



**Media release
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OPR OUTLINES STRATEGY FOR MID-WEST INFRASTRUCTURE PROVISION

Oakajee Port and Rail (OPR) Chief Executive Chris Eves has today outlined the Company's strategy for infrastructure provision in the mid-west, with a focus on ensuring maximum benefits to customers of the infrastructure in the region.

Speaking at the Committee for Economic Development of Australia (CEDA) *Infrastructure Development in the Mid-West Region* conference, Mr Eves said a model of minimal integration of infrastructure would deliver the best result for the growing iron ore industry.

"We believe it is in the best interests of mid-west customers for the rail and port infrastructure to be independent of end users in terms of ownership," said Mr Eves.

"OPR's proposal is based on mid-west miners and other users having low cost infrastructure services and a strong negotiating position with the mills.

"This approach also advances the interests of government and all other stakeholders in the region."

Mr Eves said with the development of the mid-west iron ore industry and the evolution of a number of junior miners from explorers to producers, there was a pressing need to get the infrastructure balance right.

"We believe this will deliver the best outcome for the region, the industry and the State," he said.

The State Government is expected to announce the preferred proponent for the Oakajee Port Project at the end of July 2008 following the formal evaluation period.

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For more information:
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About OPR

Oakajee Port and Rail was established in September 2007, to pursue a joint venture between Murchison Metals Ltd (Murchison), Mitsubishi Development Pty Ltd (MDP) and Crosslands Resources Ltd (Crosslands).

OPR seeks to maximise value for the community, government, its shareholders and customers from the development and coordinated operation of an iron ore supply chain comprising rail and port infrastructure for iron ore sourced from the mid-west region of Western Australia.