



Chair	Trudie Larnach														
Location	Noah's On The Beach, Newcastle														
Time and date	5:00pm Thursday 18 November 2021														
Subject	Port Waratah Coal Services Community Meeting														
Attendees	<table><tr><td>Peter Streatfield</td><td>Port Waratah Representatives:</td></tr><tr><td>Rick Banyard</td><td>Trudie Larnach – Manager Sustainability & Corporate Affairs</td></tr><tr><td>John Hayes</td><td>Hennie du Plooy – Chief Executive Officer</td></tr><tr><td>Dave Williams</td><td>Mark Feeney – Manager Operations Delivery</td></tr><tr><td>Marinella Fragiacomio</td><td>Glenn Cook – Specialist Environment</td></tr><tr><td>Terry McCauley</td><td>Karen Marples - Sustainability & Community Relations Advisor</td></tr><tr><td>Mary Busted</td><td>Megan Flanagan – Community Relations Support Officer</td></tr></table>	Peter Streatfield	Port Waratah Representatives:	Rick Banyard	Trudie Larnach – Manager Sustainability & Corporate Affairs	John Hayes	Hennie du Plooy – Chief Executive Officer	Dave Williams	Mark Feeney – Manager Operations Delivery	Marinella Fragiacomio	Glenn Cook – Specialist Environment	Terry McCauley	Karen Marples - Sustainability & Community Relations Advisor	Mary Busted	Megan Flanagan – Community Relations Support Officer
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Terry McCauley	Karen Marples - Sustainability & Community Relations Advisor														
Mary Busted	Megan Flanagan – Community Relations Support Officer														
Apologies	Christene Harkness, Lyn Kilby, Clare Monkley, Kateljin Hullegie, Louise Askew, Callan Nickerson														

Item 1: Welcome

Trudie welcomed the attendees of the meeting, shared an acknowledgement of Country and provided an overview of the meeting agenda before introducing Hennie du Plooy.

Item 2: Business Update

Hennie thanked Trudie for the acknowledgement of Country.

Hennie advised that he is aware of the feedback from some community representatives regarding the meeting and he noted that Port Waratah are always working to address issues that have been raised. Port Waratah appreciate the continued participation of the community representatives and we welcome any feedback. The Community Meetings are of value to Port Waratah and we want them to be of value to the community representatives also. Hennie noted that Port Waratah have worked very hard at becoming increasingly transparent and sharing relevant information and is something he is proud of.

Hennie provided a strategic business update discussing topics of interest such as closure planning, forecast demand and priorities for the new year.

Regarding closure planning, Hennie stated Port Waratah have a comprehensive plan in place. You will be pleased that in around 5 years time Port Waratah should be substantially complete in closing the Fines Disposal Facility (FDF) and the Delta land on Kooragang Island. Port Waratah are not planning to close either Terminal, and expect them to both be in use for the foreseeable future. The lease on the





Carrington Terminal has been extended to the end of 2031. We expect to need the Carrington Terminal until at least 2029. If required we will engage Port of Newcastle to extend the lease beyond that. Port Waratah doesn't know at this stage what the land will be used for in the future, but it will be left suitable for future industrial activity. Port Waratah will fund rehabilitation work.

In 5 years from now, Hennie expects that the business will be operating as we are today at around 110 – 112 Mtpa. We are not expecting that will change and as a result our workforce will largely stay the same.

With respect to forecast demand, Hennie doesn't see any change in the markets we currently have during the next 5 years and demand will be stable.

Looking into 2022, the three priorities for Port Waratah are:

Our people – Port Waratah continue to make safety improvements which relies on engagement with our people and health and safety are our top priority. There have been virtually no disputes and the workforce have been supportive in delivering improvements to the business. The staff turnover has increased due to the operator workforce, many of which are in the mid 50's to mid 60's age bracket. We have appointed around 10 – 12 new employees and a EBA negotiation is due next year also.

Assets – Port Waratah are undertaking significant ongoing work with a recent 6 week outage with a cost of \$18 Million and planning work to develop asset and maintenance strategies to make sure we are fit for the long term. Port Waratah are continuing to invest in technology and equipment which is a significant investment and this week we proudly received an award from Hunter Water for responsible water use.

Sustainability – we are continuing to work on reporting, engagement, planning for climate change aspects and a climate change risk assessment. Port Waratah are proud of our annual reporting in that space as leading practice in the region and we will continue to evolve and develop those aspects.

Hennie concluded with a short update on recent protestor activity Police have charged 29 people so far, noting he is very concerned and expect it may continue for a while. The activity is a significant issue that we are concerned about for a number of reasons.

Question from John – do you have active plans in place for re-educating your workforce?

Hennie – can't speak for the Hunter region broadly, but there are conversations happening around this topic and a transition plan is being thought through. We have identified a need for that in our business and our view is that we have a 5 year time frame to work through so that is on our agenda.

Question from John – the protest cost has been reported to be \$60 million. Is that accurate?





Hennie – There is a cost related to time, vessel demurrage etc. We expect costs are large, and larger than people think also considering the emergency services costs. We haven't done a calculation on what the costs may be.

Question from Rick regarding the upgrade of the rail line between Newcastle and Narrabri. Rick believes we need issues with Ardglen tunnel addressed. It would be cheaper to take all freight to the Port of Melbourne via the inland rail.

Hennie – we are aware that your community group has had discussions with other parties and it is best left to them. Current capacity of coal rail system is adequate and we are not seeking to change that. There is nothing in the system that says ARTC needs to do anything to the Ardglen tunnel. As far as connection to inland rail, Port Waratah is not in a position to get into that discussion and we don't have any knowledge on the work required.

Rick – it would be good if people got behind improving the rail line and we urge the coal companies to get enthusiastic about getting behind the work.

Hennie – the coal companies are confident they have the capacity that they need.

Item 3: Actions from previous meeting

Glenn provided an update on the following actions:

- Port Waratah to consider adding Closure Planning as an Agenda Item at a future Community Meeting – *included as an agenda item today*
- Provide Rick with additional information on water use and savings across both terminals – *actioned by Glenn outside of the meeting*
- Include information at November meeting on waste types to landfill – information provided today:

Our YTD landfill diversion rate at Port Waratah is currently sitting at 94.4% at the end of October. This means just 5.6% of the waste generated at Port Waratah is disposed into landfill.

- Email correspondence from Rick Banyard to Karen Marples regarding feedback for the interim results of the Local Voices survey and clarification of the graphs – *provided by Karen*





Item 4: General Business

Karen provided a review of the latest Local Voices survey results to clarify Trust and Acceptance of Port Waratah in the community and to provide a to scale graph showing the relative levels of awareness of the extension, acceptance of the extension and balance of benefits vs impacts.

Karen also facilitated a workshop to call for topics of interest about Port Waratah. These topics will serve to improve two-way dialogue about significant matters of interest to the community. The 2021 focus areas, regular meeting updates and the materiality matrix were reviewed to prepare a foundation for the brainstorm discussion. The questions asked were: “What material Topics would you like to discuss at our community meetings?” and “What information is important to your community and local network?”. There were 22 topics suggested which were discussed then grouped into themes (please see Appendix 1). The four emerged themes were:

- **Regional Infrastructure Matters, Impacts/Benefits for Community** – covering topics such as the Novocastrian Highway, double stacked rail line, Portside Rail Line and other infrastructure projects in the Newcastle and Hunter Region.
- **Social Licence and Opportunities to support/celebrate community** – covering topics such as changes, if any, to the Port Waratah social licence, understanding community expectations, Local Voices community survey results and actions, tourism and conservation opportunities, recording and presenting the history of Newcastle as a coal port and contributing to and assisting community vibrancy,
- **Strategic Planning and Direction** – covering topics such as an outline of rolling 5-year plan, priority matters for Port Waratah, asset maintenance and infrastructure limitations, opportunities to change business directions and explore emerging industries.
- **Impacts of Climate Change, Economics and Transition Risks** – covering topics such as zero emissions modelling and impacts to business, economic changes and external forces, sea level rise, energy transition modelling.

Item 5: Planning for 2022 meetings

A planning discussion was held about the structure and focus areas of our meetings in the year ahead. The discussion concluded the following:

- Meetings will be held on the second Thursday of the month in February, May, August and November.





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- The following information will be distributed prior to the meeting:
 - Community Dashboard
 - Community engagement and partnership update

The agenda will still include:

- addressing meeting actions
- operational update, including discussion of any incidents
- environmental update
- questions and discussion of Community Dashboard and the Community engagement & partnerships update
- focus discussion topic

From the discussion topics raised and prioritised at the meeting, the following topics are suggested for the 2022 Meetings:

Q1 – Impacts of Climate Change, Economics and Transition Risks

Q2 – Social Licence and opportunities to support/celebrate community

Q3 – Regional Infrastructure Matters, Impacts/Benefits for Community

Q4 – Strategic Planning and Direction

Item 8: Closure Planning Approach

Glenn provided an overview of the closure and rehabilitation planning.

- Port Waratah has conceptual closure plans first developed over 15 years ago to ensure appropriate funds have been set aside to complete closure.
- These conceptual plans have been reviewed every 2 years with changes incorporated to ensure costing remain adequate. Rehabilitation will be funded by Port Waratah.
- Port Waratah recently commenced the development of a more detailed closure planning process built on best practice guidance from the International Council of Mining & Metals (ICMM).
- Glenn discussed each of the stage of the closure process from developing a closure base case, working through and closing out closure knowledge gaps to inform the third and final stage of closure execution.





Port Waratah have progressed all four of the sites through Stage 1 of the closure process and are in the process of taking the Delta and FDF sites through Stage 2 of the process while also progressing the Carrington Terminal through the process.

The closure vision, principals & objectives for all sites are:

- to provide a safe and stable final landform
- capable of supporting commercial land uses that support port activities.
- removal of all infrastructure built for the purposes of the operations that does not provide a future defined use.
- remediate any contamination issues that are associated with Port Waratah operations.

Port Waratah will continue to update the community group on progress of the closure planning process as required.

Next meeting scheduled for 5:30pm Thursday 10 February 2022 and a venue to be advised. If possible, we would like to hold the meeting at the venue of a community partner.

Trudie thanked participants for attending the meeting and for the useful discussion. Throughout 2022 we will aim to make the meetings face to face if we can.

Meeting closed at 7:22pm





Appendix 1 – Material Topic Workshop Summary (Key: Black is suggestion from community member, Blue is commentary from the workshop discussion)

Q1 Impacts of Climate Change, Economics and Transition Risks	Q2 Social Licence and opportunities to support community	Q3 Regional Infrastructure Matters, Impacts/ Benefits for Community	Q4 Strategic Planning and Direction (forward looking from 2023)	Additional suggestions (not included in the agreed themes)
Is there any modelling being done to begin to understand Zero Emission impact on PWCs profit with the incurred loss, could this be discussed?	Is the PWCS social licence changing?	The importance of having double stacked rail line from the Port of Newcastle to the inland Port of Narrabri. Will PWCS actively support the concept? This project will incorporate a more efficient coal corridor and the replacement of the Ardglenn Tunnel.	Outline the next 5 years i.e. Strategic Plan. Or table it for early 2022.	The closing strategy for PWCS: Timetable; What will be left on the sites when PWCS leaves; How will the close down be funded? Closure Planning Overview Provided Q4 2021
What does the PWCS transition model look like?	A Kooragang visitor information location where operations can be viewed with PWCS, coal industry and port information can be passively provided. A recognised tourist spot KI over C for higher traffic.		Is PWCs facing any infrastructure limitations within 5 years?	
How does PWCS propose to become carbon neutral?	The Tourism potential of PWCS	The necessity for the Port Side Rail line. Will PWCS actively support the concept?	Are there matters pending that PWCs consider a priority coming into 2022?	More Pac-Man and equivalents. Ongoing transparent data to be provided
	Recording and presenting the history of Newcastle as a Coal Port			
In the conversation about Zero emissions will charges imposed on PWCs operational nature cause much of a “hit” to viability?	PWCS collaborating with surrounding conservation areas i.e. National Parks for continued development but also for visitor access with walkways or viewing platforms for key areas.	Discussion for the two topics above noted these views and provided an understanding of Port Waratah’s position. Port Waratah acknowledged community request to advocate for community views in various forums.	CEO Strategic Planning overview and subsequent discussion covered the above three topics in Q4 2021. Plans for a forward-looking discussion to be tabled at Q4 2022 meeting.	Local community impacts and interactions discussed as ongoing process. To be covered in regular meeting updates.
			Does PWCS see opportunities to change business directions that will enable continued use of the site/s for new or emerging industries?	
How will PWCS cope with sea level rising?	PWCS contributing to and assisting community vibrance and progression	The importance of the Novacastrian Highway (A major dual carriageway roadway from Nelsons Bay to South Swansea)		All of the above. Agreement with suggested topics noted.
	Discussion to include Local Voices results and planning in this theme.			

