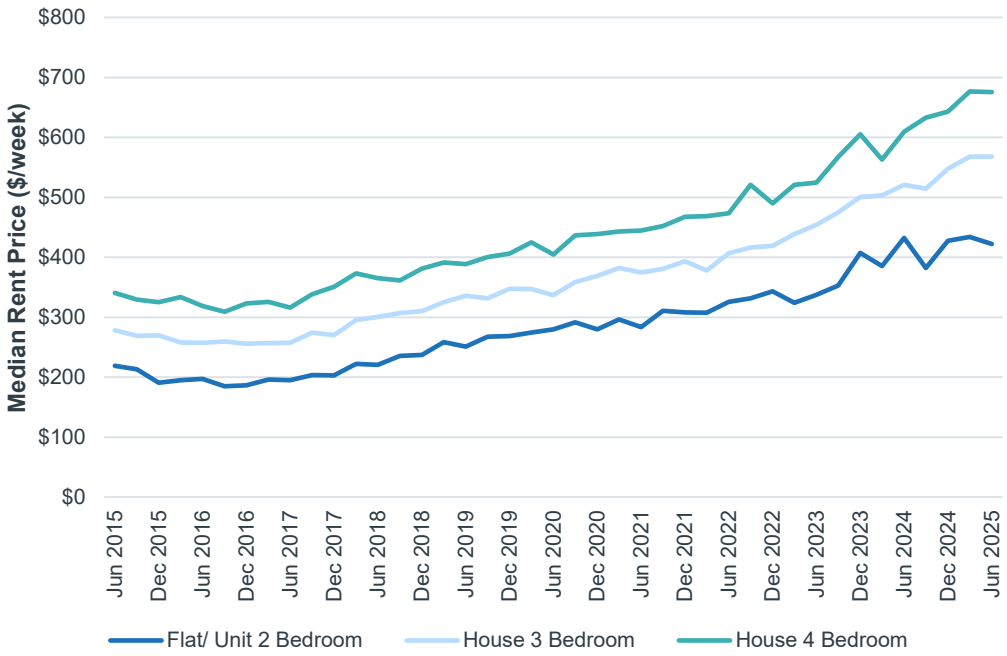
Dwelling Type	Bonds Lodged (no.)	Proportion (%)
Flat/ Unit 1 Bedroom	4,525	6.3%
Flat/ Unit 2 Bedroom	12,644	17.5%
Flat/ Unit 3 Bedroom	5,402	7.5%
House 2 Bedroom	2,493	3.5%
House 3 Bedroom	19,353	26.9%
House 4 Bedroom	18,673	25.9%
Townhouse 2 Bedroom	1,034	1.4%
Townhouse 3 Bedroom	2,414	3.3%
Other	5,530	7.7%
Total	**72,068**	**100.0%**

Source: RTA (2025).

4.4.2.2 RENTAL PRICES

Rental prices within the Regional Catchment have steadily increased over the last decade (RTA, 2025), as the market has transitioned from surplus capacity following the previous mining downturn to a position of structural undersupply. Strong demand from rising employment and mining activity coinciding with reduced investor-owned rental stock has resulted in households competing for a smaller pool of available dwellings (despite the observed decline in rental bond lodgements). These trends largely mimic the rental market across Australia (ABC, 2024). From June 2015 to June 2025, per week average rental prices in the Regional Catchment rose by $203 for 2 bedroom flats/ units (6.8% per annum on average), $289 for 3 bedroom houses (7.4% per annum on average), and $335 for 4 bedroom houses (7.1% per annum on average).

Figure 4.9. Median Weekly Rent Prices (Regional Catchment), June 2015 to June 2025

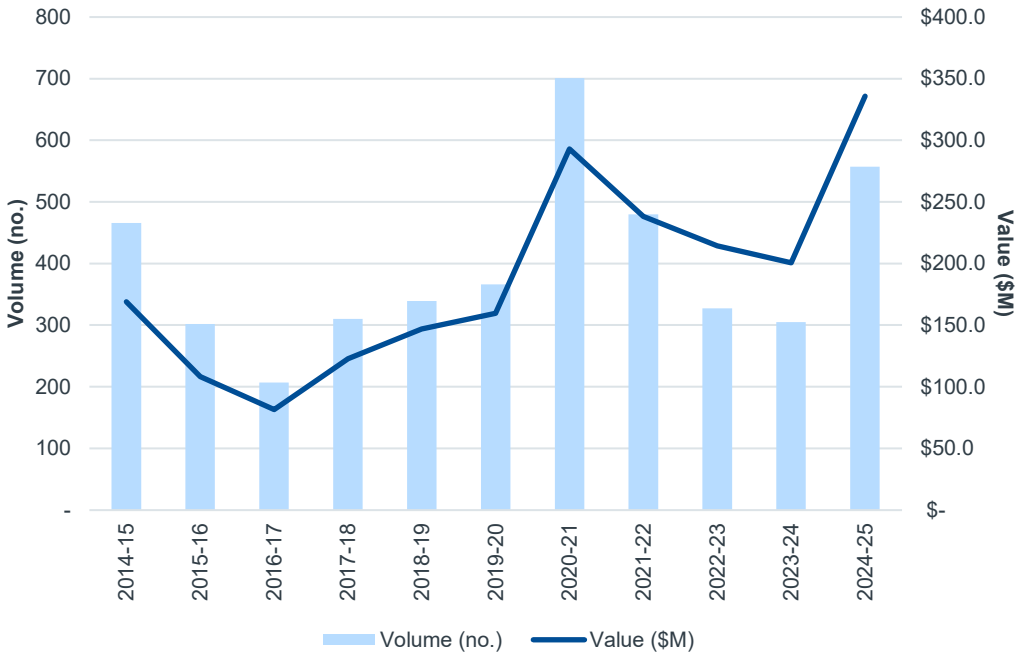


Source: RTA (2025).

4.4.3 BUILDING APPROVALS

The volume and value of residential building approvals in the Regional Catchment trended upwards from 2016-17 to 2020-21, peaking in 2020-21 with 701 approvals at a value of $292.9 million (ABS, 2025 c). The trend upward over this period largely reflected a recovery of the regional economy following the earlier mining investment downturn, as excess housing stock was absorbed. The sharp one-off surge in 2020-21 can in part be attributed to the 'HomeBuilder' program (Australian Government, 2021) implemented in an environment of record low interest rates, producing a large number of detached housing approvals. Approvals activity declined once the stimulus ended along with a rise in interest rates and escalation of construction costs, before another rise in 2024-25.

Figure 4.10. Residential Building Approvals (Regional Catchment), 2014-15 to 2024-25



Source: ABS (2025 c).

The value of non-residential building approvals in the Regional Catchment can fluctuate considerably from year to year given the nature of such approvals, which tend to result in a relatively low number of high-value investments at often sporadic times. Despite this, approval value in the Regional Catchment trended upwards over the last decade, averaging $179.8 million annually from 2014-15 to 2024-25 and peaking at $402.5 million in 2022-23.

Figure 4.11. Non-Residential Building Approval Value (Regional Catchment), 2014-15 to 2024-25 YTD

Source: ABS (2025 c).

5. REGIONAL IMPACT ASSESSMENT

The following section examines the economic impacts (both beneficial and adverse) of the Project within the Regional Catchment and Queensland, in response to the EIS ToR. The analysis uses economic modelling, as well as findings from the literature review and existing environment, to inform the assessment of economic impacts as appropriate.

Note: All dollar values presented in this section are in 2025 Australian Dollar terms, unless otherwise specified.

5.1 CONTRIBUTION TO THE ECONOMY

The Project will contribute to the Regional Catchment and Queensland economies by supporting business/ industry output, gross product, employment, and employee incomes, both:

- **Directly**, through:
  - Construction activity
  - Sustaining capital purchases
  - The extraction and export of product coal
  - Onsite decommissioning and rehabilitation activities post-mining (not modelled[3]).
- **Indirectly (flow-on)**, through:
  - Additional demand for goods and services to support the Project
  - Household consumption effects as a result of additional wages and salaries paid
  - Government expenditure through additional taxation and royalty revenues.

The following sub-sections examine the Project's impact (beneficial and adverse) on the Regional Catchment and Queensland economies during construction and operations, as estimated using CGE modelling. Modelling was also conducted at a national level, though as the vast majority of impacts are estimated to occur within Queensland, national impacts have not been reported.

The modelling outcomes identified throughout this section depict the value and percentage change in a range of economic indicators anticipated as a result of the Project. These estimates represent the net change in the respective indicators, compared to what growth may be in the Regional Catchment and Queensland economies without the Project proceeding. A description of the base scenario growth assumptions used for economic modelling is outlined in **Appendix A**. In general, the base scenario assumes the Queensland economy would continue to grow under the growth assumptions outlined in **Appendix A**, but without the Project, while the Project scenario assumes the same underlying Queensland growth assumptions but with the Project proceeding. The Project's impact reflects the differences in modelled outcomes between the two scenarios, with differences reflective of Project specific activity in consideration of competition for constrained resources (including labour).

The CGE modelling does not separately examine the impact of each stage as outlined in Section 3.2, nor does it disaggregate impacts between direct and flow-on activity; rather, it examines the impact of the Project's activity across all relevant stages in each year. To provide some relativity of impacts by stage, analysis of CGE modelling results have been examined across the following time periods:

- 2028: Representing the bulk of construction works
- 2029 to 2043: Representing the operational impacts (plus some residual construction works in 2029).

[3] Decommissioning and rehabilitation impacts between 2044 and 2053 were not modelled due to the low levels of annual activity associated with this expenditure, which when modelled against baseline activity 20 years into the future, is highly affected by background noise in the modelling outcomes.

In interpreting the results of the modelling, it should be recognised that, with first product coal being produced in 2029 and residual construction work being conducted in the same year, impacts presented in 2029 as part of the operational phase will include some impacts attributable to construction activity.

Additional details of the CGE model and general assumptions used are outlined in **Appendix A**.

Economic activity supported by the Project has been estimated across the following measures:

- **Output**: Refers to the gross value of goods and services transacted, including the costs of goods and services used in the development and provision of the final product.
- **Gross Product**: Refers to the value of output after deducting the cost of goods and services inputs in the production process. Gross product thereby defines the true net economic contribution of the Project, whilst estimates of industry output represent the overall increase in economic transactions, and thereby, industry production and activity.
- **Employment/ jobs**: Refers to the full-time and part-time employment positions generated by the Project, both directly and indirectly through flow-on activity, and is expressed in terms of full time equivalent (FTE) positions.
- **Incomes/ wages and salaries**: Measures the level of wages and salaries (and other incomes) paid to employees of the industry under consideration, and to other industries benefiting from the Project. Impacts on the real wage (i.e. average wages and salaries over time excluding inflation) have also been estimated.

5.1.1 IMPACTS ON GROSS PRODUCT

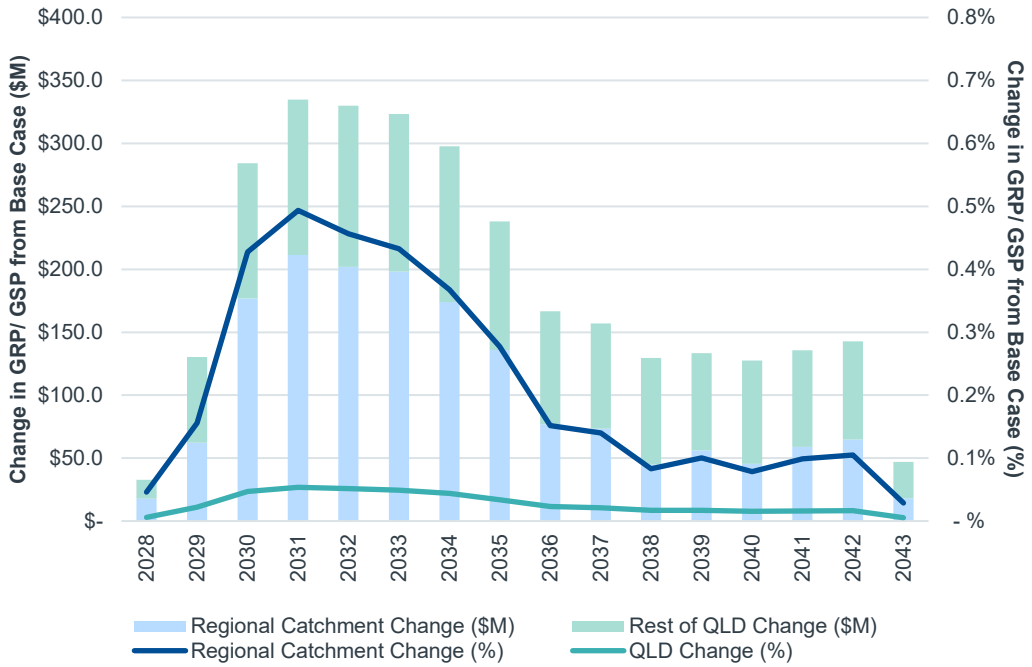
Modelling outcomes of the impacts of the Project on GRP for the Regional Catchment economy and GSP for the Queensland economy demonstrate the Project will positively contribute to the regional and state economies across both construction and operations, when compared to the base case with no Project:

- The construction phase (2028) is estimated to contribute $17.7 million in GRP for the Regional Catchment and $32.9 million in GSP for Queensland.
- The operations phase (2029 to 2043) is estimated to support an average annual contribution of $106.6 million in GRP for the Regional Catchment and $198.5 million in GSP for Queensland.

The Project's economic contribution is expected to increase incrementally over the first three years of operations to reach its peak in 2031, supporting $211.4 million in GRP for the Regional Catchment and $334.8 million in GSP for Queensland (inclusive of the $211.4 million supported in the Regional Catchment) for the year. Impacts to GSP are estimated to contribute over $100 million annually during operations until the final year of operations in 2043. The majority of the contribution to gross product is expected to occur within the Regional Catchment across both the construction and operations phases (53.8% during construction and 53.7% during operations).

In percentage terms, the Project's impact on GRP in the Regional Catchment is estimated to peak at 0.49% above the base scenario in 2031, trending downward thereafter. The Project's impact on GSP in Queensland is estimated to average approximately 0.03% above the base scenario over the life of the Project.

Figure 5.1. Annual Impact on GRP/ GSP, Deviation from Base Case



Note: Contribution to Regional Catchment GRP is represented by the blue columns, while contribution to Queensland GSP is represented by the sum of the blue and green columns.
Source: Prime Research (unpublished).

5.1.2 IMPACTS ON INDUSTRY OUTPUT

Modelling results of the impacts of the Project on output by industry in the Regional Catchment show during the construction phase, the impact on industry output is expected to be highest for the construction industry ($61.2 million in total), while the mining industry is expected to receive the greatest impact during the operations phase ($461.5 million on average annually).

The transport and storage industry is also expected to experience a considerable lift in output during operations, due to expenditure on logistics and port handling. Other industries such as trade, business services, and public services, health and education are also anticipated to record increases in output, due to increased demand for these services to supply the Project and its workforce, as well as additional household incomes and government revenues generating an increase in overall demand and expenditure for these services.

Manufacturing is the primary industry expected to experience adverse impacts from the Project (during construction and operations) in terms of a reduction in industry output compared to what would be expected to occur without the Project. This reduction in activity from the base case (i.e. without the Project) is largely a reflection of factors such as competition for constrained labour resources (see Section 5.1.3) and increased costs of business as competition for resources drives input prices up (including labour, see Section 5.1.4). The manufacturing industry provides many similar skills as used in mining and typically operates in global markets competing with international producers, making it a price taker with limited capacity to increase price to accommodate rising input costs without losing market share. The electricity, gas, water and waste services industry is also expected to observe a decline in output relative to the base case, however, to a lesser extent.

On a percentage basis, the transport and storage (0.97%) and mining (0.93%) industries are expected to record the largest industry output changes on average per annum in the Regional Catchment during operations, while manufacturing (-0.59%) and electricity, gas, water and waste services (-0.54%) are estimated to record the largest percentage declines relative to the base case. All other industries in the Regional Catchment are estimated to record changes in output of 0.5% or less during operations, while only the mining industry is estimated to experience a percentage change in output greater than 0.1% at a state level.

Table 5.1. Average Annual Impact on Industry Output, Deviation from Base Case

Industry	Construction		Operations	
	Regional Catchment	Queensland	Regional Catchment	Queensland
Change in Industry Output ($M)				
Agriculture, Forestry & Fishing	-$0.4	-$2.7	-$0.9	-$4.5
Mining	-$3.8	-$0.3	$461.5	$624.8
Manufacturing	-$4.7	-$19.7	-$28.9	-$105.0
Electricity, Gas, Water & Waste Services	-$2.5	-$15.4	-$4.0	-$25.0
Construction	$61.2	$153.1	-$3.4	$19.2
Trade[1]	$2.7	$4.2	$3.3	$15.2
Transport & Storage	-$0.1	-$2.4	$30.7	$48.3
Communication[2]	-$0.4	-$3.3	-$0.9	-$2.6
Finance & Insurance	-$0.4	-$2.8	-$0.3	$4.0
Business Services[3]	$3.5	$14.3	$15.6	$31.9
Public Services, Health and Education[4]	$2.3	$2.2	$0.5	$5.3
Recreation & Other Services[5]	$0.5	-$1.0	$3.5	$1.8
Ownership of Dwellings	$1.2	$4.3	-$0.1	$10.8
Total Change	**$59.1**	**$130.5**	**$476.5**	**$624.2**
Change in Industry Output (%)				
Agriculture, Forestry & Fishing	-0.03%	-0.01%	-0.06%	-0.02%
Mining	-0.01%	0.00%	0.93%	0.46%
Manufacturing	-0.10%	-0.01%	-0.59%	-0.06%
Electricity, Gas, Water & Waste Services	-0.38%	-0.05%	-0.54%	-0.07%
Construction	1.84%	0.09%	-0.08%	0.01%
Trade[1]	0.06%	0.00%	0.06%	0.01%
Transport & Storage	0.00%	0.00%	0.97%	0.05%
Communication[2]	-0.09%	-0.01%	-0.17%	-0.01%
Finance & Insurance	-0.06%	-0.01%	-0.03%	0.01%
Business Services[3]	0.13%	0.01%	0.48%	0.02%
Public Services, Health and Education[4]	0.06%	0.00%	0.01%	0.00%
Recreation & Other Services[5]	0.08%	0.00%	0.41%	0.00%
Ownership of Dwellings	0.05%	0.01%	0.00%	0.01%
Total Change	**0.09%**	**0.01%**	**0.58%**	**0.05%**

Note:
(1) Includes wholesale trade, retail trade, accommodation, and food services.
(2) Includes postal and courier services and telecommunication services.
(3) Includes services to mining, property and business, professional, administrative, and personal/ household goods hiring.
(4) Includes public administration, defence, education and training, health care, and social services.
(5) Includes arts, recreation, gambling, and other services.
Source: Prime Research (unpublished).

5.1.3 IMPACTS ON EMPLOYMENT

Note: All employment results in this section are by place of usual residence, unless otherwise specified.

5.1.3.1 TOTAL EMPLOYMENT

Employment requirements of the Project are outlined in Section 3.2 across the construction and operations workforces, as are assumptions regarding the source of labour. Modelling has been undertaken to understand the likely impacts of the Project on total employment in the Regional Catchment and Queensland, in consideration of constrained labour resources and demand for goods and services in the regional, state, and national economy (as a result of flow-on industry and household consumption, as well as government expenditure).

The figure below indicates jobs supported by the Project in the Regional Catchment increase as the Project is constructed, transitions to operations, and reaches peak production between 2031 and 2034. Construction is estimated to directly support between 100 and 150 workers (125 FTEs assumed), while during operations, (i.e. from 2029 to 2043) the Project is expected to deliver 313 FTE jobs per annum on average directly. It is expected approximately 65% of both construction and operations workers will be sourced from the Regional Catchment.

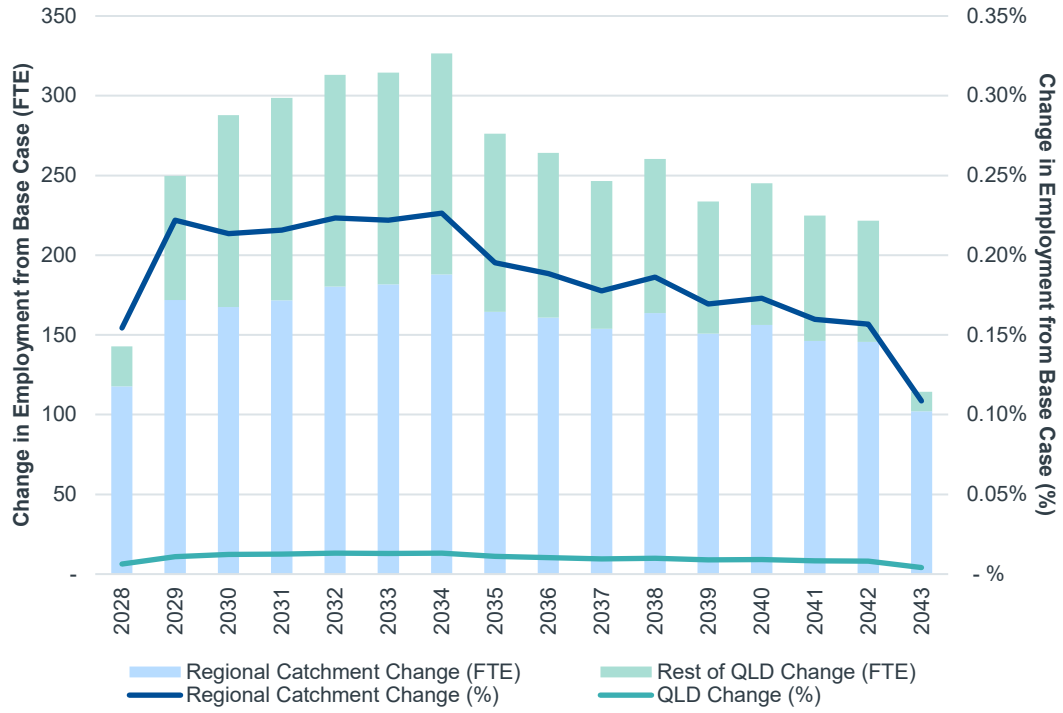
Economic modelling (which examines the direct and flow-on impacts relative to what would be expected to occur without the Project, and includes consideration of resource constraints and competition for labour) indicates this is anticipated to result in a net increase in employment of 118 FTE jobs during construction and 160 FTE jobs per annum on average during operations in the Regional Catchment (represented by the blue in the figure below), compared to what would be expected to occur without the Project. These estimates are inclusive of the direct Project workforce outlined above that live within the Regional Catchment (i.e., 65% of the 125 FTE jobs during construction and 65% of the 313 FTE jobs per annum during operations – refer to Sections 3.2.1.3 and 3.2.3.5 for details of sourcing of labour). However, as the modelled employment estimates reflect a comparison against a base scenario[4] and account for competition for labour, the net increase in employment can be lower than the direct Project workforce (e.g., the modelled estimate of 160 FTE jobs per annum during operations is lower than the total direct Project workforce that live within the Regional Catchment. This reflects that without the Project, some of these workers would otherwise be employed elsewhere. The fluctuation in the Project's annual employment impact reflects the projected levels of annual production outlined in Section 3.2.3.1. Employment is estimated to trend downward from 2034 onwards, as production falls until mining operations cease in 2043 and transition to post-mining decommissioning and rehabilitation.

The net impacts on employment in Queensland (inclusive of impacts within the Regional Catchment) are estimated to be higher than in the Regional Catchment alone, as the Project is anticipated to also support jobs outside of the Regional Catchment. Relative to what would be expected to occur without the Project, the Project is estimated to support an additional 25 FTE jobs during construction and 98 FTE jobs per annum on average during operations in areas of Queensland outside the Regional Catchment (represented by the green columns in the figure below), corresponding to a total of 143 FTE jobs during construction and 259 FTE jobs per annum on average during operations in Queensland (represented by the sum of blue and green columns in the figure below). As with the modelled estimates of employment for the Regional Catchment, while the modelled estimates are inclusive of the Project workforce that lives within Queensland (with 100% of Project workers assumed to reside in Queensland) the estimated net increase in employment in Queensland may be lower than the direct Project workforce (e.g., as is the case for operations) as it reflects a comparison against a base scenario and considers resource constraints and competition for resources.

On a percentage basis, the Project's impact on employment in the Regional Catchment is estimated to peak at 0.23% above the base scenario in 2034, and trend downward thereafter. The Project's impact on employment in Queensland is estimated to remain at approximately 0.01% above the base scenario over the life of the Project.

[4] Additional details regarding growth assumptions used in the base scenario and Project scenario, as well as how to interpret results, are provided in Appendix A and Section 5.1.

Figure 5.2. Annual Impact on Employment, Deviation from Base Case



Source: Prime Research (unpublished).

5.1.3.2 EMPLOYMENT BY INDUSTRY

Modelling results show the employment supported during the construction phase will primarily occur within the construction industry, with 73 FTE construction industry jobs supported in the Regional Catchment and 118 FTE jobs in Queensland. During the operations phase, the mining industry is estimated to record the largest level of employment supported by the Project, with 138 FTE mining industry jobs supported annually on average in the Regional Catchment and 219 FTE jobs in Queensland. Other industries moderately and positively impacted by the Project during operations include business services, trade, transport and storage, and public services, health and education. The largest adverse impact on employment is expected to be within the manufacturing industry, for the reasons outlined in Section 5.1.2.

Although the overall impact on employment in the Regional Catchment on a percentage basis on average annually is relatively small (0.15% during construction and 0.19% during operations), the impact in the Regional Catchment during operations is anticipated to be above 0.5% for both the mining and transport and storage industries, and above 0.3% for both the business services and recreation and other services industries. On the other hand, the Project is expected to reduce employment in the Regional Catchment during operations by an average of more than 0.6% per annum in both the electricity, gas, water and waste services and manufacturing industries. The Project's impact on mining employment in Queensland is estimated to increase by approximately 0.26% per annum on average, with all other industries estimated to experience a percentage change in employment of less than 0.1% at a state level.

Table 5.2. Average Annual Impact on Employment by Industry, Deviation from Base Case

Industry	Construction		Operations	
	Regional Catchment	Queensland	Regional Catchment	Queensland
Change in Employment (FTE)				
Agriculture, Forestry & Fishing	-1	-9	-2	-14
Mining	19	29	138	219
Manufacturing	-4	-30	-26	-100
Electricity, Gas, Water & Waste Services	-3	-15	-4	-23
Construction	73	118	-3	16
Trade[1]	12	20	10	46
Transport & Storage	1	-8	21	29
Communication[2]	0	-3	-2	-2
Finance & Insurance	0	0	0	8
Business Services[3]	8	26	21	48
Public Services, Health and Education[4]	11	14	4	28
Recreation & Other Services[5]	2	0	6	5
Ownership of Dwellings	0	0	0	0
Total Change	**118**	**143**	**160**	**259**
Change in Employment (%)				
Agriculture, Forestry & Fishing	-0.02%	-0.01%	-0.05%	-0.02%
Mining	0.09%	0.04%	0.58%	0.26%
Manufacturing	-0.10%	-0.02%	-0.62%	-0.07%
Electricity, Gas, Water & Waste Services	-0.38%	-0.05%	-0.66%	-0.08%
Construction	1.30%	0.05%	-0.05%	0.01%
Trade[1]	0.09%	0.00%	0.07%	0.01%
Transport & Storage	0.01%	-0.01%	0.58%	0.03%
Communication[2]	-0.03%	0.00%	-0.19%	0.00%
Finance & Insurance	0.03%	0.00%	-0.02%	0.01%
Business Services[3]	0.14%	0.01%	0.34%	0.02%
Public Services, Health and Education[4]	0.07%	0.00%	0.02%	0.00%
Recreation & Other Services[5]	0.11%	0.00%	0.32%	0.00%
Ownership of Dwellings	0.00%	0.00%	0.00%	0.00%
Total Change	**0.15%**	**0.01%**	**0.19%**	**0.01%**

Note:
(1) Includes wholesale trade, retail trade, accommodation, and food services.
(2) Includes postal and courier services and telecommunication services.
(3) Includes services to mining, property and business, professional, administrative, and personal/ household goods hiring.
(4) Includes public administration, defence, education and training, health care, and social services.
(5) Includes arts, recreation, gambling, and other services.
Source: Prime Research (unpublished).

5.1.3.3 EMPLOYMENT BY OCCUPATION (SKILLS REQUIREMENTS)

Modelling results highlight demand for labour is anticipated to be strongest (relative to the base case) among technicians and trade workers during the construction phase, and greatest for machinery operators and drivers, technicians and trade workers, and professionals during the operational phase. These occupations and skills are highly represented in the mining and construction industries.

On a percentage basis, the strongest impact is expected among technicians and trade workers during construction (increasing by 0.27% in the Regional Catchment), while the most significant impact during operations is expected among machinery operators and drivers (increasing by 0.33% on average per annum in the Regional Catchment). The Project is expected to have minimal impact (on a percentage increase basis) at a state level.

Of note, employment across all occupation groups is expected to be higher in the Regional Catchment and Queensland over the course of the Project relative to what would occur without the Project. While some industries may be adversely impacted, this will partly reflect a redistribution of skills and occupations between industries.

Table 5.3. Average Annual Impact on Employment by Occupation, Deviation from Base Case

Occupation	Construction		Operations	
	Regional Catchment	Queensland	Regional Catchment	Queensland
Change in Employment (FTE)				
Managers	13	15	14	24
Professionals	12	18	23	45
Technicians and Trades Workers	41	42	39	53
Community and Personal Service Workers	5	8	7	17
Clerical and Administrative Workers	10	14	14	28
Sales Workers	4	7	6	15
Machinery Operators and Drivers	19	22	48	61
Labourers	14	15	8	14
Total Change	**118**	**143**	**160**	**259**
Change in Employment (%)				
Managers	0.13%	0.00%	0.12%	0.01%
Professionals	0.09%	0.00%	0.17%	0.01%
Technicians and Trades Workers	0.27%	0.01%	0.24%	0.01%
Community and Personal Service Workers	0.08%	0.00%	0.11%	0.01%
Clerical and Administrative Workers	0.12%	0.00%	0.15%	0.01%
Sales Workers	0.09%	0.00%	0.12%	0.01%
Machinery Operators and Drivers	0.14%	0.01%	0.33%	0.03%
Labourers	0.22%	0.01%	0.11%	0.01%
Total Change	**0.15%**	**0.01%**	**0.19%**	**0.01%**

Source: Prime Research (unpublished).

5.1.4 IMPACTS ON WAGES & SALARIES

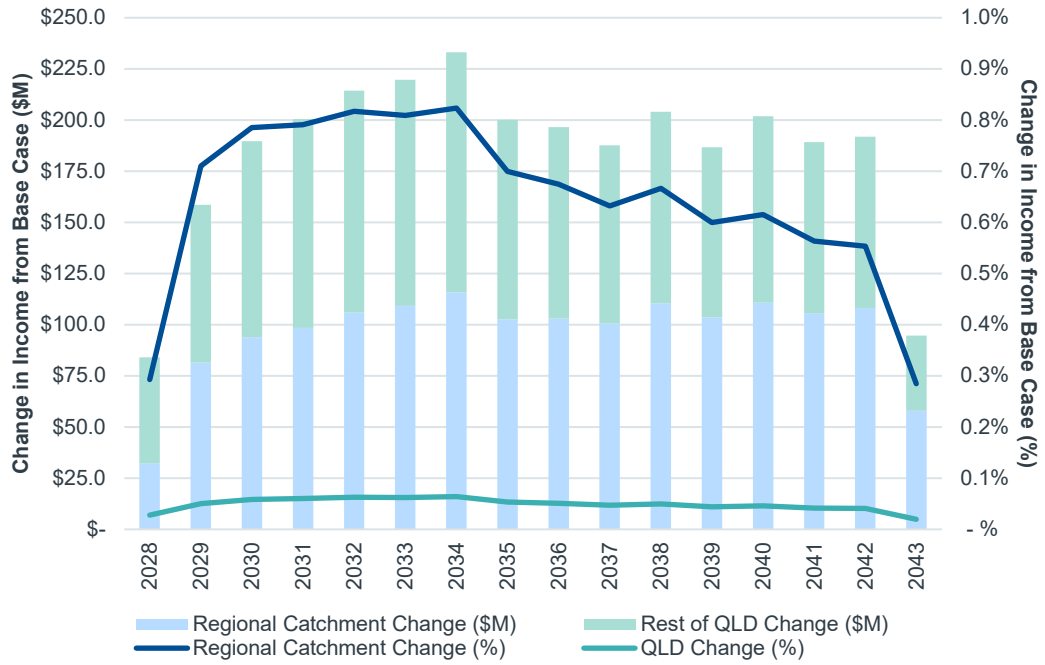
5.1.4.1 EMPLOYEE INCOMES

Incomes supported by the Project in the Regional Catchment are projected to rise between 2028 and 2034, as the Project is constructed, transitions to operations, and reaches peak production where labour demands are strongest. Similar to employment impacts, the net change in incomes is estimated to trend downward following peak production in 2034 until mining operations cease in 2043. Of note, while overall impacts on incomes will trend downward following peak production years (in line with employment), the downward trend is not as pronounced for incomes. This reflects the employment supported by the Project is anticipated to provide some level of competitive tension for labour, which will support an overall increase in the average employee income (i.e. real wages growth, which is examined in section 5.1.4.2) across the Regional Catchment, Queensland, and Australia.

The annual impact on incomes is expected to follow a similar trend in Queensland. In 2034, employee incomes are estimated to be $233.0 million more in Queensland relative to the base case (i.e. without the Project), of which 49.7% ($115.7 million) would be captured in the Regional Catchment. The Project's impact on incomes is expected to decline following peak production, though remain above $175 million in excess of the base case each year until the final year of operations in 2043.

In percentage terms, there is a small increase in incomes in both the Regional Catchment and Queensland. The impact on incomes is expected to peak at 0.82% in 2034, before observing a downward trend thereafter. Incomes in Queensland are anticipated to rise by approximately 0.06% in 2034 as a result of the Project, and average approximately 0.05% above the base scenario over the life of the Project.

Figure 5.3. Annual Impact on Incomes, Deviation from Base Case



Source: Prime Research (unpublished).

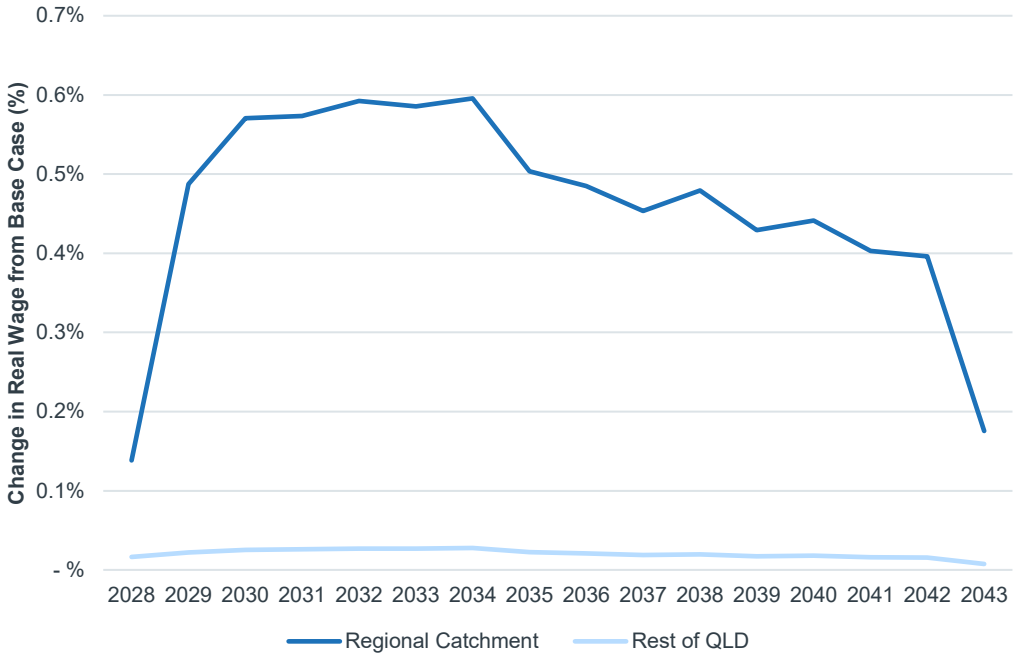
5.1.4.2 REAL WAGES

As indicated in Section 5.1.4.1, impacts on employee incomes will not solely be driven by increased employment. The Project (as a continuation of an existing workforce and supply chains) will retain labour to support the construction and operation of the mine (see Section 5.1.3 and 5.4.2), and thereby constrain the availability of labour and other resources for other uses. This will place upward pressure on the cost of attracting and retaining labour in the regional, state, and national labour market relative to what would occur without the Project. Although, as the Project is replacing existing mining activity from the IPC, any upward pressure on wages resulting from the Project is already being experienced within the Regional Catchment and Queensland. Therefore, upward pressure on wages is not expected to be exacerbated by the Project (i.e. the percentage change in real wages should be interpreted as what would be lost in wages without the Project through a reduction in competitive tension for labour).

As a result, average incomes across the Regional Catchment and Queensland will lift, generating additional incomes throughout the economy. This effect is best observed through the impact of the Project on real wages, which represents the real (i.e. above inflation) changes to average salaries in the economy.

The Project is anticipated to contribute an approximately 0.60% increase to real wages in the Regional Catchment at its peak in 2034. Following this, the Project's impact on real wages is expected to decline. The downward trend over time reflects an underlying expansion of the Regional Catchment and Queensland economies over time, diluting the overall impact on real wage growth from the Project. Impacts to real wages in the rest of Queensland are relatively minor, averaging around 0.02% during operations.

Figure 5.4. Annual Percentage Change in Real Wages, Deviation from Base Case



Source: Prime Research (unpublished).

5.2 CONTRIBUTION TO GOVERNMENT REVENUES

5.2.1 APPROACH

Estimates of taxation revenue to the Queensland and Australian Government have been developed based on benchmarks of taxation revenue received compared to relevant Queensland and Australian measures, and applied to results from CGE modelling. The following benchmarks were applied by taxation item:

- **Personal Income Tax (Australian Government)**: Total income tax received (ABS, 2025 d) compared to total wages and salaries paid to Australian employees (ABS, 2025 e; ABS, 2025 f) between the financial years of 2014-15 and 2023-24. This was applied to estimates of incomes paid in Australia from the modelling.
- **Fringe Benefits Tax (Australian Government)**: Total fringe benefits tax received (ABS, 2025 d) compared to total wages and salaries paid to Australian employees (ABS, 2025 e; ABS, 2025 f) between the financial years of 2014-15 and 2023-24. This was applied to estimates of incomes paid in Australia from the modelling.
- **Company Income Tax (Australian Government)**: Total company tax received (ABS, 2025 d) compared to total gross profit of businesses in Australia (i.e., total GDP less total wages and salaries paid to employees) (ABS, 2024; ABS, 2025 e; ABS, 2025 f) between the financial years of 2014-15 and 2023-24. This was applied to estimates of GDP less incomes paid in Australia from the modelling.
- **Goods & Services Tax (GST) (Australian Government)**: Total GST received (ABS, 2025 d) compared to total Australian GDP (ABS, 2024) between the financial years of 2014-15 and 2023-24. This was applied to estimates of GDP for Australia from the modelling.
- **Payroll Tax (Queensland Government)**: Total payroll tax received (ABS, 2025 d) compared to total wages and salaries paid to Queensland employees (ABS, 2025 e; ABS, 2025 f) between the financial years of 2014-15 and 2023-24. This was applied to estimates of incomes paid in Queensland from the modelling.

Both direct and flow-on impacts are included in the estimation of the above taxation revenues. In addition to the above, Stanmore will also pay the Queensland Government royalties for the extraction of coal. Royalty payments were estimated by Stanmore.

5.2.2 TAXATION REVENUES

Details of anticipated taxation revenues from both direct and flow-on activity associated with the Project relative to the base case (i.e. without the Project) are summarised below. The Queensland Government is expected to receive approximately 42.0% of the additional revenue, primarily through royalty payments. It should be noted that a portion of Australian Government revenues are likely to provide benefits to Queensland through the subsequent expenditure and redistribution of these revenues to provide services and infrastructure throughout Australia.

The Project is estimated to provide additional revenues of approximately $965.0 million over the life of the Project to the Australian Government, equating to $60.3 million per annum from 2028 to 2043. This corresponds to an average annual increase in Australian Government revenues of 0.01% from the $727.6 billion received in 2023-24 (Australian Government, 2024). The present value (at a 7% discount rate) of the aggregated Australian Government tax revenue supported by the Project from 2028 to 2043 is estimated to be $501.7 million.

On an average annual basis, the Project is estimated to provide additional revenues of approximately $43.6 million per annum to the Queensland Government, resulting in $698.2 million in total over the life of the Project from 2028 to 2043. This corresponds to an average annual increase in Queensland Government revenues of approximately 0.05% from the $89.8 billion received in 2023-24 (Queensland Government, 2024). The Project's aggregate contribution to Queensland Government revenues between 2028 and 2043 is estimated to be $367.4 million in present value terms (at a 7% discount rate).

Table 5.4. Aggregate Project Government Revenues

Tax	Estimated Revenue ($M)	Proportion of Additional Revenue (%)	Present Value of Estimated Revenue – 7% Discount Rate ($M)
Queensland Government			
Payroll Tax	$77.8	11.1%	$39.8
Royalties	$620.3	88.9%	$327.6
Total	**$698.2**	**100.0%**	**$367.4**
Australian Government			
Personal Income Tax	$809.0	83.8%	$414.1
Fringe Benefits Tax	$15.8	1.6%	$8.1
Company Tax	$37.1	3.8%	$23.4
GST	$103.1	10.7%	$56.1
Total	**$965.0**	**100.0%**	**$501.7**

Note: Totals may not sum due to rounding.
Source: ABS (2024, 2025 d, e, f), Prime Research (unpublished), Stanmore (unpublished), AEC.

5.3 IMPACT ON LAND USES

5.3.1 IMPACT ON AGRICULTURAL USES

The Project is located on an area currently used for cattle grazing. It is estimated the Project will have a total disturbance area of approximately 2,080 ha if the Project proceeds.

Cattle and calf grazing is the prominent agricultural activity in the Regional Catchment (refer to Section 4.2). The region had an average value of production of $88.56 per ha for grazing in 2020-21 (ABS, 2022 a; b). Based on a total disturbance area of 2,080 ha of grazing land, this equates to approximately $184,000 per annum in potential value lost in cattle grazing over the life of the Project. To be conservative, the analysis has assumed the entire 2,080 ha will be removed from grazing production from 2029, however, disturbance of this land will occur progressively over the life of the mine with potential to maintain production in some areas prior to being disturbed.

Stanmore is committed to progressively rehabilitating the disturbed land as a result of mining activity, with the majority of the final landform post decommissioning and rehabilitation to be suitable for returning to grazing purposes. The land area is expected to also include water supply areas which will support grazing activity and other potential post mining land uses. For the purposes of this analysis, it has been assumed that rehabilitation will gradually (over a 10-year period) return the majority of the land to the original production value post-mining.

Over the life of the Project (including decommissioning and rehabilitation, after which the land will be returned to grazing purposes), the impact to agriculture from the Project is estimated to have a total value of $3.7 million, equating to a net present value of approximately $1.7 million using a 7% discount rate. The total disturbance area accounts for approximately 0.04% of the livestock grazing area in the Regional Catchment. As such, lost activity of $184,000 per annum at peak disturbance may overestimate the potential lost value, as cattle grazing in this area could be intensified and/or activities currently undertaken in the disturbance area could be potentially located elsewhere.

5.3.2 IMPACT ON FISHERIES

The Project's direct activities are not anticipated to impact or impede any recreational, commercial, or Indigenous fisheries. The location of the Project, CHPP facility, and existing routes utilised for hauling of the coal via rail to export terminals are not within the proximity of any direct fishing activity.

Downstream of the Project's direct activities, coal will primarily be exported from the Dalrymple Bay Coal Terminal (DBCT)[5], which has the capacity to handle up to 84.2 Mtpa of coal throughput. Coal from the IPC is currently exported via the DBCT, and the Project will retain export volumes from the IPC through to 2043, with vessels assumed to use existing shipping routes. The potential for the handling of coal and transport via ships to impact on marine habitats and fishing activities will be in line with existing risks from coal exports from the IPC via the DBCT.

5.3.3 IMPACT ON ENVIRONMENTAL USES

The Project will clear around 350 ha of remnant vegetation, for which a biodiversity offset will be required. To offset the area of remnant vegetation to be cleared, an area of approximately 1,780 ha located on Stanmore-owned land will be improved and preserved.

While the offset area will be contained within Stanmore-owned land, an imputed opportunity cost for the land to be set aside for offset has been estimated based on an indicative land purchase price for the region. A review of sales of farmland used for grazing of 20 ha or greater in the past two years in the Isaac Regional Council area from RP Data (2025) suggests sales values have varied between around $400 per ha and $4,000 per ha. For the purposes of this assessment, an average value of around $1,000 per ha has been assumed in consideration that land used for offsets is unlikely to be prime grazing land. This value was applied to the 1,780 ha offset area to infer an imputed offset value of $1.8 million.

In addition to the 350 ha of remnant vegetation to be cleared, the Project will involve clearing of an additional 1,730 ha of land, primarily used for grazing. In addition to the productive value of this grazing land, it also provides a level of biodiversity and habitat which will be lost. Research regarding the ecosystem service value of grazing farms in the US (Maher et al. (2020)) indicates a unit value of the grass/ rangelands biome of around US$112 per ha per year (2017 US dollar terms) in terms of general ecosystem service and wildlife recreation values provided by these lands, which can be observed as a reasonable proxy for the value of the ecological value of the grazing lands that will be removed from production as a result of the Project.

Applying an AUD to USD average exchange rate for the year ending June 2017 (RBA, 2025) and converting to 2025 dollar terms according to the Australian Consumer Price Index (ABS, 2025 g), this equates to approximately $325,000 per annum in potential habitat value lost within the 1,730 ha of additional land cleared for which a biodiversity offset will not be applied. Over the life of the Project (including decommissioning and rehabilitation) and applying a 7% discount rate, the lost habitat value is estimated to have a net present value of approximately $3.4 million.

The combined total value of Project offsets and lost habitat value is estimated to be $10.2 million, equating to $5.1 million in present value terms at a 7% discount rate.

[5] A small percentage may be exported via Abbot Point Coal Terminal.

5.4 OTHER IMPACTS TO BUSINESS

5.4.1 BENEFICIAL IMPACTS

SUPPORT FOR BUSINESSES IN THE MINING SUPPLY CHAIN

The Project will extend operations at IPC, allowing for ongoing contracts and sales activity to supply and service the needs of the Project and support local supply chains during all phases of the Project, while also providing opportunity for new local supply contracts. Much of the flow-on impacts are expected to be retained within the Regional Catchment, supporting businesses in surrounding regions of the Project site. Prominent industry beneficiaries of retained flow-on impacts from the Project include transport and storage, trade, business services, and public services, health and education.

The Project will also result in a continuation of support for local suppliers and contractors, providing additional security and longevity of business incomes (and employment) in the region. Without the Project, it is anticipated this activity would be lost to the regional economy following the cessation of operations at IDM.

SUPPORT FOR EXPORT INFRASTRUCTURE PROVIDERS

The Project scenario for the economic analysis assumes all saleable coal produced by the Project will primarily be transported from the IPM CHPP via rail (utilising the Goonyella rail line) to, and exported through, the DBCT at the Port of Hay Point[6]. In total, the Project will deliver an additional 30.0 Mt of saleable product coal for export over the life of the Project (2.0 Mtpa on average) than would be produced without the Project. As coal produced by the Project will replace existing coal volumes produced by the IPC, coal exports from the Project will support the ongoing activities of the DBCT.

5.4.2 ADVERSE IMPACTS

IMPACTS ON BUSINESSES FROM COMPETITION FOR RESOURCES

The Project will result in ongoing competitive tension for labour and resources, supporting higher levels of inflationary pressures and costs to businesses than would be expected without the Project, which could lead to potential difficulties for local businesses in terms of attracting and retaining staff. Manufacturing is expected to be the most adversely impacted industry as labour and resources in the manufacturing industry tend to be the most compatible with construction and mining activities, and as such, may flow from this industry to the Regional Catchment to support the Project.

A summary of impacts on industry output is provided in Section 5.1.2. The increase in real wages detailed in Section 5.1.4.2 highlights the implications on costs to businesses from higher labour costs, as real wages are higher than the base case throughout the Project life. This will place some cost pressures on businesses, though it should be noted that as the Project is a continuation of an existing mining operation, any inflationary pressures resulting from the Project are already being experienced within the Regional Catchment and Queensland. Any adverse impacts to businesses attributable to the Project from competition for resources is expected to be negligible.

IMPACTS ON INDUSTRY FROM EXCHANGE RATES

The Project will result in the export of an additional 30.0 Mt of saleable coal over 15 years that would not otherwise occur without the Project. There is some potential for this export activity to result in an increase in exchange rates as a result of the Project's impact on the balance of payments, which would make Australian exports less competitive while imported goods and services would cost comparatively less. This primarily impacts industries operating in global markets and competing with international producers, such as agriculture and manufacturing. An annual average of 2.0 Mtpa of saleable coal exported due to the Project comprises around only 0.5% of Australia's annual exports of coal and around 0.1% of total national export value, relative to 2024-25 exports of $512.5 billion (Australian Government, 2025 b). Thus, the impact of the Project on exchange rates is anticipated to be negligible.

[6] A small percentage may be exported via Abbot Point Coal Terminal, utilising the Newlands rail line.

POTENTIAL WATER-RELATED IMPACTS ON INDUSTRY

As outlined in Section 3.1, no new sources of water supply will be required for the Project, given the Project's water management systems will be integrated with the IPC. Water requirements will be met within existing water allocations, with no additional risks to water availability for other users. Use of the IPC water management systems will allow the transfer of mine-affected water to and from the Project and IDM, along with access to external raw water supply and excess storage capacity within existing mined voids and dams. Additionally, the construction of levees will protect the open cut mine pit area from potential flooding impacts from nearby watercourses, including the Isaac River, Cherwell Creek, and Conrock Gully. As such, the Project is not predicted to result in water-related impacts on industry.

5.5 IMPACT ON PROPERTY MARKET

Workforce accommodation arrangements for the Project will be similar to the existing accommodation strategy used by the IPC, being a mix of existing local mining village accommodation and residences in local town centres.

During operations, the mining, coal haulage, and support staff workforce at IDM will transition to the Project, while the CHPP workforce at IPM will continue to support the washing of coal from the Project. There is expected to be a small decrease in the operational workforce in the transition from mining at IDM to mining at the Project, from around 400 to 450 workers at IDM, to around 300 to 400 workers during the initial years of peak production.

The following mix has been assumed:

- During construction, approximately 10% of the workforce is expected to be sourced from existing residents of the local area (i.e., people living within one-hour of the Project site) and therefore not require accommodation, with the remaining 90% of the workforce expected to be DIDO/ FIFO workers accommodated in existing mine accommodation villages.
- Currently at IPC (supporting IDM), around 10% of the 400 to 450 operations workforce live in 'local' communities within a one-hour commute of IDM, with the remainder DIDO/ FIFO workers that are accommodated in existing mine accommodation villages. During operations of the Project, the workforce is expected to be slightly less than at IDM currently (300 to 400 workers), but is expected to result in a gradual increase in the proportion of local workers than at IDM. For the purposes of this study, it is assumed the proportion of the operations workforce of the Project living locally will be 15%.

With construction workers either living locally or staying in existing mine accommodation villages, there is not expected to be any impact on demand for local property attributable to the Project during construction. During operations, while the proportion of local operational workers for the Project relative to IDM is expected to increase, the contraction of around 50 to 100 overall workers relative to IDM would be expected to result in a minimal net change in local workers. Thus, the change in overall demand for property locally attributable to the Project is expected to be negligible.

5.6 IMPACT OF GREENHOUSE GAS EMISSIONS

5.6.1 EMISSIONS GENERATED

Estimates of total greenhouse gas (GHG) emissions generated by the Project were produced by Katestone (2026). Over the life of the Project, the Project is estimated to produce approximately:

- 1.3 million tonnes of Scope 1 CO_2-e (carbon dioxide equivalent) emissions
- 0.2 million tonnes of Scope 2 CO_2-e emissions
- 1.2 million tonnes of Scope 3 CO_2-e emissions (noting the inclusions and exclusions described below).

Note: Scope 3 emissions refer to all indirect emissions occurring in the value chain of a reporting company (including upstream and downstream) not included in the reporting of a company's Scope 1 and 2 inventory.

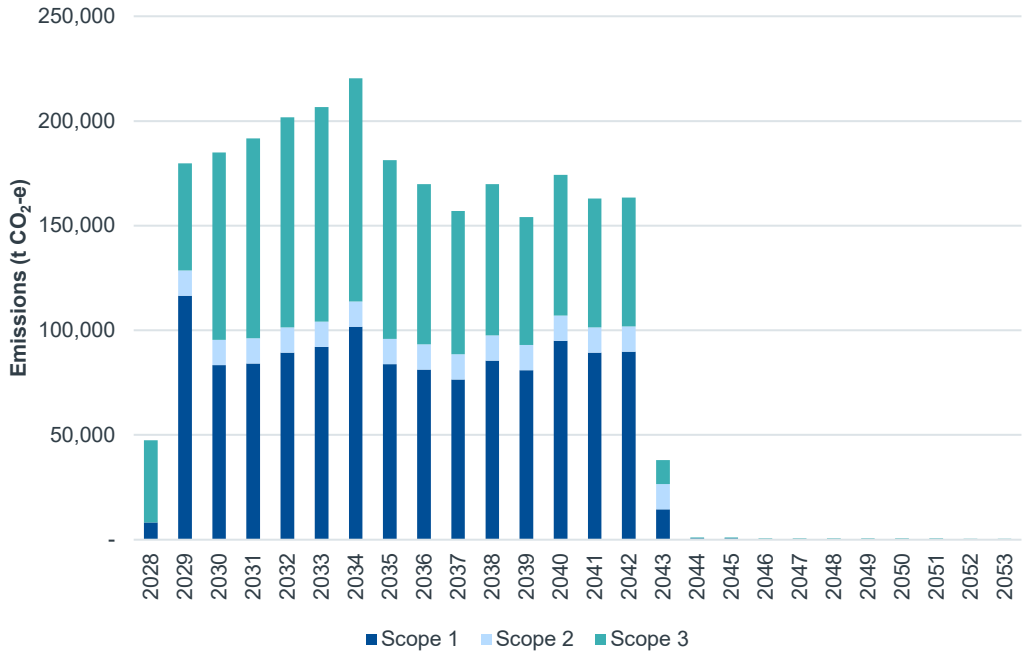
For the purpose of analysis, all Scope 3 emissions have been included, except:

- All emissions pertaining to the processing/ use of sold products downstream
- 80% of downstream transport emissions (i.e. those assumed to be associated with sea transport offshore).

These exclusions have been applied on the basis that the stakeholder referent group associated with impacts attributable to the Project for the purposes of the EIS is Australia, and downstream activities described above are expected to occur outside Australia (and thereby will not be part of Australia's national inventories for carbon accounting, nor impact on achieving net zero targets).

Annual estimates of GHG emissions, per the assessment methodology, are as per the timing outlined below. During construction and operations (i.e., from 2028 to 2043), the Project is estimated to generate 162,700 tonnes CO_2-e per annum on average, peaking in 2034 at around 220,400 tonnes CO_2-e. This is inclusive of Scope 3 GHG emissions in Australia.

Figure 5.5. Project Annual GHG Emissions (t CO_2-e)



Source: Katestone (2026).

Average annual emissions from the Project during construction and operations (2028 to 2043) of 162,700 tonnes CO_2-e are estimated to equate to approximately 0.03% of total national emissions (excluding the land use, land use change and forestry sector) produced in the year to June 2025 of 511.2 million tonnes of CO_2-e (Australian Government, 2025 c).

5.6.2 EMISSIONS COST VALUATION

In valuing the cost of GHG emissions, a social cost of carbon approach was applied. Infrastructure Australia (2023) has produced social cost of carbon estimates[7] consistent with meeting Australian Government legislated emissions reduction targets, using a set of economy-wide computable general equilibrium models to estimate recommended emissions values. The models capture the interactions between different sectors of the economy to estimate values, with the cost of emissions increasing incrementally over time by considering their cumulative impacts. For

[7] Infrastructure Australia recommends these values for use in social cost benefit analysis and economic analysis for infrastructure projects.

example, the real cost of one tonne of CO_2-e emissions is greater in 2050 than 2030, even when accounting for expected cost escalation. In 2025-26 Australian Dollar terms, the social cost of carbon is estimated at $111 per tonne of CO_2-e emissions in 2028, increasing to $420 per tonne of CO_2-e emissions in 2053.

The total value of the cost of GHG emissions for the Project is estimated to be $627.8 million, equating to $325.9 million in present value terms at a 7% discount rate.

5.6.3 ALTERNATIVE PRICING APPROACHES

Potential alternative approaches to valuing emissions are outlined below, including alternative approaches for valuing the social cost of carbon as well as some market-based approaches to valuing emissions. The research highlights that there can be a wide range in valuations for emissions. Given the wide range, the value placed on emissions from the Project in the cost benefit analysis (Section 8), which uses the Infrastructure Australia values, has been tested in sensitivity across a broad range of values.

5.6.3.1 SOCIAL COST OF CARBON APPROACHES

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (US EPA)

The US EPA (2023) estimates the social cost of carbon based on an integrated assessment model, quantifying economic damages associated with an additional tonne of CO_2-e emissions. This approach incorporates a damage function, linking emissions to climate-related impacts (i.e. rising sea levels, health effects, agricultural losses) and applying discount rates to estimate the present value of those future damages. Similar to Infrastructure Australia (2023), this approach provides time series estimates to reflect evolving economic conditions over time.

In 2020 US Dollar terms and at a 2% discount rate, the mean social cost of carbon was estimated at $210 per tonne of CO_2-e emissions in 2025, increasing to $310 per tonne of CO_2-e emissions in 2050. Converting to 2020 Australian Dollar terms (RBA, 2025) and accounting for inflation between 2020 and 2026 (ABS, 2025 g), this equates to $387 per tonne of CO_2-e emissions in 2025, increasing to $572 per tonne of CO_2-e emissions in 2050.

Table 5.5. US EPA (2023) Mean Social Cost of Carbon Estimates (2026 Australian Dollar Terms)

Year	2.5% Discount Rate	2.0% Discount Rate	1.5% Discount Rate
2025	$240	$387	$664
2030	$258	$424	$701
2040	$314	$498	$793
2050	$369	$572	$885
2060	$424	$646	$977
2070	$480	$701	$1,051
2080	$516	$756	$1,107

Source: ABS (2025 g), ATO (2020), US EPA (2023).

RENNERT ET AL.

The Rennert et al. (2022) approach provides a probabilistic estimate of the social cost of carbon, focusing on the uncertainty inherent in long-term climate projections and damage functions. This approach integrates various damage functions over an extended time horizon. Given the emphasis on the uncertainty in long-term damage projections, this approach offers a single estimate capturing the variability across different socioeconomic, policy, and climate scenarios. It is particularly useful for understanding the global damage impacts of emissions without focusing on specific year-by-year cost trajectories.

Rennert et al. (2022) considers three alternative damage functions:

- **Greenhouse Gas Impact Value Estimator (GIVE)**: Combines socioeconomic pathways, climate impacts, and discount rates, modelling long-term global damages from emissions (including temperature rise, sea level rise, and agricultural and economic losses). Highly flexible for assessing uncertainty across different climate and policy scenarios.
- **Dynamic Integrated Climate Economy (DICE)**: Focuses on the relationship between economic growth and climate change, integrating economic variables with climate projections to assess the costs of global climate impacts under a given discount rate. Provides a single deterministic estimate, and does not account for the uncertainty in damage functions or economic trajectories in the same way as GIVE.
- **Howard & Sterner**: Alternative damage function incorporating non-linear climate damage relationships, capturing more significant damages at higher levels of temperature rise. Often assumes more aggressive feedback loops in climate systems, leading to more severe economic consequences than other models described above, tending to result in higher social costs at the upper end of temperature rise scenarios.

Rennert et al. (2022) state their preferred estimates correspond to the GIVE sectoral damage functions at a 2% near-term discount rate.

In 2020 US Dollar terms and at a 2% discount rate using the GIVE model, the mean social cost of carbon was estimated at $185 per tonne of CO_2-e emissions. Converting to 2020 Australian Dollar terms (RBA, 2025) and accounting for inflation between 2020 and 2026 (ABS, 2025 g), this equates to $341 per tonne of CO_2-e emissions.

Table 5.6. Rennert et al. (2022) Mean Social Cost of Carbon Estimates (2026 Australian Dollar Terms)

Damage Function	2.5% Discount Rate	2.0% Discount Rate	1.5% Discount Rate
GIVE	$218	$341	$568
DICE	$168	$280	$507
Howard & Sterner	$227	$378	$682

Source: ABS (2025 g), ATO (2020), Rennert et al. (2022).

5.6.3.2 MARKET-BASED APRROACHES

AUSTRALIAN CARBON CREDIT UNIT (ACCU)

Emissions have a market value through Australian Carbon Credit Units (ACCUs), which are a tradeable financial product incentivising carbon abatement activities by providing a credit for the abatement of one tonne of CO_2-e emissions that would have otherwise been released into the atmosphere (Australian Government, 2023). ACCUs can be traded or sold on the carbon market, where private buyers can purchase ACCUs to voluntarily offset their carbon footprint or meet emissions reduction obligations.

The ACCU market has a spot price, which provides a 'market price' for one tonne of CO_2-e emissions. The ACCU spot price as of 25 February 2026 was $36.50 per tonne of CO_2-e emissions (Core Markets, 2026).

EUROPEAN UNION ALLOWANCE (EUA)

Similarly to ACCUs, in Europe emissions have a market value through European Union Allowance (EUAs). One EUA entitles the holder to emit one tonne of CO_2-e emissions within the EU Emissions Trading System, defined as the official Kyoto allowance for countries in the European Union (Nasdaq, 2026). EU member states issue new EUAs on 28 February annually to each company subjected to the EU's emission trading scheme. By 30 April of the same year, companies are obliged to surrender (i.e. "pay") the number of EUAs corresponding to their actual emissions in the preceding year. EUAs can also be saved from one year to another if a company releases a lower amount of CO_2-e emissions than the number of EUAs it holds.

The EUA spot price as of 25 February 2026 was €72.63 per tonne of CO_2-e emissions (Trading Economics, 2026).

5.7 IMPACT OF TRAFFIC GENERATION

The Project will extend the duration of transport movements relative to what would otherwise occur without the Project for the movement of labour to the mine site, as well as transport associated with general freight, movement of fuel, and supplies. This will result in increased vehicle fuel and maintenance costs, road damage costs, and increase the risk of accidents due to increased travel.

Estimates of daily vehicle movements generated by the Project during peak construction, operations, and decommissioning/ rehabilitation were developed by TTPP (2026), and are summarised in the table below. These were converted to annualised estimates assuming the site operates for 365 days per year. Estimates were scaled in other years of Project operations based on ROM coal production levels, and in other years of Project decommissioning/ rehabilitation based on labour requirements.

Table 5.7. Peak Daily Vehicle Movements To/ From Project Site (no.)

Location	Construction (2028 H2)	Operations (2028 H2)	Operations (2034)	Rehabilitation (2048)
Light Vehicle				
Moranbah	40	216	226	32
Coppabella	10	216	184	10
IPM Road	-	62	84	-
Secondary	-	20	20	-
Bus				
Moranbah	6	4	4	-
Coppabella	2	6	6	-
Heavy Vehicle				
Moranbah	18	14	22	2
Mackay	10	18	22	2
IPM Road	-	6	8	-
Goonyella	14	-	-	-
Quarry	12	-	-	-

Note: All figures represent inbound and outbound movements.
- **Moranbah**: Traffic to/ from Moranbah, Queensland.
- **Coppabella**: Traffic to/ from Coppabella, Queensland.
- **Mackay**: Traffic generally to/ from the east. While most may be to/ from Mackay, some may be to other towns/ locations in the region.
- **IPM Road**: Traffic directly between the IDM Road and IPM Road.
- **Secondary**: Traffic between IDE and secondary access road via Eagle Downs Mine
- **Goonyella**: Traffic assumed to travel to the industrial area just north of Moranbah (assumed equivalent distance as Moranbah).
- **Quarry**: Traffic to/ from the Coolibah Quarry on Peak Downs Highway.

Source: TTPP (2026).

For the purposes of estimating vehicle travel distance, average distances were assumed as outlined below.

Table 5.8. Average Distance of Travel Routes To/ From Project Site (km)

Location	Average Distance (km)
Moranbah	25
Coppabella	40
Mackay	180
IPM Road	10
Secondary	25
Goonyella	25
Quarry	10

Source: AEC.

The cost of additional traffic generation due to the Project has been measured through additional:

- Vehicle operating costs (associated with fuel and vehicle maintenance)
- Road damage costs (associated with increased vehicle movements on roads)
- Road safety costs (associated with the increased risk of accidents due to increased travel).

5.7.1 VEHICLE OPERATING COSTS

Estimated fuel costs were based on an average price in Moranbah as of 24 February 2026 for (Petrol Spy, 2026):

- **Unleaded Petrol**: 186.9 cents per litre (used for light vehicles)
- **Diesel**: 192.9 cents per litre (used for buses and heavy vehicles).

GST of 10% and a fuel excise rate of 52.6 cents per litre (ATO, 2026) were subtracted from these prices to determine the resource cost for unleaded petrol and diesel. Average kilometres travelled per litre of fuel was estimated at 0.12 for light vehicles, 0.28 for buses, and 0.54 for heavy vehicles (ABS, 2020).

Estimates of vehicle repair and maintenance costs are presented in the table below (ATAP, 2016), accounting for inflation between 2013 and 2026 (ABS, 2025 g).

Table 5.9. Vehicle Repair & Maintenance Costs (c/km)

Vehicle	Cost (c/km)
Light Vehicle	0.113
Bus	0.180
Heavy Vehicle	0.344

Source: ATAP (2016).

These fuel consumption rates and vehicle repair/ maintenance costs were applied to the travel distances as estimated above. Vehicle operating costs associated with the Project's own fleet (e.g., movements along the IPM Road) have been excluded, on the basis they are already captured within Project operating cost structures (and would thus be considered double counting).

Vehicle operating costs generated by the Project were estimated at $36.9 million over the life of the Project, with a present value of $21.4 million at a 7% discount rate.

5.7.2 ROAD DAMAGE COSTS

Estimates of road damage costs were derived from marginal cost pavement impacts for the Project as estimated by TTPP (2026), in accordance with TMR guidelines. Road damage costs generated by the Project were estimated at $259,100 over the life of the Project, with a present value of $225,700 at a 7% discount rate.

5.7.3 ROAD SAFETY COSTS

Data from Austroads (2012) provides crash rates on non-urban roads for a range of road types and widths, for crashes resulting in a fatality, serious injury, or minor injuries/ property damage only. Estimates of crash rates per 100 million kilometres travelled were developed based on these crash rates, applied to the most efficient routes to/ from the destinations outlined by TTPP (2026) and average distances outlined in Table 5.8 above. Vehicle movements on the IPM Road were removed, on the basis these represent inter-mine movements with mine vehicles not occurring on public roads, and thus do not impact public traffic flow or increase crash risks on public roads.

In valuing the cost of crashes, estimated casualty costs from ATAP (2016) were used, accounting for inflation between 2013 and 2026 (ABS, 2025 g). Values are inclusive of medical costs, insurance, workplace production losses, legal costs, vehicle and property repair costs, as well as other costs such as travel delays and emergency service provision.

- $3.0 million for crashes resulting in a fatality
- $687,800 for crashes resulting in a serious injury
- $26,900 for crashes resulting in minor injuries/ property damage.

Road safety costs generated by the Project were estimated at $16.8 million over the life of the Project, with a present value of $9.7 million at a 7% discount rate.

5.7.4 TOTAL COST OF TRAFFIC GENERATION

The total cost of additional traffic generation due to the Project, as measured through additional vehicle operating costs, road damage costs, and road safety costs, has been estimated at $53.9 million over the life of the Project, with a present value of $31.3 million at a 7% discount rate.

6. CUMULATIVE IMPACT ASSESSMENT

6.1 ASSESSMENT FRAMEWORK

An assessment of the Project's potential to generate cumulative impacts in conjunction with other major projects/ activities included consideration of proposed or announced major projects in the Regional Catchment. Projects included for consideration in the cumulative impact assessment are outlined in **Appendix B**. The cumulative impact assessment focuses on the potential for impacts identified in Section 5 to be exacerbated by the concurrent development of a range of projects in the region.

In undertaking this analysis, it has been assumed all projects identified proceed in accordance with timelines outlined in **Appendix B**. For projects in which timelines are not known or are currently on hold, specific timings have not been adopted, but it has been assumed these will occur at some time over the next decade (though not all will occur concurrently). This is considered a cautious scenario (i.e. an extreme scenario unlikely to be realised), as it is highly unlikely all proposed projects will proceed to development and/or all proposed timelines will be achieved.

The projects included in **Appendix B** include both projects which would be new to the Regional Catchment (reflecting an increase in economic activity) and projects which would extend the life of existing projects/ operations (reflecting a continuation of existing economic activity which would otherwise be lost to the Regional Catchment, outside of short-term construction impacts).

6.2 POTENTIAL CUMULATIVE IMPACTS

6.2.1 BENEFICIAL IMPACTS

The development of the Project in combination with multiple other major projects will result in higher output, GRP, employment, and household income estimates in the Regional Catchment and Queensland relative to those presented in Section 5. Other potential beneficial impacts of concurrent development may include:

- Increased employment opportunities supporting the retention of labour in the region, and potentially some inward migration of labour to fill employment positions generated by the projects. Additional business activity and population would increase demand for a range of business and household support services.
- Increased labour compensation and real wage effects in order to attract constrained resources, thereby enhancing some household incomes.
- Development of a 'critical mass' of projects to support existing (and potentially expand) local supply chain networks.
- Increased government revenues through taxation and royalties.
- Coordinated (and potentially enhanced) use of developed infrastructure to support major projects.
- Enhanced business, consumer, and investor confidence arising from greater certainty in demand for goods, services, and local infrastructure and assets.

While there are some real and tangible cumulative benefits likely to arise from the concurrent development of a number of projects (with respect to government as well as local community and business investment in the local and regional economy), it is more important to understand the stresses collectively created by multiple projects. As such, the focus of this cumulative impact assessment is on understanding these stresses as discussed below.

6.2.2 ADVERSE IMPACTS

The key potential adverse economic impacts of the Project that may be exacerbated through cumulative impacts of multiple projects include:

- Impacts on agricultural production from land disruption and competition for land
- Impacts on local and Queensland businesses through competition for labour and labour retention

- Impacts on residential property values through increased demand and amenity effects
- Impacts on trade-exposed industries through effects on exchange rates
- Impacts from GHG emissions and contribution to climate change related economic risks.

Each of these impacts has been examined in detail below. Overall, the contribution of the Project to adverse cumulative impacts is very small, as the Project represents a continuation of existing economic activity.

IMPACTS ON AGRICULTURAL PRODUCTION

As discussed in Section 5.3.1, the regional impact assessment for the Project has assumed a disturbance area of 2,080 ha of grazing land, comprising approximately 0.04% of the livestock grazing area in the Regional Catchment. Removal of this land from agricultural production is estimated to result in approximately $184,000 in potential value lost in cattle grazing each year during the Project life, with the impact to agriculture from the Project estimated to have a net present value of approximately $1.7 million (using a 7% discount rate), prior to rehabilitation to restore the majority of the land to grazing.

Most projects considered in the cumulative impact assessment can be expected to disrupt and consume land suitable for use for agricultural purposes (primarily grazing). Cumulatively, this may exacerbate the Project's impact on agriculture through an overall contraction of land available for agricultural purposes in the Regional Catchment, and may result in a reduced capacity to replace the agricultural activity disturbed by the Project elsewhere in the Regional Catchment. In most circumstances, it is expected that a proportion of the land disturbed by other projects will be rehabilitated to agricultural land where this was the original land use.

However, the Regional Catchment has a relative abundance of available grazing land and the Project's impact on agriculture is estimated to be very small, with the land to also be rehabilitated to grazing uses post mining. As such, the Project's contribution to cumulative impacts on agriculture are anticipated to be negligible.

IMPACTS ON BUSINESS FROM COMPETITION FOR RESOURCES

Potential impacts of the Project on business as a result of competition for (and cost of) labour are presented in Section 5.4.2. The analysis outlines competition for resources will result in a small contraction for some industries relative to what would be expected to occur without the Project, as resources (in particular labour) are drawn from some sectors of the Regional Catchment, Queensland, and national economy to the Project and its support services. The concurrent development of the Project and the projects listed in **Appendix B** may exacerbate these impacts, as a result of additional demand and competition for labour and other business inputs such as capital, goods and services used in production processes, transport infrastructure, and utilities.

Cumulatively, this may result in a modest increase in costs of production in the Regional Catchment compared to what would be expected to otherwise occur, which may erode the viability of some businesses – particularly smaller businesses already operating on or near the margin, and those businesses unable to increase final prices of their goods and services to match the increased costs of production (i.e. any good or service that can be readily substituted with a lower cost import). This could exacerbate issues of 'crowding out' of some businesses and industries, and will likely reduce availability of lower income paying services supporting business and household activities such as retail trade, government administration, education (in particular primary and secondary), and some health and community services.

The increased competition for resources may also hinder (to some degree) the region's capacity to develop local supply chains and secure local supply contracts for these major projects in the short term. As a result, in the short to medium term, the Regional Catchment will likely become more reliant on imported goods and services to supply the needs of these projects, as well as the local population. This will mean a reduction in the local capture of flow-on benefits arising from proposed projects such as the Project than may otherwise be expected to occur.

Where the projects considered in this cumulative impact assessment all proceed, the adverse impacts on business from the Project will be more likely to occur than the impacts outlined in Section 5.4.2 alone. As a continuation of existing activity (outside of short-term construction impacts), the Project's contribution to cumulative impacts is anticipated to be very small, and primarily will support ongoing supply contracts and jobs in the Regional Catchment.

IMPACTS ON LOCAL PROPERTY VALUES AND HOUSING AFFORDABILITY

The Project is not expected to impact on housing demand during construction, with construction workers either already living locally or accommodated in existing accommodation villages. However, cumulative impacts of multiple projects being developed in the Regional Catchment will likely result in greater levels of workers looking to relocate to the Regional Catchment, and higher imported (FIFO/ DIDO) labour requirements for each project than would be required if each project were undertaken in isolation.

To mitigate impacts on residential property markets, proponents of these projects will likely utilise accommodation camps/ villages to house workers during construction and operation of the projects to accommodate FIFO/ DIDO workforces, and may seek to increase local housing stock. Competition for labour generated by multiple projects is also likely to reduce the capability for individual projects to source local labour, and thereby increase the requirement for FIFO/ DIDO workforces. This may place pressure on existing accommodation camps/ villages in the region, and may require an expansion of existing facilities or the development of new accommodation camps/ villages in the Regional Catchment to meet workforce requirements. An expansion of existing accommodation camps/ villages serving the region is not expected to be required, given:

- Already available capacity in accommodation camps/ villages
- Not all projects are likely to occur simultaneously
- The potential for some existing mines/ projects to either be further delayed, ramp down, or close entirely
- The potential for some individual projects to provide their own accommodation camps.

The ability to accommodate the construction workforce as planned (i.e. mostly in accommodation camps/ villages, except for those already living locally) could be impacted by other projects by:

- Workers choosing to permanently migrate to the region, thereby increasing loads on existing housing supply
- Non-Project workers being attracted to the region to backfill positions vacated, as a result of labour draw to the projects or to support businesses involved in supplying to these projects.

It is likely that most workers permanently migrating to the region will choose to reside in key centres in the Regional Catchment such as Mackay and, to a lesser extent, Moranbah, with many of the projects considered in the cumulative impact assessment located in or near these centres. While this has the potential to increase demand and prices for housing in these centres, this is an extremely unlikely scenario given the ability for existing accommodation camps/ villages to accommodate workers across multiple projects for reasons described above.

Project operations staff are expected to primarily be existing workers with pre-existing accommodation arrangements. Whilst there is expected to be a gradual increase in the proportion of the Project's local workforce over time, a slight decline in the total Project workforce required overall relative to IDM is anticipated to result in a negligible change in the demand for local dwellings. As such, the Project's contribution to any adverse cumulative impacts on the local property market during operations are expected to be negligible.

IMPACTS ON INDUSTRY FROM EFFECTS ON EXCHANGE RATES

Export-oriented projects have the potential to impact on exchange rates through a small improvement in Australia's balance of trade, which can adversely affect trade-exposed industries (such as agriculture, many manufacturing businesses, and tourism) as their products and services become more expensive to foreign buyers. The resource projects considered in the cumulative impact assessment are primarily export oriented developments, while other projects (i.e. renewables) support local and regional development.

The combination of these projects can place some upward pressure on exchange rates in consideration of national trade balances, and thereby adversely affect trade-exposed industries. However, it is noted that many of the mining projects proposed will also in part be replacing production from existing mines as they near depletion of economically recoverable resources. The contribution of the Project to cumulative impacts on exchange rates is expected to be negligible, in consideration of the relatively small volume of exports from the Project each year relative to overall domestic trade flows.

IMPACTS FROM GHG EMISSIONS AND CONTRIBUTION TO CLIMATE CHANGE RELATED ECONOMIC RISKS

The impacts of GHG emissions are detailed in Section 5.6, with an estimated 2.6 million tonnes of combined Scope 1, 2, and 3 CO_2-e emissions attributable to the Project occurring in Australia. The Project is anticipated to result in a negligible increase in climate change related economic risks compared to what would be expected to otherwise occur, contributing an insignificant fraction to the drawdown on Queensland's remaining carbon budget to achieve State net zero emissions targets (Katestone, 2026).

As outlined in Section 5.6, the Project is estimated to contribute around 0.03% of current national emissions on an annual basis, with Scope 1 GHG emissions to be offset in accordance with legislative requirements. As such, the Project's contribution to cumulative impacts on climate change related economic risks is anticipated to be negligible.

7. MITIGATION & ENHANCEMENT STRATEGIES

The Project will result in additional mining activities in the Regional Catchment to supplement and replace activities of IDM as it winds down production. This will provide an important retention of employment and economic activity within the Regional Catchment and Queensland economies that would otherwise be lost without the Project. Economic impacts of the Project are anticipated to positive, with minimal adverse economic impacts.

While the potential adverse economic impacts from the Project are assessed to be negligible to low, there are some potential areas which should be monitored (and strategies employed) to ensure the benefits of the Project to the Regional Catchment and Queensland are maximised and any potential adverse impacts are minimised:

- To minimise adverse impacts on agricultural production in the Regional Catchment, the proponent will avoid or minimise disturbance of productive land in any areas not immediately affected by mining activity, ensuring land is of adequate standards for continuing grazing activities. Landholders will receive a compensation payment from Stanmore to mitigate the loss of productive agricultural land, with the value of this payment to be negotiated between the two parties. Following completion of mining activity, the majority of the site will be rehabilitated to a post mining land use of grazing, or support future grazing activities.
- To maximise local benefits derived from the Project (and consistent with existing policies implemented by Stanmore), the proponent (and contractors engaged by the proponent) will source labour locally where possible and practical, and provide training opportunities where practical.
- Stanmore has long-standing relationships with local business and an established supply chain for its existing activities in the Regional Catchment. To maximise local benefits derived from the Project, the proponent (and contractors engaged by the proponent) will continue to support local business in line with the precedent set by Stanmore, by utilising these established supply networks and providing sufficient opportunities and information for local business to secure new supply contracts.
- While the Project is anticipated to have minimal impacts in terms of additional demand for accommodation/ housing in the local area, the proponent will monitor the local accommodation/ housing demands placed on the market by its workforce.

It should be recognised that these strategies form part of the proponent's Project planning, and modelling/ analysis of impacts in this report have been based on these strategies being implemented.

8. COST BENEFIT ANALYSIS

8.1 METHOD & APPROACH

The cost benefit analysis (CBA) assesses the impact of the Project scenario outlined in Section 3.2 compared to a scenario without the Project, to understand the net benefit of the Project to Queensland. All values are expressed in 2025 Australian Dollar terms, discounted to 2025 present values.

The 'without project' scenario assumes the Project is not developed. Base economic growth assumptions are assumed to be as per the baseline scenario used for the CGE modelling (refer to **Appendix A**).

Decision Criteria:

The Net Present Value (NPV) and Benefit Cost Ratio (BCR) will be the primary decision criteria for the economic appraisal. The NPV of a project expresses the difference between the present value (PV) of future benefits and PV of future costs, i.e. NPV = PV Benefits – PV Costs. The BCR provides the ratio between the PV of benefits and PV of costs, i.e. BCR = PV Benefits / PV Costs.

Where the economic appraisal results in a:

- Positive NPV and BCR above 1: the project will be deemed as being desirable.
- NPV equal to zero and BCR of 1: the project will be deemed neutral (i.e. neither desirable nor undesirable).
- Negative NPV and BCR below 1: the project will be deemed undesirable.

The Internal Rate of Return (IRR), which indicates the discount rate which would return an NPV of $0 and a BCR of 1, is also reported.

The methodology used in conducting the CBA is outlined in **Appendix C**. Other key considerations for the CBA are outlined in the sections below.

8.1.1 MODELLING TIMEFRAMES

The CBA examined the impacts of the Project from 2028 to 2054, incorporating the construction period, the operational life of the Project, and decommissioning and rehabilitation activities.

8.1.2 DISCOUNT RATE

A base discount rate of 7% has been applied, in line with State and national standards for real discount rates used in economic appraisal of projects. Additional discount rates of 4% and 10% have also been examined. As all values used in the CBA are in real terms, the discount rate does not incorporate inflation (i.e. it is a real discount rate, as opposed to a nominal discount rate).

8.2 COSTS & BENEFITS EXAMINED

8.2.1 COSTS

8.2.1.1 INITIAL CONSTRUCTION COSTS

Initial construction costs for the Project are estimated to total $189.7 million. A summary of initial construction costs and timing is provided in Section 3.2.1.1.

8.2.1.2 SUSTAINING CAPITAL COSTS

Sustaining capital costs for the Project are estimated to total $126.9 million. A summary of sustaining capital costs and timing is provided in Section 3.2.2.1.

8.2.1.3 OPERATING COSTS

Operating costs for the Project are estimated to total $4.6 billion. The average cost per tonne of ROM coal is estimated to be between $95 and $105 per tonne. Royalty payments have been excluded from the assessment, as revenue is included as a benefit and royalty payments would represent a transfer payment from the proponent to the Queensland Government.

8.2.1.4 DECOMMISSIONING & REHABILITATION COSTS

Rehabilitation and decommissioning costs for the Project are estimated to total $83.0 million. A summary of decommissioning and rehabilitation costs and timing is provided in Section 3.2.4.2.

8.2.1.5 ENVIRONMENTAL OFFSETS

The cost of environmental offsets and lost habitat value from the Project is estimated to total $10.2 million, equating to $5.1 million in present value terms (at a 7% discount rate) as outlined in Section 5.3.3. To be conservative, the analysis has assumed the habitat value of cleared land area is entirely lost from 2028. Nonetheless, it should be noted land will be disturbed progressively over the life of the mine, and there may be potential to maintain habitat value of this land in some areas prior to being disturbed.

8.2.1.6 GREENHOUSE GAS EMISSIONS

The cost of GHG emissions attributable to the Project is estimated to total $627.8 million using a social cost of carbon approach consistent with guidelines from Infrastructure Australia (2023), equating to $325.9 million in present value terms (at a 7% discount rate) as outlined in Section 5.6. The analysis has assumed the exclusion of Scope 3 emissions pertaining to the processing/ use of sold products downstream, as well as 80% of downstream transport emissions outside Australia (with an assumed 80% related to sea transport to offshore destinations). This reflects an inclusion of all upstream related emissions generated by the Project as well as emissions associated with transporting sold products to port, consistent with guidelines from Infrastructure Australia (2023).

8.2.1.7 IMPACT ON AGRICULTURAL ACTIVITIES

Impacts to agriculture are estimated to total $3.7 million, equating to $1.7 million in present value terms (at a 7% discount rate) as outlined in Section 5.3.1. To be conservative, the analysis has assumed the entire current land use for grazing of approximately 2,080 ha is removed from production in 2028. Nonetheless, it should be noted disturbance of this land will occur progressively over the life of the mine, and there may be potential to maintain production in some areas prior to being disturbed. The majority of grazing land disturbed by the Project is assumed to return to its original production value post mining, with a linear ramp up across ten years from 2045 to 2054.

8.2.1.8 TRAFFIC IMPACTS

The cost of additional traffic generation attributable to the Project is estimated to total $53.9 million, equating to $31.3 million in present value terms (at a 7% discount rate) as outlined in Section 5.7.

8.2.2 BENEFITS

8.2.2.1 PROJECT REVENUES

Revenues generated by the Project from the export of coal product have been estimated based on the assumptions surrounding production quantities (provided in Section 3.2.3.1) and coal prices (provided in Section 3.2.3.2).

8.2.2.2 BENEFITS TO EMPLOYEES

The Project will directly provide employment for Queenslanders through mining activity during the operational phase. The value of these jobs can be measured in terms of the employee compensation they support. The Project's operational activities are estimated to support a total of approximately $217.7 million in employee compensation over its lifespan during steady state operations, equating to $119.4 million in present value terms (at a 7% discount rate).

Employment benefit is the net of wages and salaries labour receives, income tax paid by individuals, and the opportunity cost to these individuals for their time. The opportunity cost is often valued based on the alternative income labour would receive without the Project, through alternative employment or social security payments. For the purpose of this study, it was assumed 25% of the wages and salaries paid to operations employees represents a net benefit to these individuals relative to the base case.

8.2.3 COSTS & BENEFITS NOT INCLUDED

Due to data limitations, the following potential benefits and costs of the Project have not been quantified for inclusion in the CBA:

- Potential impacts on business from Project impacts on surface water and groundwater, as any potential impacts on business and industry resulting from impacts to water are anticipated to be negligible, as outlined in Section 5.4.
- Potential social amenity impacts from the development and operation of the Project, such as noise and dust. The potential impacts of the Project on noise and air quality are examined in relevant separate technical studies attached to the EIS and have not been included in consideration of the remote Project location, with only one receptor within 5 km of the Project.
- Potential impacts from increased traffic volumes (road and rail) in terms of potential implications on travel times for local traffic (noting that TTPP (2026) identified immaterial change in travel times as a result of the Project). Costs of additional traffic generation have considered vehicle operating costs, road damage costs, and road safety costs, as outlined in Section 5.7.

8.3 COST BENEFIT ASSESSMENT

The results below outline the present value (PV) of the costs and benefits associated with the Project, at discount rates of 4%, 7%, and 10%. The CBA identifies, across all discount rates examined, the Project would be deemed economically desirable under the CBA modelling assumptions used, with the benefits outweighing the costs.

At a 7% discount rate, the Project delivers:

- An NPV of $653.5 million over the assessment period, with total PV benefits of approximately $3.5 billion compared to an aggregated PV costs of approximately $2.8 billion.
- A BCR of 1.23, highlighting the Project is estimated to return $1.23 for every dollar cost.

Table 8.1. CBA Results

Impact	Present Value ($M)		
	4% Discount Rate	7% Discount Rate	10% Discount Rate
Costs			
Initial Construction Costs	$173.6	$162.9	$153.0
Sustaining Capital Costs	$90.9	$72.3	$58.4
Operating Costs	$2,785.9	$2,196.6	$1,762.3
Decommission & Rehabilitation Costs	$44.1	$29.2	$20.3
Environmental Offsets	$6.6	$5.1	$4.2
Greenhouse Gas Emissions	$425.4	$325.9	$254.7
Impact on Agricultural Activities	$2.3	$1.7	$1.3
Traffic Impacts	$38.8	$31.3	$25.8
Total Costs	***$3,567.7***	***$2,824.9***	***$2,280.0***
Benefits			
Project Revenues	$4,234.9	$3,359.0	$2,708.5
Benefits to Employees	$152.2	$119.4	$95.4
Total Benefits	***$4,387.1***	***$3,478.4***	***$2,803.9***
Summary			
Net Present Value (NPV)	**$819.3**	**$653.5**	**$523.9**
Benefit Cost Ratio (BCR)	**1.23**	**1.23**	**1.23**

Source: AEC.

8.4 SENSITIVITY ANALYSIS

A sensitivity analysis has been undertaken using a Monte Carlo analysis across the key assumptions used in the CBA modelling. A detailed description of Monte Carlo analysis methodology is provided in **Appendix C**.

Each of the assumptions has been tested in isolation with all other inputs held constant, with the results reported below in terms of the 'combined' or overall change in NPV resulting from the variance in the base assumptions at a discount rate of 7%. The results allow for a 10% confidence interval, with the '5%' and '95%' representing a 90% probability that the distribution and NPV will lie within the range outlined.

At a discount rate of 7%, there is a 90% probability that the Project will provide an NPV between -$60.5 million and $1,294.2 million, with modelling results most sensitive to Project financial elements, in particular Project revenues and operating costs. Greenhouse gas emissions are estimated to deliver the third largest contribution to sensitivity results, in part reflecting the broad range of values for the cost of emissions examined in sensitivity testing (between 50% and 200% of the Infrastructure Australia values used in the base analysis). Of the 5,000 iterations run, sensitivity returned a positive NPV for 93.2% of iterations.

Table 8.2. Sensitivity Analysis Summary, Discount Rate 7%

Variable	NPV ($M)	
	5%	95%
Costs		
Initial Construction Costs	$624.6	$674.7
Sustaining Capital Costs	$640.7	$662.9
Operating Costs	$291.9	$1,014.7
Decommission & Rehabilitation Costs	$648.3	$657.3
Environmental Offsets	$651.8	$655.2
Greenhouse Gas Emissions	$467.7	$762.9
Impact on Agricultural Activities	$652.9	$654.0
Traffic Impacts	$643.2	$663.8
Benefits		
Project Revenues	$100.7	$1,205.4
Benefits to Employees	$633.8	$673.1
Combined	**-$60.5**	**$1,294.2**

Note: Percent distributions used for each variable are:
- **Initial Construction Costs**: Maximum 30% higher, minimum 20% lower.
- **Sustaining Capital Costs**: Maximum 30% higher, minimum 20% lower.
- **Operating Costs**: Normally distributed with a standard deviation of 10% from the mean.
- **Decommission & Rehabilitation Costs**: Maximum 30% higher, minimum 20% lower.
- **Environmental Offsets**: Normally distributed with a standard deviation of 20% from the mean.
- **Greenhouse Gas Emissions**: Maximum 100% higher, minimum 50% lower.
- **Impact on Agricultural Activities**: Normally distributed with a standard deviation of 20% from the mean.
- **Traffic Impacts**: Normally distributed with a standard deviation of 20% from the mean.
- **Project Revenues**: Normally distributed with a standard deviation of 10% from the mean.
- **Benefits to Employees**: Normally distributed with a standard deviation of 10% from the mean.

Source: AEC.

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APPENDIX A: CGE METHODOLOGY

MODEL OVERVIEW

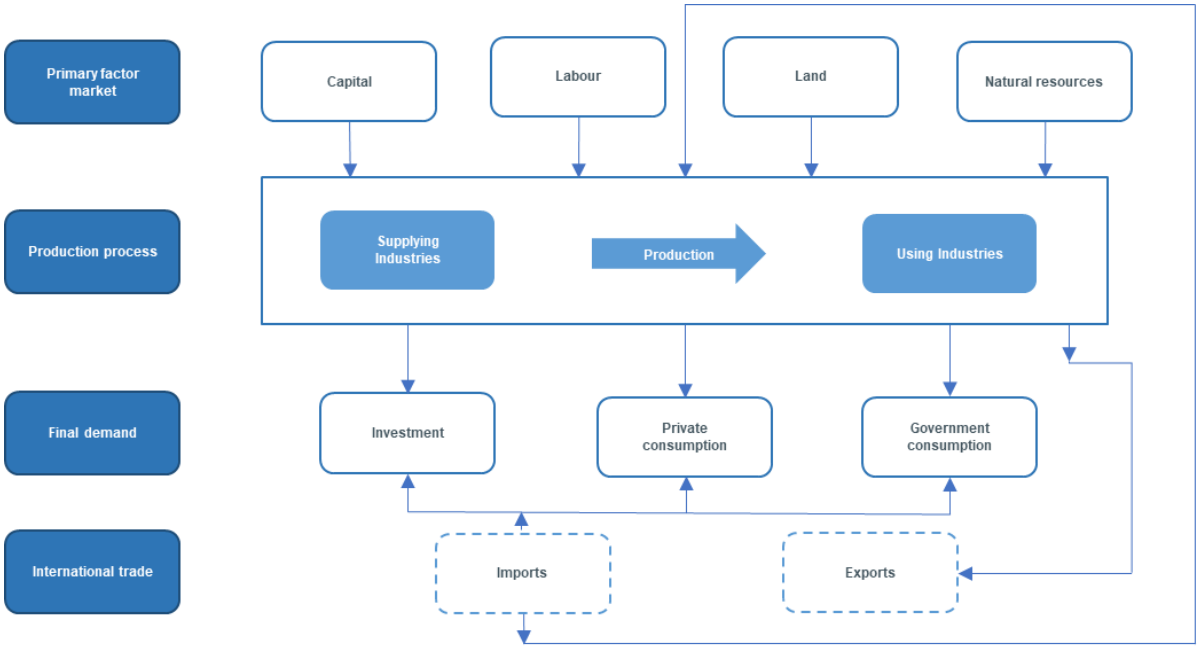
Computable General Equilibrium (CGE) economic models represent the workings of the economy through a system of interdependent behavioural and accounting equations linked to an input-output database.

Beginning with the production processes of individual industries, supported by inputs from other industries and the use of the primary factors of production, then adding in investment demand, private and government consumption, imports and exports, CGE modelling represents a fully integrated model of the world economy. In the model used for this assessment, production technology, individual markets, investment, trade, and consumption are represented by equations with strong microeconomic foundations. The simultaneous solution of these equations in response to external changes (or 'shocks') generates the model solutions. When an economic shock, such as a new project, is applied to the model, each of the markets adjusts to a new equilibrium according to the economic theory and behavioural parameters that underpin the model.

In addition to recognising the linkages between industries in an economy, CGE models also recognise the constraints that apply in an economy (e.g. increased demand for labour will push the costs of labour up if there is full employment).

The CGE model used for this assessment is a dynamic model, which means it solves year-by-year, allowing a stream of annual results to be reported. Results are presented as deviations from a base (or reference) case, where the base case represents an anticipated growth path of the economy without the project.

Figure A.1. Representation of a Single Region in the CGE Model



MODELLING ASSUMPTIONS

The economic impacts of the Project on the Regional Catchment, Queensland, and national economies has been assessed by Prime Research utilising the Tasman Global Computable General Equilibrium (CGE) modelling framework.

Dynamic simulations using CGE modelling require two separate model runs. The first model run, known as the 'base case', simulates one view of the economic future. In this view of the future, the Project does not proceed.

In the second model run, known as the 'with project case', an alternative view of the economic future is simulated. In this view of the future, the Project development proceeds and includes activities associated with mining activity for export markets.

Economic growth rates used in the modelling are based on near-term projections from Australian Government and State Treasuries, and medium to long term projections are a function of assumptions regarding changes in population (particularly changes in the working age population), workforce participation rates, and changes in labour productivity.

Regional population growth used in the modelling has been projected using an in-house demographic model. This model projects how populations change in each region and subsequently estimates changes in the working age population which flows through to regional labour supply and participation rates.

Population growth for the eight Australian States and Territories incorporates detailed ABS data on population levels, births, deaths, and migration. Population growth in the Regional Catchment is based on information referenced from the Queensland Government.

Labour productivity growth is influenced by many factors, including capital intensity, training, and education and composition of the workforce.

Table A.1. Base Case Economic Growth Assumptions

Region	Average Annual Growth (%)
Queensland	3.0%
Australia	2.5%

Source: Prime Research (unpublished).

A constrained labour mobility assumption has been utilised between States, with labour mobility assumed to be motivated by real wage differentials. Labour mobility assumptions include both inter-industry labour movement within regions, as well as inter-regional and interstate labour movement. Labour is assumed to not be sufficiently mobile to remove these real wage differentials completely (i.e. in order to attract labour, real wages will increase).

APPENDIX B: MAJOR PROJECTS

The following table presents a list of projects within the Regional Catchment with potential for cumulative impacts, identified as either new or existing with proposed extensions, to be considered in the cumulative impact assessment. Key sectors driving growth in the Regional Catchment include coal mining and renewable energy.

The projects listed also include extensions either replacing or augmenting activities from existing operations nearing completion. Where this occurs, these projects will effectively result in a continuation of jobs and economic activity, rather than a genuine lift in activity outside of short-term construction impacts.

As of November 2025, Saraji East was identified to not be going ahead as per expected timeframes despite receiving Queensland Government environmental approvals (ABC, 2025). With the potential for Saraji East to recommence during the operational phase of the Project, it has been retained in this list.

Table B.1. Major Projects

Project	Description	Status	Expected Timing
Moranbah South	Underground coal mine (longwall and board and pillar)	Proposed (partially approved)	2045 to 2080 (on hold)
Winchester South	Open cut coal mine	Proposed (partially approved)	2027-28 to 2057-58 (delayed)
Eagle Downs	Underground coal mine (longwall)	Approved	2028 to 2055 (on hold)
Saraji East	Underground coal mine (longwall)	Proposed (partially approved)	2035 to 2060 (on hold)
Bowen Gas Project	Coal seam gas (mix of production and exploration)	Approved (to occur in stages)	2015 to 2065
Peak Downs continuation	Open cut coal mine	Proposed	2026 to 2116
Olive Downs	Open cut coal mine	Operational (proposed to ramp up)	2024 to 2100
Moranbah Solar and BESS	Solar farm and battery storage	Development approval approved	Commencing 2026
Centurion North Development	Underground coal mine and coal seam gas extraction	Proposed	Commencing 2027

Source: Stanmore (unpublished).

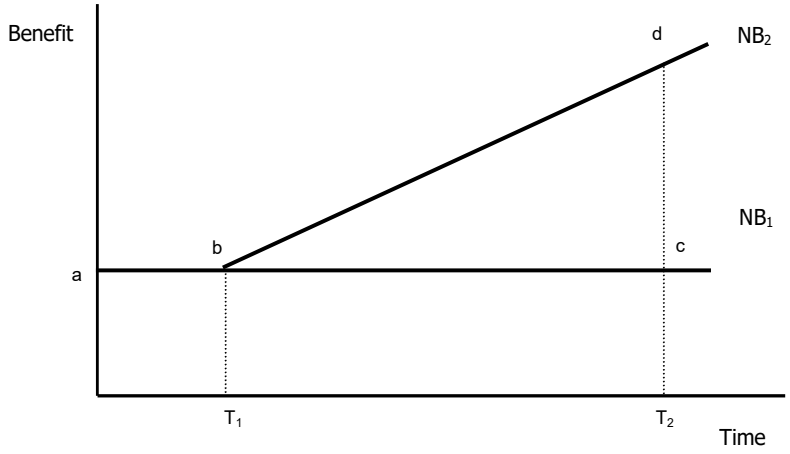
APPENDIX C: CBA METHODOLOGY

STEP 1: DEFINE THE SCOPE AND BOUNDARY

To enable a robust determination of the net benefits of undertaking a given project, it is necessary to specify base case and alternative case scenarios. The base case scenario represents the 'without project' scenario and the alternative or 'with project' scenario examines the impact with the project in place.

The base case (without) scenario is represented by line NB_1 (bc) over time T_1 to T_2 in the figure below. The investment in the project at time T_1 is likely to generate a benefit, which is represented by line NB_2 (bd). Therefore, the net benefit flowing from investment in the project is identified by calculating the area (bcd) between NB_1 and NB_2.

Figure C.1. With and Without Scenarios



Source: AEC.

STEP 2: IDENTIFY COSTS AND BENEFITS

A comprehensive quantitative specification of the benefits and costs included in the evaluation and their various timings is required and includes a clear outline of all major underlying assumptions. These impacts, both positive and negative, are then tabulated and where possible valued in dollar terms.

Some impacts may not be quantifiable. Where this occurs the impacts and their respective magnitudes will be examined qualitatively for consideration in the overall analysis.

Financing costs are not included in a CBA. As a method of project appraisal, CBA examines a project's profitability independently of the terms on which debt finance is arranged. This does not mean, however, that the cost of capital is not considered in CBA, as the capital expenses are included in the year in which the transaction occurs, and the discount rate (discussed below in Step 5) should be selected to provide a good indication of the opportunity cost of funds, as determined by the capital market.

STEP 3: QUANTIFY AND VALUE COSTS AND BENEFITS

CBA attempts to measure the value of all costs and benefits that are expected to result from the activity in economic terms. It includes estimating costs and benefits that are 'unpriced' and not the subject of normal market transactions, but which nevertheless entail the use of real resources. These attributes are referred to as 'non-market' goods or impacts. In each of these cases, quantification of the effects in money terms is an important part of the evaluation.

However, projects frequently have non-market impacts that are difficult to quantify. Where the impact does not have a readily identifiable dollar value, proxies and other measures should be developed as these issues represent real costs and benefits.

One commonly used method of approximating values for non-market impacts is 'benefit transfer'. Benefit transfer (BT) means taking already calculated values from previously conducted studies and applying them to different study sites and situations. In light of the significant costs and technical skills needed in using the methodologies outlined in the table above, for many policy makers utilising BT techniques can provide an adequate solution.

Context is extremely important when deciding which values to transfer and from where. Factors such as population, number of households, and regional characteristics should be considered when undertaking benefit transfer. For example, as population density increases over time, individual households may value nearby open space and parks more highly. Other factors to be considered include, depending on the location of the original study, utilising foreign exchange rates, demographic data, and respective inflation rates.

Benefit transfer should only be regarded as an approximation. Transferring values from similar regions with similar markets is important, and results can be misleading if values are transferred between countries that have starkly different economies (for example a benefit transfer from the Solomon Islands to Vancouver would likely have only limited applicability). However, sometimes only an indicative value for environmental assets is all that is required.

STEP 4: TABULATE ANNUAL COSTS AND BENEFITS

All identified and quantified benefits and costs are tabulated to identify where and how often they occur. Tabulation provides an easy method for checking that all the issues and outcomes identified have been addressed and provides a picture of the flow of costs, benefits and their sources.

STEP 5: CALCULATE THE NET BENEFIT IN DOLLAR TERMS

As costs and benefits are specified over time it is necessary to reduce the stream of benefits and costs to present values. The present value concept is based on the time value of money - the idea that a dollar received today is worth more than a dollar to be received in the future. The present value of a cash flow is the equivalent value of the future cashflow should the entire cashflow be received today. The time value of money is determined by the given discount rate to enable the comparison of options by a common measure.

The selection of appropriate discount rates is of particular importance because they apply to much of the decision criteria and consequently the interpretation of results. The higher the discount rate, the less weight or importance is placed on future cash flows.

The choice of discount rates should reflect the weighted average cost of capital (WACC). For this analysis, a base discount rate of 6% has been used to represent the minimum rate of return, in line with Australian Government guidelines. As all values used in the CBA are in real terms, the discount rate does not incorporate inflation (i.e., it is a real discount rate, as opposed to a nominal discount rate).

To assess the sensitivity of the project to the discount rate used, discount rates either side of the base discount rate (6%) have also been examined (4% and 8%).

The formula for determining the present value is:

$$PV = \frac{FV_n}{(1+r)^n}$$

Where:

PV = present value today

FV = future value n periods from now

r = discount rate per period

n = number of periods

Extending this to a series of cash flows the present value is calculated as:

$$PV = \frac{FV_1}{(1+r)^1} + \frac{FV_2}{(1+r)^2} + \cdots + \frac{FV_n}{(1+r)^n}$$

Once the stream of costs and benefits have been reduced to their present values the NPV can be calculated as the difference between the present value of benefits and present value of costs. If the present value of benefits is greater than the present value of costs then the option or project would have a net economic benefit.

In addition to the NPV, the IRR and benefit-cost ratio (BCR) can provide useful information regarding the attractiveness of a project. The IRR provides an estimate of the discount rate at which the NPV of the project equals zero, i.e., it represents the maximum WACC at which the project would be deemed desirable. However, in terms of whether a project is considered desirable or not, the IRR and BCR will always return the same result as the NPV decision criterion.

STEP 6: SENSITIVITY ANALYSIS

Sensitivity analysis allows for the testing of the key assumptions and the identification of the critical variables within the analysis to gain greater insight into the drivers to the case being examined.

A series of Monte Carlo analyses has been conducted in order to test the sensitivity of the model outputs to changes in key variables. Monte Carlo simulation is a computerised technique that provides decision-makers with a range of possible outcomes and the probabilities they will occur for any choice of action. Monte Carlo simulation works by building models of possible results by substituting a range of values - the probability distribution - for any factor that has inherent uncertainty. It then calculates results over and over, each time using a different set of random values from the probability functions. The outputs from Monte Carlo simulation are distributions of possible outcome values.

During a Monte Carlo simulation, values are sampled at random from the input probability distributions. Each set of samples is called an iteration, and the resulting outcome from that sample is recorded. Monte Carlo simulation does this hundreds or thousands of times, and the result is a probability distribution of possible outcomes. In this way, Monte Carlo simulation provides a comprehensive view of what may happen. It describes what could happen and how likely it is to happen.

AEC
OUTCOME DRIVEN

1300 799 343 reception@aecgroupltd.com

Brisbane
Level 5, 131 Leichhardt Street
Spring Hill QLD 4000
Australia

Townsville
233 Flinders Street East
Townsville QLD 4810
Australia

Sydney
Level 14, 25 Bligh Street,
Sydney NSW 2000
Australia

Bangkok
158 Soi Sukhumvit 54
Prakhanong, Bangkok
Thailand 10260

Shanghai
1609, 1st Building, Kangjian
Shangwu Square
1228 Zhennan Road, Putuo,
Shanghai
China 200333

aecgroupltd.com