







# Minutes

16 January 2024

<b>Project name</b>	Koppers Community Reference Group	<b>From</b>	Emily Strauss
<b>Subject</b>	CRG Meeting #13	<b>Tel</b>	1800 066 243
<b>Date / Time</b>	15:30 - 16 January 2024	<b>Project no.</b>	12554413
<b>Attendees</b>	Nick Moretti (Koppers) Michael Ulph (GHD) Emily Strauss (GHD, minutes, online) Shane Beasley (Koppers) Tony Brooks (MITS Alloy) Chris Tola (CRG member) John Hayes (Mayfield Group, CRG member) Rick Banyard (Mayfield Group, CRG member) Paul Adams (Major Projects Group, CRG member)	<b>Apologies</b>	Marie Caruana (First Chance, CRG member) Rodney Hood (CRG member) Kristie Carter (PON, CRG member)
<b>Guests</b>	Leroy Ball (CEO – Koppers Industries) Richard Lyons (Managing Director Koppers Australia)		
<b>Objective</b>	Community Reference Group	<b>Copy to</b>	All CRG

Minutes	Action
<p><b>Meeting officially started at 3:30</b></p> <div style="border: 1px solid black; padding: 5px;"> <p><b>Agenda</b> <span style="float: right;"></span></p> <ul style="list-style-type: none"> <li>• Welcome and Acknowledgement of country</li> <li>• Introductions / apologies</li> <li>• Safety moment</li> <li>• Past minutes – Michael</li> <li>• Welcome back Richard Lyons</li> <li>• Introducing Leroy Ball - CEO</li> <li>• Koppers general market update – Shane</li> <li>• Mayfield report – Nick</li> <li>• Community – Michael</li> <li>• Close and next meeting</li> </ul> </div>	– NA
<b>Acknowledgement of Country</b>	– NA


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<p>MU provides an Acknowledgement of Country</p>	
<p><b>Introductions</b></p> <p>MU asks all to introduce themselves around the room and notes apologies.</p> <p>Tony Brooks is a new attendee representing the neighbouring business MITS Alloy.</p> <p>Leroy Ball is Koppers CEO, currently visiting from the United States.</p> <p>Richard Lyons is Managing Director of Koppers Australia, visiting from Sydney.</p> <p>Kristie Carter was a late apology, and Marie Caruana was possibly dialling in from her holiday, but was also an apology.</p> <div data-bbox="177 528 914 1077" style="border: 1px solid black; padding: 10px;"> <p><b>Introductions</b> <span style="float: right;"></span></p> <ul style="list-style-type: none"> <li>• Nick Moretti</li> <li>• Shane Beasley</li> <li>• John Hayes</li> <li>• Rick Banyard</li> <li>• Chris Tola</li> <li>• Paul Adams</li> <li>• Tony Brooks</li> <li>• Kristie Carter</li> <li>• Marie Caruana ?</li> <li>• Emily Strauss</li> <li>• Michael Ulph</li> </ul> <p>Special guests</p> <ul style="list-style-type: none"> <li>• Richard Lyons</li> <li>• Leroy Ball</li> </ul> <p>Apologies:</p> <ul style="list-style-type: none"> <li>• Rodney Hood</li> </ul> </div>	<p>– NA</p>
<p><b>Safety Moment</b></p> <p>MU provides safety moment about the risk of flooding to cars given the rainfall and strange weather patterns we have recently had.</p> <p>6 inches of fast-moving water is enough water to knock over an adult, 12 inches is enough to sweep away a small car and 18-24 inches is sufficient to carry away a large SUV or a truck.</p> <p>The risk to people and cars is not just presented by flowing water – but is also due to debris, potholes, rocks and fallen trees. As well as parts of roadway that may have been carried away or damaged by flooding.</p> <p>Image below is from the SES.</p> <div data-bbox="177 1413 1059 1742" style="border: 1px solid black; padding: 10px;"> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><b>Safety Moment</b> <span style="float: right;"></span></p> <p><b>Don't underestimate the power of water!</b></p>  </div> <div style="width: 48%;"> <p><b>Safety Moment</b> <span style="float: right;"></span></p> <p><b>Don't underestimate the power of water!</b></p>  <p><b>If you are driving when flooding occurs</b></p> <ul style="list-style-type: none"> <li>• Stay safe by never driving through floodwater. Just 15cm of water is float a car.</li> <li>• Be aware of driving hazards, such as mud, debris, damaged roads and fallen trees.</li> <li>• If driving conditions are dangerous, safely pull over away from trees, drains, low-lying areas and floodwater.</li> </ul> <p>ses.vic.gov.au   1800 132 506</p> </div> </div> </div>	<p>– NA</p>
<p><b>Meeting minutes</b></p>	<p>– NA</p>

Minutes	Action
<div data-bbox="177 210 735 495" data-label="Image"> </div> <p data-bbox="172 506 703 533">JH moves last minutes, RB seconds last minutes.</p>	
<p data-bbox="172 584 536 611"><b>Richard Lyons – welcome back</b></p> <div data-bbox="177 622 735 1037" data-label="Image"> </div> <p data-bbox="172 1048 1110 1211">RL discusses the value of community engagement, such as the 13 meetings that have been run as part of this CRG over a number of years. These meetings have helped Koppers feel part of the community as well as increase transparency about their activities. This keeps the community aware of what Koppers is doing onsite and also allows Koppers to hear feedback about any issues or anything that is impacting anyone in the community as a result of their operations.</p> <p data-bbox="172 1223 1131 1496">MU adds that he chairs several community consultative committees just like this one all over the state. Recently at a North Coast community committee, the question was raised about decreasing the frequency of the meetings given that all was going well. MU pointed out that the value in these community meetings is that you should continue to have meetings while it is smooth sailing to develop rapport with the community because if things do go wrong, then the community can attest to the long history of the meetings and times when all was going well. The committee or reference group is a conduit to the community. The community group also knows the effort going into the consultation. These meetings show the good, the bad and the ugly, which is all equally important as time progresses.</p>	-
<p data-bbox="172 1514 373 1541"><b>Leroy Ball – CEO</b></p> <div data-bbox="177 1552 735 1973" data-label="Image"> </div> <p data-bbox="172 1984 1118 2040">LB provides background about himself and the city of Pittsburgh. Pittsburgh is known for its industrial history. US Steel has been an iconic part of their history. This has changed</p>	-

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<p>more recently as US Steel is currently being bought by Nippon Steel. Their headquarters are opposite their own headquarters in downtown Pittsburgh.</p> <p>LB grew up in a small town near the steel industry and understands what it's like to live in proximity to industry.</p> <p>LB joined Koppers 13 years ago and became CEO 9 years ago. It is important to him that they conduct themselves responsibly and work on being a better community neighbour. Koppers has had a long history over the last 100 years in many communities.</p> <p>They have developed relationships with communities over this time which perhaps haven't been focussed on enough in the past. They are working on reconnecting with community. In Newcastle, they have formed this CRG in response to past events. This community reference group is a good reminder to be connected to the community. This CRG has become a good model for other locations about positive engagement with the community. LB is glad to be able to sit in on the meeting and have the opportunity to sit in firsthand. Koppers wants to continue the two-way communication.</p> <p>JH asks about why LB said it was a surprise about Nippon Steel acquiring US Steel. The whole world is changing so this is not a surprise in his opinion. A lot of Japan has woken up to this change. It would be a surprise if they weren't doing this. Maybe just US Steel is surprised.</p> <p>LB says it was a surprise in the context of US Steel being so iconic in Pittsburgh and how, for a long time, this was all they knew. There have been other iconic companies that have been acquired. Koppers split off well over 30 years ago. So in this sense, this is not surprising. The world is continuing to change which is not that surprising but perhaps this has previously been taken for granted. It is somewhat hard to believe that one of the largest companies in the world is now owned by a Japanese company. LB thinks in the long-term this could actually be better for US Steel. This could be better overall for the community too. US Steel have perhaps lost their way with the community. They still have coking operations in and around Pittsburgh which has led to a strained relationship with the community. Nippon should be more responsible in their operations and put more money into these operations, which should be a good thing, but is still a shock to those who have only known this and have grown up with US Steel.</p> <p>JH says maybe they can do their washing on a Monday. In Newcastle, they couldn't do washing on a Monday.</p> <p>MU says that pre-1999, BHP was making steel here in Newcastle, and people couldn't do their washing on a Monday due to the poor air quality. When this plant shut down in 1999, the property values of nearby properties skyrocketed overnight. The air quality greatly improved. However, as the big polluter in town suddenly had disappeared, it made the smaller polluters more prominent. This changed dynamics.</p>	
<p><b>Koppers report (SB)</b>  <b>General market update</b></p> <div data-bbox="177 1368 820 1843" data-label="Image"> </div> <p>SB provides the general market update. He provides overview of the role of the anode, which goes into the pots of an aluminium smelter. These carbon blocks are the building block of making aluminium. They range from 8 to 16 per potline depending on the set up and amperage of the potline. Certain sites can get through 1000 a day, and currently Tomago changes 500-600 a day.</p>	<p>– NA</p>

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<p>Koppers provides the glue that binds those blocks together. They are calcined petroleum coke, crushed recycled anodes that come from the pots once finished. Koppers provides the binder of the mix holding it together which is where the coal tar pitch comes in.</p> <p>The main aluminium update is that they are about to sign a five-year deal with Rio Tinto. Rio Tinto has smelters in Tomago, Gladstone, Bell Bay and in New Zealand.</p> <p>Previously, Koppers has been supplying 100% of Tomago, 100% of Bell Bay, 50% of Gladstone and none of New Zealand. However, now they have the potential to expand and secure raw materials from Asia which may allow them to potentially supply all of Rio Tinto's needs.</p> <p>Smelters in Australia are going well. This is based on a global index called the LME – London Metals Exchange (Global price of aluminium).</p> <p>They have seen a slight pitch price depression in quarter 3 and 4 last year. This is expected to pick up, but it is dependent on what comes from China. China is expecting a hot dry summer. China has been using and investing in hydro for their aluminium needs. But there will be less hydro if there's less rain. If it is a hot dry summer then people will use more aircon, which would put more pressure on the grid. Smelters are asked to help curtail this pressure, so this will affect the first half of the year.</p> <p>The number they look for is the 2200 mark (USD \$2200 per tonne), but they haven't gone below this number for a few years. If the number drops to less than that, then a smelter will question if they're still viable. The smelters here in Australia are well positioned.</p> <p>Other options for suppliers to Rio Tinto include India who are trying to get into the export market. Rio Tinto presented to their board in Canada and said that they valued supporting Australian smelters and Australian manufacturing as a whole. Therefore, Rio Tinto has decided to support Koppers as a local supplier and continue this relationship with the steel industry. It makes more sense for these industries to be aligned. This is positive, and the board has accepted this.</p> <p>JH asks about China and if they are also assessed under the LME?</p> <p>SB says they have their own Chinese benchmark, which is calculated relative to Shanghai. Due to the amount of supply they have domestically, they have a significant impact on the rest of the world.</p> <p>During events such as the GFC, the market crashed, however the Chinese were able to keep producing and built their stocks up during this time. As they had more supply, they were able to flood the market, which affected prices elsewhere.</p> <p>SB says that each region has a different premium and accordingly, they have different high end uses. Australia has a high premium. Japan, for example, seeks an ultra-clean product. And other different regions will have different premiums.</p> <p>MU asks about the dependence on pitch from the coal fired steel industry, which becomes an input for Koppers, and asks if that is changing? What is the likelihood of that changing as there is a push towards electric furnaces?</p> <p>SB says he met with Port Kembla blast furnace before Christmas. They are a major tar supplier for Koppers here in Australia. At the last meeting SB discussed how their major supplier, Whyalla, was in the process of closing their coke ovens, which has now happened, and the last shipment was received in October. BlueScope was at tipping point about making a decision regarding relining one of their blast furnaces. They have decided to undertake the relining which extends the lifespan of this furnace an additional 15-20 years. The cost is approximately \$1.2 billion, and they have indicated this will be the last relining they do. Then they will draw a line in the sand and diversify and look to alternative and new steel making technologies. They are looking to some of the new steel making technologies, however, they believe that these are not far enough advanced yet.</p> <p>This is good for Koppers as they will have tar for another 15-20 years from BlueScope.</p> <p>Global predictions are that there will be 25% of traditional steel making technology left by 2050, and 75% of steel produced will be via alternate technologies. Although this is the prediction, BlueScope believes that the amount of remaining traditional steel manufacturing will actually be much higher. BlueScope thinks it will be a 40/60 split, because the new technology relies on carbon capture which is not at a big enough scale yet in order to do this. A lot relies on this technology improving so the speculation is that this won't happen quickly enough. But new technology develops all the time, so this is uncertain.</p> <p>In the past, SB says there was lots of talk about hydrogen. Many people decided to build an arc furnace, because of the price of scrap being really cheap. But then everyone did this and then the price of scrap went through the roof due to competition over this raw material. The electrodes in those furnaces were pitch, petroleum based, carbon etc. It is a quandary of what comes first, but a lot of technology needs to develop for anything to</p>	

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<p>happen. BlueScope is counting on this development being slower than what is speculated. Clearly, they are fairly confident about this because they have spent the money to do the relining. This is good news for Koppers. This ensures that they will have the required resources for another 15-20 years. Globally, Koppers are looking for different raw material sources. Lots of oil streams and bio-tars are on the market. But they question if any of these are suitable.</p> <p>In the States they can use petroleum tar as well, but this will also shrink as a raw material source eventually as the petroleum industry shrinks. The question is how they will diversify.</p> <p>In Denmark they have changed one of their other products for use as a potential battery coating material.</p> <p>Lots of different things are happening, but the question is can they get it to a commercial scale. A couple of other organisations are looking at how they can continue to produce steel.</p> <p>Logistics are a big part of this as they increase volumes of raw materials coming in from Asia. Koppers have signed a new deal on their ship for another 3-4 years, with many discussions happening about when vessels are retired and discussions about new builds, new technologies and how efficient are they. The question is will they be ammonia or will they be natural gas?</p>	
<div data-bbox="175 772 917 1310" data-label="Image"> </div>	
<p>In November they met with a shipping company who is doing a greener approach with tighter emission standards. Koppers will need to make an agreement soon and get new vessels built. The other option is to do long term charters or else justify someone else making them.</p> <p>This is the same for the whole pitch industry. The shipping fleet is aging and no one is committing to who will build them.</p> <p>JH asks about ammonia as a viable option.</p> <p>SB says there is potential for both. People who want to promote ammonia are saying many things, some of which are true. But the challenge is they have got to have the ability to do that in every port in the world, where everyone needs to refuel. Hydrogen has its problems such as cost, storage and the massive amounts of money needed. The question is who pays to do this globally and how quickly it can be achieved at all ports. It will have to happen at some stage but this is a trillion dollars of investment. No one is putting up their hands to offer to start this transition. Gas will be easier.</p> <p>JH asks about driving power and who is getting involved.</p> <p>SB says there are shipping companies doing it already but it's about level of take up.</p> <p>JH asks about Koppers' position in this.</p> <p>SB says they don't own the ships and they also don't build them. It depends on the facilities at each port. For example, if it was available in ports Koppers was using then they would be happy to make the transition because it would be no problem.</p> <p>MU says you can compare it to EV chargers which the NRMA really started the ball rolling on. For example, the wetlands centre at Sandgate has been an early adopter and they put in an EV charger as an attractor, encouraging people to visit and have lunch while using the ports. The timing to make that change needs to be right and someone will</p>	

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<p>have to speculate that the timing is right and take the plunge that they will do it first and others will follow, if and when this happens.</p> <p>SB says you might get one of the major refuelling hubs in Asia to do it first. A few years ago when low sulphur fuel oil first became regulated there were areas that only allowed the use of low sulphur oil but the problem was that you couldn't get it everywhere. They they had to wind the regulation back, and allowed ships to have two fuels onboard and then to switch over to get to where they could refuel with the correct fuel in certain trading waters. This transition took a few years. Most people would comply if a similar initiative was adopted for this.</p> <p>RB asks if they can use bigger vessels.</p> <p>SB says there is a range of sizes but they are restricted by a number of factors. For example, one big vessel won't work due to the amount they need to put onboard and storage. They can't prop things everywhere they need to because they don't have the storage capacity. Another issue is that one vessel can't be everywhere at the same time.</p> <p>A more viable solution might even be to have three vessels of the same size. They can't ask clients to accommodate them and their delivery set up, because clients won't change what they do. Instead Koppers needs to adapt to them. If one was doing a pitch run from China to the Middle East, using maybe a 25,000 tonne vessel, you can't drop 5,000 tonnes everywhere you go. This wouldn't work for them.</p> <p>RB says that the wharf here is capable of much more.</p> <p>SB says with the old BHP wharf, they were restricted to 8,000 tonnes and could only use 6,000 tonnes of this.</p> <p>RB asks about old vessels and asphalt transporters.</p> <p>SB says currently they have the Asphalt Carrier in South America. One was built in 2008 and one was built in 2011. In general, they like having vessels up to 20 years old, then you need year by year approval for these vessels. Many vessels globally are at this age and someone needs to jump first in order for people to follow suit.</p> <p>RL says they are very specialised and therefore special sized.</p> <p>JH says big players like Twiggy (Forrest) are entering this space which can shift the balance.</p> <p>SB says when you look at volume of pitch being moved around the world, it is very specialised.</p>	
<p><b>Mayfield report</b></p> <p><b>NM provides the Mayfield report.</b></p>  <p>NM shows image on the left which is the Islington Public School sports person of the year award. Koppers sponsored and presented the award which came with a Rebel voucher.</p> <p>They are also supporting the Mission to Seafarers, with Christine in the image on the right. Companies such as Koppers provide items to make up Christmas care packs for seamen. Usually, these seamen are from the Philippines who are very poor and have been at sea for a long time. The care packs usually consist of shaving cream, socks,</p>	<p>– NA</p>

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<p>underwear etc. Mission to Seafarers is at about every port in the world and they do great work. They operate out of Wickham.</p> <p>Koppers has bought new RAT tests because theirs have expired. They have bought new ones which now test for three things (Covid + RSV + Flu A&amp;B) using the same method as previous RAT tests. They are available in the first aid room if anyone needs one.</p> <p>Between May and November 2023 they had zero covid cases. However, they have had eight cases since November 2023, which is the common theme around town. They had someone test positive yesterday. It is still around which people need to be mindful of.</p> <p>NM's mother is in rest home and NM still has to do a RAT test and use a mask every time he visits her.</p> <p>CT asks about how the government has been changing regulations regarding people staying home and organisations writing their own protocols. CT asks if Koppers have their own protocol.</p> <p>NM says they do have a protocol which is based on symptoms. The same goes for the common cold, once you're symptom free you can return to work. But after returning to work, NM says you are asked to wear a mask for three days. No one has objected to this.</p> <p>CT says the most contagious you are from covid is actually two days before the symptoms start.</p> <p>SB says unless you test every day before everyone arrives, you actually can't do much about this.</p> <p>SB says there seems to be less transmission now of flu. Prior to covid it was more likely for people to come to work with the flu or a cold and still work. But now people are more conscious of this and symptoms.</p> <p>MU asks what the third test on the photographed RAT is for.</p> <p>NM says it is RSV which is a respiratory virus.</p> <p>CT says that the Mission to Seafarers is looking for a mural, non-ocean, for one of their walls that has just been repainted.</p> <p>NM OK.</p> <p>NM says in terms of staff, they have had a few more retirements, which has left a total of 56 people. Two of the staff members who retired had long service leave so they took this leave and accrued more leave while on long service leave. One of them had 40 years of service and the other had about 35. They have now officially retired and are off the books.</p> <p>Both of these retired employees have been replaced with two Ex-Graincorp operators who are shift operators, making the total 56.</p> <p>The plant is running well. Currently, the Asphalt Transporter is alongside, discharging raw materials from Taiwan. They will load Vietnamese tar on 29 January, which will be here in February. Now that Whyalla has closed and they have stopped making metallurgical coke themselves, they buy in from Asia. So now Koppers doesn't get any tar from Whyalla anymore, even though they were an original supplier. Now Koppers is getting tar from non-traditional suppliers. They have received two from Vietnam and will be getting a third shipment. They've signed a trial cargo from Indonesia as well. They only have one vessel on full time, which is the Asphalt Transporter. They are continuing to source tar from Asia and manufacturing pitch for their traditional customers, the aluminium smelters.</p> <p>JH asks if there is a quality variation between what they have sourced locally and what they get from Asia.</p> <p>SB says the quality is better than what they were getting from Whyalla towards the end of their operations.</p> <p>NM says that the tar from Asia is lighter, it is less dense and has lower properties.</p> <p>SB says a lot of it is from Australian coal still, such as from Indonesia.</p> <p>NM says they are still making good pitch from this tar and that the smelters don't mind a change in properties if it is gradual and doesn't affect operations. NM notes that the properties of the tar will inform about the properties of the pitch that is produced and its quality.</p> <p>MU asked if any community complaints have been received.</p> <p>NM says they have had no complaints, it has been quiet over the break and now. He also took LB on a tour of the site and asked LB to smell the air from the middle of the site and LB couldn't smell anything.</p>	



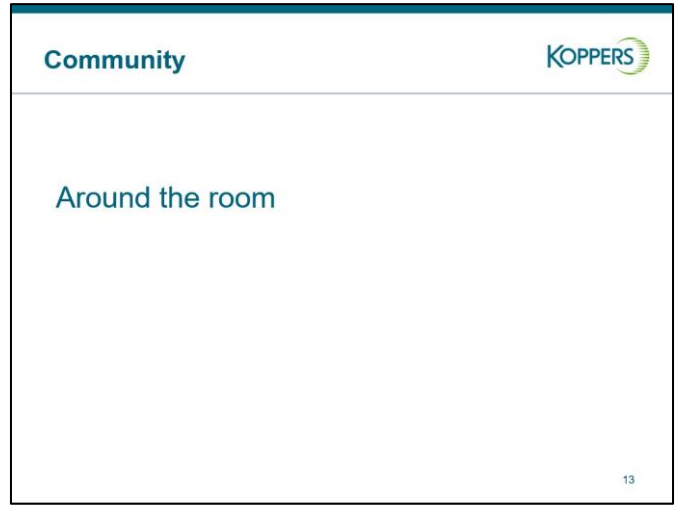
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The image shows the cover of a 'Community Update' newsletter. The title 'Community Update' is prominently displayed at the top. Below the title, there are several articles with accompanying photos. The articles include: 'More air quality monitoring stations', 'Camp Quality helping kids with cancer', 'Plants for Earth Day', 'Support for FirstChance fundraiser', 'Meet the team - Joanna Jacobson', 'R U OK? Day', and 'Contact us'. The page number '12' is visible at the bottom right of the newsletter image.

MU says in terms of the community space, they are starting to prepare the next newsletter, which will be ready in March, which is approximately 6 months after the last one was released.

**MU invites any further questions or comments from the community.**



The image shows a page from a 'Community' newsletter. The title 'Community' is at the top left, and the 'KOPPERS' logo is at the top right. The main heading on the page is 'Around the room'. The page number '13' is at the bottom right.

TB is a new member to the CRG. He is the co-owner of MITS Alloy. They are an aluminium fabrication company that specialises in “making people’s memories”. These ‘memories for the future’ are typically things for the back of cars, which people take on holidays to the bush. They could be made out of anything like plastic or recycled material, but right now, they are manufacturing them from aluminium. They used 500 tons of sheeted aluminium in 2023. They are the largest non-architectural aluminium users in the greater Newcastle region. The aluminium that they use comes from China or India, but the extrusion is in Australia in Queensland. They are considering diversifying and want to build from new materials. They have been next door for about 2 years and taken over half of Paul’s (Major Projects) property. They were about 5,000 square metres and are now at about 5,500 square metres. They had five buildings over the road and have about 50 staff.

Mostly they are local but have some staff from Singleton, Medowie and Swansea. Currently, they export to the US, Indonesia, New Zealand and they are about to embark on the UAE. They won manufacturer of the year last year for the ‘Over 50 Employees; category. They were the runner up last year for the Hunter Manufacturer Awards.

MU asks if there has been any change from renewables.

TB says they originally started 8 years ago in single garage in Carrington, and the business just consisted of his business partner who did the welding and himself doing the sales. They then went up to 80 staff, but now, through the process of changing the business as all businesses do, they are down to 50 staff members. As technology progresses, they have also brought in AI robotics.

Ultimately, they are set up as a manufacturer at a time when a lot of manufacturing has left Australia. They would love to build a bracket and sell it to the solar industry for a large

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<p>profit, that's not what they've set up as. Now that technology is advancing, they can supply more competitive exports. This is also because of the Australian Dollar. Australia also has good brand presence internationally. People overseas see Australian exports as having value. For example, in the adventure market, buyers are willing to make purchases from places like South Africa, New Zealand and Australia, but not the UK.</p> <p>Some of the things they build could allow people to be totally off the grid for long periods of time.</p> <p>CT asks about for motorbikes?</p> <p>TB says there is a problem with doing a one off like that because of the engineering cost.</p> <p>RB says he and JH work with freight trains and PON for containers, how does TB see PON and containers helping with their business, such as moving their raw materials around with containers and double stacking?</p> <p>TB says the challenge is with the flat aluminium sheet because it folds into 3 square metres. You're shipping air. Inward freight is very cheap, as they can stack sheets and they can come delivered in 2 tonne packs. The logistics of freighting something that is 3 cubic metres is very difficult. This leads to a large carbon footprint which is hard to reduce. When transporting to Sydney, you load a container, 20- or 40-foot containers or even multiple containers. The trucks come back and collect it and take it to Sydney port (Botany).</p> <p>If it is going out of Newcastle, the carbon footprint comes down a bit. There is not much that they can do about this. They don't want to manufacture in the US, they want to employ Australians and support our economy.</p> <p>MU asks if it is under ten containers approximately.</p> <p>TB says it is.</p> <p>MU says the challenge would be that because they don't require the whole ship, they would need to find ships with the capacity remaining that they need and additionally, this ship would need to be going to their desired port. This is highly unlikely.</p> <p>TB says there are lots of things affecting global freight at the moment such as what happened in Vancouver last year where 3,000 vessels pulled up to port.</p> <p>RB says currently the Department of State and Regional Development NSW is taking submissions about how to support the regional economy as opposed to Sydney's economy. Newcastle is not regional however Lake Macquarie is. They are interested in getting input on how freight trains can be changed to improve the regional economy. They are calling for submissions right now, because the writing is on the wall. This is because things tend to end up in Sydney. Submissions are due by 27 January. Everyone can fill in the "have your say" survey online.</p> <p>TB says there are various challenges with the Newcastle port that would make it difficult for it to become a container port. Firstly, this is because the port can't take vessels over 300 m, which only allows for 80% of the world's fleet to have access. This is also because it is a shallow water port. Newcastle also gets high wind weather. It is also a difficult port to get in and out of, which is why three tugs are required for ships coming in. Unless they dredge the harbour and make it deep water, it is unlikely to be deep enough to be a container port.</p> <p>MU says that the main channel is 16m deep for coal ships, which is quite deep.</p> <p>RB says a problem with shipping, including Port Botany, is that approximately 50% of the boxes you see on ships are empty. The other 50% are not all full, some 20% of these ones are only partly full. They are essentially just paying to move air around.</p> <p>JH has been involved since 2010, since they first spoke about a container terminal in Mayfield. This was a mantra about having to have a container terminal. They ship 2 million containers a year and did discuss a container port but they have stopped talking about it. They only talk about hydrogen now.</p> <p>MU says a container terminal is not off the agenda but more recently, hydrogen has been in the spotlight.</p> <p>JH says there is another conference about hydrogen coming up. But the registration fee is too expensive to register. Last time he got support from two organisations and he did reports for them, but can't ask this again. There should be very good speakers. The conference is about both hydrogen and energy.</p> <p>MU says this is the New Energy Symposium.</p> <p>MU says they have opened it up because of offshore wind and other opportunities for sponsorship.</p> <p>PA says following covid they are doing alright. They have just picked up a project to demolish Mount Isa power station. The containers next door are going well and they sold</p>	

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<p>Koppers one which went up to Hervey Bay. They are having strong sales to offices, cafes, bars etc. They have become very popular for 'pop ups' like that.</p> <p>SB gives an example of a pop-up bar he knows of.</p> <p>PA says their foundation is doing well. An American billionaire has sponsored a trip to the Marshall Islands in September/October last year. He sponsored it including ships and crew.</p> <p>The foundation is focused on managing approximately 20 million litres of oil under the sea in World War Two (WW2) shipwrecks. The foundation looks into these ships which are close to breaking up as well as what to do with the oil. These ships have full or partially full oil tanks on board. If they break up, the oil would be released. They are likely to break up if nothing is done These ships are located in beautiful locations around the world. There are approximately 3,800 of these ships which went down in the Pacific Ocean in 6 years of WW2. Their sponsor has four ships and is allowing them to use one of their ships. Their sponsor is sponsoring two other expeditions this year. Locations of the wrecks include Truk Lagoon and the Solomon Islands.</p> <p>This allows Major Projects Foundation to sell their ship.</p> <p>MU asks if it is a minesweeper.</p> <p>PA says it is an oilrig tender. Currently they have four interested parties in the ships. This will free up some money.</p> <p>CT runs a program in his new role through Regional Development Australia which aims to promote regional development by encouraging young people to seek employment in industry. Through this program, they do site visits. NM will be hosting a site visit of Koppers sometime this year for this program. They look at manufacturing and STEM businesses to show what careers in industry can look like. He can use this CRG as a conduit to the community and can use it to help organise site visits for this program.</p> <p>CT is also part of an offshore wind farm stakeholder group, the National Surfing Reserve. This group liaises with other groups expressing concern about how offshore wind might interfere with waves for wind surfing, as well as pose risks to whales. In liaising with this group, they are hoping to show two sides of the story.</p> <p>NM asks about his motorbike publication.</p> <p>CT also runs a motorcycle publication which he started in 2015. He puts out the publication once a week, late at night. They do rides and outings and safety education.</p> <p>RB has recently built a new deck, although not a pop-up bar. He thinks it will be an interesting year ahead and that the state government may make it difficult for the community. He suspects that the new government will have same issues as the old one. There are three examples of this.</p> <p>The first is the regional train, which connects Melbourne, Broken Hill and Dubbo and the Northern Tablelands. The train is about 40 years old. The outgoing government didn't buy new trains. Now the new government is trying to provide new ones, however these need to be ordered. This has created a delay of 4 years, meaning new trains are expected in 2028. In the meantime, the current old trains are not meeting capacity needs. The new trains will be coming from Spain. The new, incoming government has a policy of building these trains locally so this decision undermines their policy.</p> <p>Another example is that the government has also told people in New England that the community will have to do a business case to get public infrastructure such as the train lines up there reinstated. These lines haven't been used for a few years. This is a change from what has previously been done as previously the government has not delegated this role to the community. Having local council and the community put together business plans for the reinstatement of public infrastructure represents a huge change from what has previously been done.</p> <p>Another example more locally would be the NCCCE – Newcastle Community Consultative Committee on the Environment. RB explains the history of the NCCCE which was a committee of 12 people forming a government advisory group, made up of four people from community, four people from Department of the Environment and four people from industry. The group was established following the Orica environmental incident on Kooragang Island. They ran a successful advisory group to advise the EPA. RB has been on it most of the time and CT had a term on it. The incoming government has decided to merge it with an equivalent Upper Hunter organisation to form a new group to serve the whole Hunter including areas who have not had a similar body. The new committee will have 8-10 people on it. This group has no working mechanism and it is unclear how many members it will have.</p> <p>The community has backlashed against this. Community groups have written to the Department to say that this new proposed committee and the proposed terms of</p>	

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<p>reference do not make sense and won't work. The adjustment has been developed by Minister Penny Sharp, the new incoming minister.</p> <p>RB and CT have put nominations in for this committee. No one has heard anything yet. These are just three examples of how difficult things could be for the community in the next year. It will be interesting to see what happens.</p> <p>RB says his health is going well and he hopes this will continue. He has also moved and downsized.</p> <p>JH has been checking the website (re. new advisory group) but there has been no update since 1 December and no announcement has been made. A letter written by JH has been sent to express their concerns to Tony Chapel, the new CEO of the EPA. This letter points out a lot of the problems before any appointments have even been made. He has not received a response yet. He has a follow up letter ready to be sent out.</p> <p>MU asks when the letter was sent.</p> <p>JH says that the letter was sent out not long before Christmas. But nothing has happened since then, so he has prepared a follow up letter. The original letter has said don't do anything until Tony Chapel has spoken with them about the way forward. At a climate change conference in Paramatta, he said he was willing to come to Newcastle and have these conversations.</p> <p>JH asks LB about covid.</p> <p>LB says that the business was resilient during covid. This particular business probably had the toughest time during covid. In addition to pitch, they also produce wood preserving chemicals used for coating timber. This part of the business has benefitted post covid. Infrastructure still had to be built during covid. During covid, the business was deemed to be essential. The only exception was Koppers New Zealand which was shut down for about a month. Otherwise, they were open during covid and implemented all the prescribed protocols. During the pandemic, LB did video communications to keep connected to the employee base. They did have some transmittals of covid in their facilities resulting from employees in facilities having covid and passing it on. They had two fatalities from covid, which were not as a result of people contracting covid in their facilities. They have come through covid and are continuing to perform well. As NM noted, employees with covid now are working and following protocol. In the US, the covid cases are rising, but covid there has been relegated to the same status as having a cold or having the flu status. In the US, they don't hear too much about it. They still have test kits available to anyone who needs them and they continue to encourage employees to follow protocol.</p>	
<p><b>MU invites closing comments from the group</b> Next meeting will be on 9 April 2024, before school holidays.</p>	<p>– NA</p>
<p><b>MU closed meeting at 16:55pm</b></p>	<p>– NA</p>
<p><b>Next Meeting</b> Will reconvene 9 April 2024.</p>	<p>– NM to send out invite for next CRG</p>