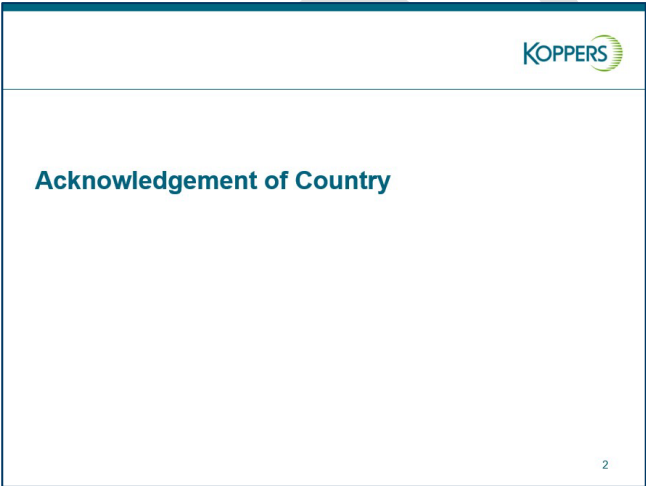
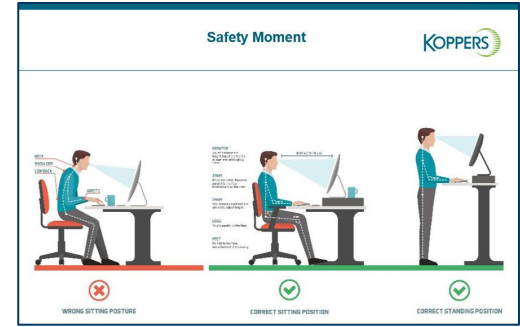



Minutes

9 April 2024

Project name	Koppers Community Reference Group	From	Emily Strauss
Subject	CRG Meeting #14	Tel	1800 066 243
Date / Time	15:42–17:13 9 April 2024	Project no.	12554413
Attendees	Nick Moretti (Koppers) Michael Ulph (GHD) Emily Strauss (GHD, minutes, online) Marie Caruana (First Chance) Rick Banyard (Mayfield Group) Paul Adams (Major Projects Group)	Apologies	Shane Beasley (Koppers) John Hayes (Mayfield Group) Tony Brooks (Mits Group) Rodney Hood (Pacific Hydraulics) Chris Tola (Community member) Lucas Coleman (Port of Newcastle)
Guests	NA		
Objective	Community Reference Group	Copy to	All CRG

Minutes	Action
<p>Acknowledgement of Country MU provides an Acknowledgement of Country</p> 	–
<p>Meeting officially started at 3:42</p>	– NA
<p>MU opens with discussion and update about Hydro Kurri Kurri and the progress of that CRG which has recently had its final meeting after 56 meetings. MU provides update about the final things that need to happen such as completing the rezoning onsite. PA asks if the work is completely done.</p> <p>MU says there is a bit more to do such as grassing the top of containment cell, but it is virtually completed. In two month's, the staff of Hydro Aluminium will be disbanding and the land will be handed over to the McCloy Stevens Groups and the state government will take over the containment cell after five years. There is other onsite development.</p>	– NA

Minutes	Action				
<p>PA asks about the gas turbine project onsite.</p> <p>MU says this is a relatively small part of the site. A large proportion of previous buffer land on the site contains high quality EECs (endangered ecological communities) and this is being used as an offset for the rest of the site. There is residential development planned towards Cliftleigh and commercial/industrial towards the Loxford area. A small area of the site is being used for the gas-powered Hunter Power Project due to existing electrical infrastructure there. There is ongoing rezoning and biodiversity work to be done. As part of the federal approval process, they have been following the public exhibition process and they have had no complaints.</p> <p>RB asks if the Speedway land is part of McCloy Stevens development.</p> <p>MU says yes and speedway people will have to continue negotiations with McCloy Stevens.</p> <p>NM says that he is familiar with the site as they previously supplied the Kurri smelter with pitch and he knows Andrew Walker.</p> <p>MU says one of the most challenging parts was how they dealt with the spent pot lining. The spent pot lining has been moved off site and recycled. The spent pot lining comes from the pot lines which are lined with bricks and absorb chemicals. MU says these bricks can be burnt as they contain a lot of carbon which contributes further along the value chain.</p> <p>MU says they have now recycled most of spent pot lining and the rest has gone into an engineered containment cell which is very advanced.</p> <p>NM says that Koppers have a containment cell onsite because they remediated the north block which was part of previous BHP land.</p> <p>MU says the containment cell was a focal point at the Hydro CRGs and Andrew Walker has a lot of expert knowledge on this topic.</p> <p>RB asks if Hydro was able to wrap up the process economically.</p> <p>MU says the process was costly and was paid for by Hydro.</p> <p>RB says that the Port Waratah community is asking for their Port Waratah's closure plans. The community wants to know what will be happening when they close. This community group has been meeting for 12 months now and the meetings are centred around closing the PWCS site. This process will be costly. There are lots of contaminants in the soil that will need to be cleaned up. This is the same for Carrington. The Carrington lease expires in 2032, if they don't renew the lease then they will have to clean up the site.</p>					
<p>Agenda and introductions</p> <p>MU introduces group attending and notes apologies.</p> <table border="1" data-bbox="161 1317 1145 1664"> <thead> <tr> <th data-bbox="161 1317 619 1384">Agenda</th> <th data-bbox="619 1317 1145 1384">Introductions</th> </tr> </thead> <tbody> <tr> <td data-bbox="161 1384 619 1664"> <ul style="list-style-type: none"> Welcome and Acknowledgement of country Introductions / apologies Safety moment Past minutes – Michael Koppers general market update – Nick Mayfield report – Nick Community – Michael Close and next meeting </td> <td data-bbox="619 1384 1145 1664"> <ul style="list-style-type: none"> Nick Moretti John Hayes Rick Banyard Chris Tola Paul Adams Tony Brooks Rodney Hood Marie Caruana Emily Strauss Michael Ulph Apologies: <ul style="list-style-type: none"> Shane Beasley Lucas Coleman </td> </tr> </tbody> </table>	Agenda	Introductions	<ul style="list-style-type: none"> Welcome and Acknowledgement of country Introductions / apologies Safety moment Past minutes – Michael Koppers general market update – Nick Mayfield report – Nick Community – Michael Close and next meeting 	<ul style="list-style-type: none"> Nick Moretti John Hayes Rick Banyard Chris Tola Paul Adams Tony Brooks Rodney Hood Marie Caruana Emily Strauss Michael Ulph Apologies: <ul style="list-style-type: none"> Shane Beasley Lucas Coleman 	<p>– NA</p>
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<p>Safety Moment</p> 	<p>– NA</p>				

Minutes	Action
<p>MU provides safety moment about how people are sitting down more than we used to and we need to sit more ergonomically. Fewer meetings are now face to face so there's less opportunity to move around.</p> <p>Options to improve ergonomics include improving our posture, moving around more frequently, having feet placed perpendicular on the floor and making use of a standing desk if available.</p> <p>MC says a good tip is to have your eyes aligned with the top third of the screen in front of you.</p> <p>NM says Koppers has recently done an ergonomic assessment using an external consultant as part of a facilities improvement campaign.</p> <p>The consultant made some recommendations such as footrests, adjusting computers and advising people on what to do instead to achieve better ergonomic outcomes. There is more work to be done in this space and more equipment that Koppers is planning to buy to satisfy all recommendations.</p> <p>NM saw a painted brick wall on his drive into work with the slogan "sitting is the new smoking" which connects back to the need for everyone to assess their working set up and ergonomics. Apple watches are handy because they help remind people to move every few hours.</p> <p>MU adds that taking breaks and moving around regularly such as taking your lunchbreak actually aids productivity.</p>	
<p>Meeting minutes RB moves last minutes, NM seconds last minutes.</p>	– NA
<p>Koppers report (Nick Moretti replacing Shane Beasley)</p> <div data-bbox="177 972 959 1563" style="border: 1px solid black; padding: 10px;"> <div style="display: flex; justify-content: space-between; align-items: center;"> Koppers report  </div> <div style="margin-top: 10px;"> <p>General market update</p> <ul style="list-style-type: none"> • Long term outlook for aluminium growth still strong. • Greater focus from industry on meeting those targets with larger percentage of recycling. • Hydro trying to develop new non-carbon-based technology. Many years away. • Number of large investments in the Middle East to produce anodes there to reduce reliance on Chinese suppliers. • Lots of interest from battery anode material makers and specialty carbon producers to work with us on looking at our ECP material. • Big focus on Europe/US developing the own capabilities and reducing reliance on Chinese supply. Concern that at some stage China may place restrictions on exporting key materials. ⁷ </div> </div> <p>SB attended a conference in America which conference called for representatives from the aluminium smelting industry, including Koppers who supply pitch which forms a key ingredient of sacrificial anodes for cells when aluminium is made. Approximately 5,000 people attended this conference.</p> <p>Koppers had the opportunity to speak to stakeholders of the aluminium industry. SB reported (by email) how aluminium demand is still growing and the industry is balancing this demand with trying to become greener.</p> <p>A high percentage of aluminium is now produced by recycling not smelting. Smelting produces two outputs which are carbon dioxide and aluminium. Carbon dioxide comes about as the carbon in the anode and oxygen in alumina bond to form carbon dioxide. A higher percentage of recycling helps limit this.</p> <p>Scandinavia is ahead of the rest of the world in this regard and is trying to develop a non-carbon-based technology, however this is many years away.</p> <p>The Middle East is involved in a number of large initiatives to produce anodes. The world has a high reliance on anodes that come out of China. Many companies in China do nothing but make large volumes of carbon anodes and export them.</p>	– NA

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Many smelters are now fully integrated meaning they make their anodes onsite, which is the case for Australian smelters.

Koppers sells pitch to all of the Australian smelters. Rio Tinto continues to be their main customer as well as their large smelter in New Zealand. These smelters are integrated.

However, there are many smelters around who do not make their own anodes and are trying to reduce their reliance on China for them. Politically this is not a very stable supply and quality may be low.

RB asks why the Middle East.

NM says that the Middle East has high smelting capacity due to having a cheap supply of energy. For context, Tomago Aluminium, one of the biggest smelters in Australia, makes about half a million tonnes of aluminium a year. Gladstone is a similar size, Tasmania is much smaller. In the Middle East, the smelters are built in stages, with just stage 1 being approximately 1 million tonnes. This is before stage two even.

MU asks if they are using a single pot line.

NM says multiple pot lines are used.

RB asks if the Middle East uses everything they produce.

NM says they export it. The pot lines at Tomago are about a kilometre long and there are three. A longer one could be built but depends on what the best configuration is.

Electricity is the biggest raw material for the aluminium industry. Tomago uses 10% of NSW's electricity.

The advertisement features the Koppers logo in the top right corner. On the left, the text 'New product' is displayed. The central image shows a cutaway of a battery pack with a circular inset showing a close-up of a grey, granular material. The text 'C PRO' is prominently displayed in the upper left. Below the image, three bullet points are listed: 'A solvent-free coating system', 'US-EURO sustainable supply chain', and 'CPRO™ CD-5039. 50% carbon pitch dispersed in water.' At the bottom, a section titled 'APPLICATIONS' describes the product as a solvent-free surface coating system for use with synthetic and natural spherical graphite for Li-Ion battery anodes and as a hard carbon coating for sodium-ion batteries.

In terms of the battery anode material market, Koppers has built a plant in Denmark. This plant makes pitch from oil. They have been producing this pitch for six months and this product lends itself to coating batteries. They have called it enhanced carbon pitch (ECP) due to these properties and they are developing another product called C-pro, which is a good coating material for batteries. European Koppers has signed up a long-term customer for long term use of this product.

PA asks about the ECP and the oil that they are using to produce this product from.

NM says it's not regular oil in a barrel, it is a distillate that they make. NM describes the process and various products they distil. They start with tar, the first fraction that is distilled is naphthalene. The next cut is creosote oil which they sell as carbon black feedstock for carbon black manufacturers. Carbon black is used in rubber to enhance it for use in automobile tyres. The carbon black feedstock creosote oil is what they feed to the plant in Denmark to create more pitch. There are two elements to it. Carbon black feedstock oil only sells at a certain price but the carbon pitch sells at a higher price.

If they manufacture carbon black at a higher price this is better for them as they would be using a lower value material to make a higher value product. They could also blend this into their normal pitch which is what they sell to smelters or they could segregate it and make this enhanced carbon pitch which they can further treat to make the battery coating material. So the oil he has referred to is their own distillate. It is a creosote oil which is

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high in carbon. They currently can process it through the Denmark plant to make a higher value product. The intention is for all their Koppers tar plants to be able to do this.

PA says they are looking for uses for the oil which they will be extracting from WW2 shipwrecks in the next two and a half years or so. He asks whether or not this oil could be used for this purpose.

NM says this depends on the testing of the oil which might even be useful for other purposes. It also depends on the volume that PA can get. Koppers sells 30,000 tonnes a year to carbon black manufacturers. They have one customer in Japan who they sell feedstock to on their ship and they are currently talking to a second customer. If the oil has a high carbon content, then the carbon could potentially be used for carbon black. Carbon black manufacturers use a combination of coal tar oil and petroleum oil. PA's oil will probably be similar to the petroleum oil. The manufacturers burn it in the absence of oxygen and catch the soot. High carbon means that the oil will be a candidate for carbon black.

PA asks if they could bring Koppers samples of the oil that they would be extracting over the next few months from various ships. They have vast quantities, up to millions of litres. NM says they can do testing in their lab in Mayfield.

PA asks how much volume would be needed to undertake the testing.

NM says one to two litres is all that would be required for testing.

PA says their team is going out over the next month or two and would have samples after this. They could supply small samples from various ships.

MU says they just need to find more labs to test it and they can get rid of all of the oil this way or maybe they can give school groups samples to take home.

NM describes C-pro as being a solvent-free surface coating system for use with synthetic and natural spherical graphite for lithium-ion battery anodes and hard carbon coating for sodium ion batteries. Koppers belongs to a cooperative with 50-60 other companies. They have all contributed \$500,000 over four years for research which is going in to evaluating next generation batteries. Universities are also involved in this cooperative. Koppers hopes to be the key carbon provider using their cleaner version of pitch made from creosote oil. This clean pitch lends itself to coating and the testing results are positive so far from several different testing organisations. It is challenging to get an idea to industrial scale. It takes a lot of time.

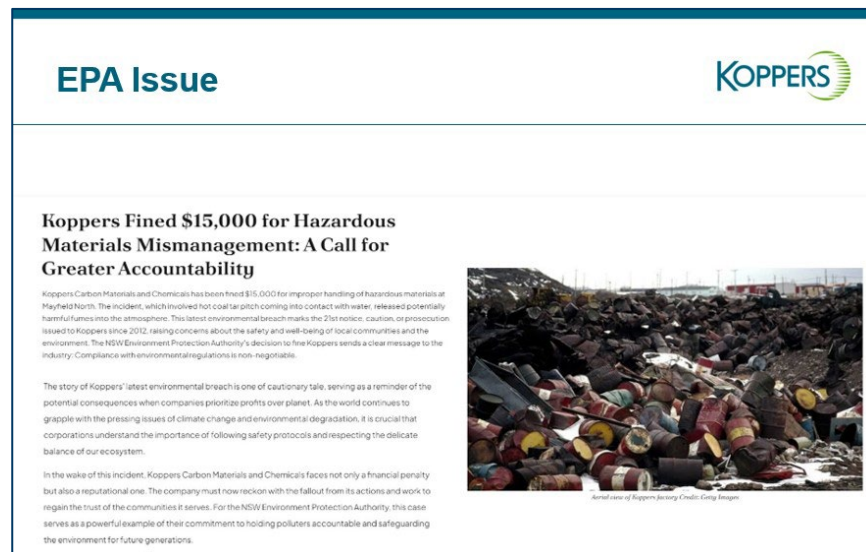
MU asks about the universities who are involved.

NM says a few universities are involved in the cooperative.

RB asks if water is considered a solvent, such as in the example of water-based paints to paint cars for environmental reasons.

NM says he doesn't think so in this case.

NM says the displayed C-pro marketing is unreleased and confidential. This is just a sneak peek of what they are wanting to put out to market.



NM describes a recent EPA issue in which they were fined \$15,000.

NM describes the incident which occurred on 26 September 2023 and happened while they were loading a ship with hot pitch. This ship previously discharged tar, which has water in it. The cargo tank therefore had some residual water in it and as they loaded the

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<p>195-degree pitch, it created a pressure event because the water turned to steam. They always add the pitch slowly at first to avoid creating too much pressure because the tanks have limits. However, they had a pressure event. Onboard the ship, there are pressure vacuum relief valves and during this event, one of the pressure valves opened at 2 am while they were doing the loading. They stopped loading but it was open for approximately 2 minutes and the steam blew down the river. The steam didn't go near any residential properties. The next morning, they made the conscious decision to call the EPA and tell them what happened in an effort to be proactive and transparent. This is considered a 'self-report'.</p> <p>In October 2021, Koppers had a similar event happen which resulted in odour complaints from the community. This previous event happened on two consecutive days. Similarly, the cargo hold was wet because the tar they were loading was from Whyalla Steel Works. The tar from Whyalla always had a high-water content. On the first day the EPA gave them a caution because Koppers explained that they didn't know there was so much water in the tar. However, this same situation happened again and therefore, the EPA fined them on the second day.</p> <p>Koppers called the EPA for the 26 September event to make their 'self-report'. The EPA recalled the previous event which occurred in 2021 and the EPA required an investigation to be undertaken. Koppers prepared and gave the EPA an investigation report. The EPA deliberated for several months and asked for a "show-cause" letter, which Koppers provided. The EPA asked why they should not take regulatory action and Koppers responded with a report and detailed the corrective actions that they applied in response to the incident. Several months passed again with no word from the EPA.</p> <p>NM was then called by the EPA and notified of the fine. Koppers were given the minimum fine which is \$15,000. This has since changed, and now the minimum fine has doubled to \$30,000. Koppers paid the fine.</p> <p>The disappointing part was not the fine itself but was rather that NM had said in the show-cause letter explaining the incident that they hoped that the EPA would take into account that Koppers had self-reported the incident. Despite this, the EPA gave a fine instead of a caution. Koppers did not contest the fine and they paid it.</p> <p>Koppers were then contacted by the media and were made aware of the EPA's media release about the incident and the fine.</p> <p>The media release described the incident as "incompetent ship loading". The release detailed the event and said that Koppers was in breach of their license. The release said that Koppers had been unable to competently transport materials at their facility despite previous incidents.</p> <p>In the release, it was stated that the EPA was unaware of offsite impacts and were "beyond disappointed" about the breach to the license given prior incidents which were similar in nature. This statement was provided by Jason Gordon who is the EPA executive director of regulatory operations, who has been in this position about 6 months and does not have a history with Koppers. The release said the EPA may consider further action for future offenses. The release implies Koppers has a history of ongoing breaches and is not upholding their environmental role as an industrial neighbour.</p> <p>NM called their public relations consultant who prepared a statement and media release which they gave to a reporter and were then contacted by the radio.</p> <p>In their statement, Koppers provided information about the corrective actions they have undertaken in response to the pressure event, self-reporting and all the previous actions that they have undertaken. Their media release emphasized that over the past 15 years that Koppers have spent more than \$40 million to improve environmental initiatives and efficiency. This release was also used by the paper.</p> <p>NM shows a slide which is of an article about Koppers that came from an overseas publication. This article details the incident and describes it as "hazardous materials mismanagement". The article also claims Koppers is prioritising profit over planet and has other reputational issues.</p> <p>The photo accompanying the article is an aerial view of what is stated to be the Koppers Mayfield facility however, the photo is not of their facility.</p> <p>MU asks where the image comes from and if Koppers could follow up on who published it. The fact that the image is wrong might be enough to go after who published it and demand an apology.</p> <p>PA asks about the 21 October 2021 event and what the impact of that was in Port Waratah by the people who experienced it.</p> <p>NM says that during the event, there were nearby workers on cranes. One man felt sick from the smell.</p>	

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<p>PA asks if there were any long-term impacts or hospitalisation.</p> <p>NM confirms that there were no long-term impacts and no hospitalisation.</p> <p>PA asks what the October 2021 fine was.</p> <p>NM says the fine was also \$15,000 and this was the minimum fine that the EPA give.</p> <p>RB says that this is the most common fine that is given because it is actually the maximum fine that the EPA are able to give without going to court.</p> <p>PA asks about the recent event and asks if it was reportable under Koppers' license and if it triggered limits applied by the EPA.</p> <p>NM says it that it wasn't an immediately reportable event that presented serious harm to the environment however they have to do an annual report anyway and any license breaches have to be reported. As this was a breach, it would have been reported in their annual report because it meets the definition of vapours being released by a tank or a ship which would constitute a breach of their license. Although it wasn't an immediately reportable incident, Koppers still elected to report to the EPA. There are thresholds and stipulations for what constitutes an immediately reportable incident such as if it will cost more than \$10,000 to remediate or if the incident is harmful to the environment or human health. That would be notifiable immediately, however, this incident doesn't fall into this category however, Koppers still self-reported the incident because they would have listed it anyway in their annual return as a license breach.</p> <p>PA asks if they will self-report again in future given the experience that they have just had with the EPA.</p> <p>NM says they will continue to assess events on case-by-case basis. Koppers will continue to do the right thing and if things need to be reported, they will continue to self-report. The EPA recently visited Koppers because they have some new recruits and wanted to show them around some licensed premises such as Koppers. NM showed them around and he was tempted to show them the picture that was included in the article to show that it is not of their facility. NM showed them around, gave them a presentation, spoke about their customers and also showed them their environmental controls.</p> <p>NM says that recently one of his colleagues attended an industry meet-up for Port stakeholders, and he was able to discuss this situation with a lot of similar industries who all said they have previously self-reported incidents, but they are not willing to do this again because they have had similar experiences.</p> <p>RB says that historically Koppers were not a good corporate citizen and that there were numerous complaints in the past regarding Koppers and their operations. Therefore, the EPA have had plenty of reasons in the past to have an issue with Koppers. JH and RB have been upfront with Koppers and expressed their thoughts on this in the past.</p> <p>RB also previously raised this at the NCCCE in response to people bringing up issues regarding Koppers. RB says he was vocal about how he wanted a community liaison group to be set up to align Koppers with the community. RB doesn't think this was formally recorded because currently, you can't see the minutes from this community group because they have been taken off the website which is disgusting. After this, JH and RB got the ball rolling to get this community reference group in place. They reported back to the NCCCE that this community group was having a positive effect and has demonstrated an ongoing commitment to doing the right thing on behalf of Koppers and their accountability.</p> <p>RB reflects on the 14 meetings to date and how he believes that they have completely achieved their purpose. RB says he was personally horrified by the media release. He had a lot to say to others about this media release. From a community perspective, RB was aware of this incident because it was previously reported to the CRG at the last meeting so RB knew the details and the relatively minor extent of the incident. RB raised this at the Port meeting and suspects this is why he is not on the new committee.</p> <p>RB describes a similar event happened at PWCS site regarding a dust spill. However they have been proactive about fixing these issues and have taken measures to solve potential issues in a proactive way. A proactive step is preparing a remediation plan to close the place. That community liaison group is larger than this one and have been frank about what needs to be done. They had a dust spill event due to incorrect actions of the elevator servicer. The dust spill happened at night and was not seen by anyone. They also self-reported that and were also given a \$15,000 fine by the EPA and were called "habitual polluters". RB took issue with the harsh wording of this. The bottom line is that everyone should self-report these issues despite the potential consequences regardless of the size of your business and if you have an obligation to make a report. RB does however think that the EPA have gone over the top in this case.</p>	

Minutes	Action
<p>JH and RB have written to Trudi to get more information about the quantity that was involved in the coal dust incident and how this quantity was determined. The amount seems low (0.8 kg) and doesn't seem to align with the value of the fine.</p> <p>RB asks where the photo allegedly of Koppers came from and if it's from another Koppers facility somewhere else.</p> <p>NM says it is not of any of their facilities, he's been to their plants.</p> <p>RB says he has an issue with the wording of this release and possibly lawyers should be involved. However he understands this would cause potential backlash. RB is pleased to hear that despite this incident and outcome, Koppers will continue to self-report any future incidences. This is the right attitude to have. There are plenty of other organisations who do bad things and they just never seem to get caught. These things don't really compare in scale to having a shoebox worth of coal or a small pressure leak. It is ironic considering there are overloaded coal trains going up and down and nothing is being done. Some of these coal trains are also actually overweight which is a criminal offense. RB says he has written evidence from ARTC that they are overweight.</p> <p>MU asks about what will happen with the next steps of this process and what will happen going forward to avoid having future pressure events because future ships may also have water in them.</p> <p>NM says that the main thing that will help going forward is that Whyalla is no longer making tar, so therefore the tar that they are loading into ships won't be as wet in future. Whyalla's tar had a water content of approximately 10% whereas future tar will have a lower content of approximately 2%. Port Kembla also sends most tar by road which means there is a lower frequency of ships that will be loaded. Koppers only goes to Port Kembla about twice a year so the frequency of tar arriving by ship is very low. Another action that they have put into place is that fact that during covid they were not able to send their staff onboard the ships. This made it more difficult to monitor pressure from within the ship because they had to rely on the pressure being monitored by the crew on the ship. Now that the covid risk has decreased it means that there are eight people who can now go on board to monitor the pressure using personal monitors. They are all comfortable going onboard and will sit directly in the control room of the ship to monitor the pressure of the cargo tanks and will have a radio. This means there is a lower reaction time because the onboard supervisor can immediately call for loading to stop if the pressure becomes too high using radio until the steam has dissipated and the tanks are 'proven'. Every tank has some water in them, so they have to load slowly and watch the pressure closely. It will make a big difference that this person will be a Koppers employee and not a crew member of the ship as they will be acutely focused on the pressure.</p> <p>MU asks if the water ponds within the cargo ships and if they can pump it out to reduce the risk of a future pressure event.</p> <p>NM says it is hard to get to the bottom of the cargo hold.</p> <p>RB asks about the loading of the ship and where the water comes from in the first place.</p> <p>NM says that the water is in the tar itself. NM says water is left over in the cargo because you can't remove every drop of residual tar, which is where the water is coming from.</p> <p>RB asks about the water being within the tar and how they then remove it or if it can be separated.</p> <p>NM says the water cannot be seen; it is not in the form of discrete water droplets. NM says they can separate it out because when they heat it, the tar will sink to the bottom and the water will rise to the top and they can then remove the water from the top and they have a dehydrator which is a short column which allows this separation to occur. The water can be decanted off.</p> <p>RB asks if they can they feed the steam from the pressure release valves.</p> <p>NM says that they have a pipe connected to the manifold which is for the vapours to be transported but if there is too much steam, the steam will bypass it and reach the pressure release valves instead. However, there will be no more wet tar from Whyalla going forward so the wetness of the tar will no longer be an issue. They are replacing the supply from Whyalla with tar from Indonesia instead.</p> <p>NM they are looking to get tar from Asia, because, for example, the water content from tar in Vietnam is super low (0.1%). They have had three shipments from Vietnam so far. The water content is low from Indonesia as well. They have had one shipment from Indonesia so far and the water content was 1.5 – 2%, which is relatively dry.</p>	

Mayfield update

Mayfield report



- 2nd ship charter 'Jastella'
- Tar from Asia – Vietnam and Indonesia
- Solar panel install 100kW. Test and run April 10th
- Shower facilities upgraded
- Ergonomic assessment for computer workstations

NM says currently they only have one ship which is the *Asphalt Transporter*, but they will be chartering a new ship in May called the *Jastella*. They will use this ship for some spot cargoes first. This can take the tar, carbon black feedstock creosote and also the pitch. If they're happy with it they will sign up permanently, meaning that soon they will have two vessels in operation again which is how it used to be because they will keep the asphalt transporter. They only went to having one ship because Rio Tinto started using their own ship.

They have also installed some solar panels now, totalling a 100-kilowatt system.

MU has 6.5 kilowatts of power produced by his solar panels.

RB has 8.5 kilowatts and a battery.

MU says for context 100 kilowatts is up to 20 houses worth of power.

NM says they are waiting for Ausgrid approval to turn their solar panels on and they need to do a weakness test tomorrow to get this approval.

RB asks if they have a battery set up with that.

NM says no because the power generated will feed straight into one of their switch rooms. All of the produced power will be used up and they will not be sending any power to the grid. Although MU has said 100 kilowatts of power is a fair bit, it actually isn't very much on an industrial scale, as little as 10 minutes of power for them. Potentially they could do what others have done and have carports with solar panels set up on top of them.

The purpose of these solar panels is not to be able to power their operations, instead it's about testing the waters of this system and they plan to build more later on.

NM says that Koppers have also recently done a facilities upgrade. They undertook the ergonomics assessment and also did shower facilities upgrades. They gutted all their shower blocks and installed new tiles and showers.

Community update



Community Update



- Support for First Chance Trivia Night
- Global Koppers 'Preserve the Earth' campaign
 - Mayfield West Public School

Minutes	Action
<p>First Chance is holding a fundraising trivia night on 18 May and will be doing a silent auction. Koppers has sponsored a prize for this event which they will present to First Chance and take a picture for the newsletter.</p> <p>Koppers Global wants to do a "Preserve the Earth" campaign. Earth Day is 22 April and Environment Day is 5 June. Each Koppers site has been encouraged to pick a project and link it with the theme of Earth Day as well as get some involvement from their employees. Koppers Global has allocated a 1,500 USD budget for each site to run this project. At Mayfield, they have decided they would like to support Mayfield West Public School by helping out with the school's herb gardens, worm farms and fruit trees. Mayfield West is the closest school to Koppers, located one kilometre away. Koppers have reached out to the principal of this school and will be helping with planting some trees, running the worm farms etc. These gardens are part of the school's initiative to support 'active play'.</p> <p>MU says the last community newsletter is from October 2023. He will send out the updated newsletter when it's complete.</p> <p>Around the room</p> <div data-bbox="177 680 1059 1077" data-label="Image"> </div> <p>PA provides update about his foundation which removes oil from WW2 shipwrecks. They anticipate being able to finish their research by end of next year in the Marshall Islands and Solomon Islands. After the research is complete, they will move towards the oil removal phase. This will be done commercially, not through their foundation. Their foundation just does research.</p> <p>They have been able to procure a ship from a US billionaire which has been donated to them for their expeditions. This has helped as they now don't need their former ship which they sold over Easter.</p> <p>NM asks if they had trouble selling the ship.</p> <p>PA says they had five good enquiries regarding selling the ship. There was a time pressure and a time limit on how long they could stay at the wharf. This is because the wharf wants to bring in smaller navy ships. They were under pressure to move their ship but there's nowhere for the ship to go in Newcastle. Seems as though if a ship isn't moving coal, there's no space for it in Newcastle.</p> <p>MC provides an update on First Chance. This year they celebrated staff members who have been at First Chance for up to 25-26 years. They have many staff members who have provided long service. Their trivia night is coming up to help raise funds to assist them in running their 'little ones' group, which supports babies up to 2-3 years old. Some of these children do not have NDIS funding. They have also been going out to the community, homes and schools. It has been a busy time for their organisation.</p> <p>RB is concerned about the container terminal that Port wants to build. They put in the original DA but they didn't take into account the impact that trucks would have on Industrial Drive. They had a look at the numbers and it came to something like 1 million tonnes a year on Industrial Drive. This would cause chaos. To avoid the trucks you would have to put the containers on trains. Various projects could support this, such as the portside rail line, which is a rail line that runs along the river's edge, and the Kooragang line. They have been working on these projects for a long period of time. Since the Port came up with the idea of also wanting to build a container terminal, they wanted something bigger and better which is up to four million tonnes on the road.</p> <p>MU says this is one every 15 seconds.</p> <p>RB says these are frightening numbers. Container terminal question cannot progress without resolution of the truck issue. Another issue is that Port Kembla and Port Botany want compensation if the government were to change the order of the ports' upgrades.</p>	

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<p>The agreed order was Botany first, Kembla second and Newcastle third. Some kind of backyard deal was made and resulted in a container cap and Newcastle would have to pay a penalty per container in order to do it.</p> <p>At the end of last year, it was put forward by Greg Piper that the Port would have to pay a certain amount of compensation and then could go ahead. IPART were tasked with deciding what the compensation should be. The total is \$13.1 million and if the Port pays this then the lease would be expunged altogether and the cap removed and Newcastle can get started.</p> <p>MU says it is a lot less money than expected and \$13 million is not a lot of money in this context.</p> <p>RB says that the state parliament convened about 10 days ago during which the Premier had suggested it was between 600 million to 4.2 billion that the Port would have to pay but actually it will cost 13 million dollars.</p> <p>RB and JH produced a document which is an opinion piece for the Herald.</p> <p>PA requests a copy of this document. NM can scan it through to PA or RB will send directly to PA.</p> <p>RB says that due to the length of it, the Herald will publish it as a part 1 and a part 2 piece because it is over 1000 words. Their opinion is that the NSW treasurer has a large problem on his plate because he is being forced to spend this huge amount of money, however, does not have the revenue to support it.</p> <p>MU questions where this money needs to be spent.</p> <p>RB says firstly it is the compensation to Port Botany and Port Kembla regarding the change to the order. The deed lays out the mechanism through which this works. The Port of Newcastle has to pay the money to the state government, and then Port Botany and Port Kembla may make application to the state government. The money in the trust account then moved to Botany and Kembla due to the Three Ports document, which is a legal document saying that containers are to be done at Botany first, then Kembla, then Newcastle. Hence the need to provide compensation to Botany and Kembla should they decide to make a claim which RB suspects will be for more than the \$13 million.</p> <p>If Kembla puts in a claim next week, for example, then they would have three months to pay it which is a problem for the budget. Another problem is that Port of Newcastle has spent the cash now, so there is no more cash, and they won't be allowed to move even one box as this would be breaching the agreement reached by the Three Ports agreement. In this deed, there was a clause about the escalation data and also the amount that the Port could have shipped out (493,264) but didn't because they did not use the cap.</p> <p>MU says anyone with questions can come back to RB to ask him. Maybe there will be legal action to delay this process and payment of the money.</p> <p>RB says the second part of the piece relates to the trains and the biggest problem with the trains is that the tunnels are under capacity at present. Based on scoping in 2007, capacity was stated at 25 million tonnes. Based on the ARTC's April edition, they estimate 54 million tonnes going through the tunnel, which is roughly double the capacity. Answers to this issue need to be developed.</p> <p>MU requests another copy of this information.</p> <p>MU provides update on GHD and how the renewable space is becoming busier for consultants.</p>	
<p>MU invites closing comments from the group</p> <p>PA asks NM about the drain next door and the letter of consent they need for the easement. This letter is holding up their DA. NM is working with a lawyer about it and will get back to PA about this.</p>	<p>– NM to follow up with PA about letter about the drain</p>

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<div data-bbox="826 241 960 293" data-label="Image"> </div> <div data-bbox="408 468 745 519" data-label="Text"> <p>QUESTIONS??</p> </div>	
<p>MU closed meeting at 5:13 pm</p>	<ul style="list-style-type: none"> - NA
<p>Next Meeting</p> <div data-bbox="805 855 940 907" data-label="Image"> </div> <div data-bbox="355 1023 783 1075" data-label="Text"> <p>Close and next meeting</p> </div> <div data-bbox="448 1115 687 1167" data-label="Text"> <p>July 9th <u>2024</u></p> </div> <p>The CRG will reconvene in three months - tentatively on 9 July.</p>	<ul style="list-style-type: none"> - NM to send out invite for next CRG