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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW

PROJECT TITLE	
Novelis (Berea) Rail Infrastructure and Storage Expansion	
APPLICANT LEGAL NAME	**APPLICATION YEAR**
Novelis Corporation	FY26
APPLICANT TYPE	**COUNTIES IMPACTED BY THE PROJECT**
Rail Served Industry	Madison County

PROJECT PHYSICAL ADDRESS

302 Mayde Road, Berea, KY 40403

RAILROAD(S) SERVING THE SITE	**ENTITY OWNING PROJECT SITE** (if different from applicant)
CSX	Novelis Corporation (applicant)

TOTAL PROJECT COST	**KIASI FUNDING REQUESTED**	**APPLICANT MATCH**	**APPLICANT MATCH %** *(50% Minimum)*
$ 4,875,000	**$** 1,875,000	**$** 1,875,000	50+ **%**

Will the proposed project be matching awarded federal funds? ☒ NO ☐ YES

Does applicant plan to use their own manpower, equipment, or materials on the project (Force Account) or competitively bid out all work related to the project? Bid Out

DESCRIPTION OF PROPOSED PROJECT *(Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)*

The Novelis rail and storage expansion project will construct a new rail spur off the existing Novelis owned track, add additional on-site storage tracks, and build a concrete pad to support loading and unloading operations. Currently, all existing tracks are occupied by outbound ingot shipments, preventing the facility from receiving raw aluminum scrap by rail. This project will allow Novelis to begin receiving inbound materials by rail while maintaining efficient outbound shipments of finished ingots to Logan Aluminum. Expanding rail capacity will improves operational efficiency, reduce truck traffic and associated EHS risks, and strengthens the facility's integration with Kentucky's rail network.

DESCRIPTION OF HOW PROJECT WOULD PROVIDE KENTUCKY COMMUNITIES AND INDUSTRIES WITH TRANSPORTATION OPTIONS, CONNECTIVITY AND OPPORTUNITIES *(Text is limited to the space provided below.)*

The project will provide the industry with improved transportation options by enabling the facility to receive inbound aluminum scrap by rail, a capability currently constrained because the existing tracks on site are occupied by outbound ingot shipments. By increasing rail capacity and operational flexibility, the project strengthens connectivity within the regional rail network, allowing industries in the area to rely on more efficient and sustainable freight options. This infrastructure investment preserves a key rail-served facility and supports ongoing industrial operations.

DESCRIPTION OF HOW PROJECT WOULD ENHANCE RAIL LINE CORRIDORS TO INCREASE ON-TIME PERFORMANCE *(Text is limited to the space provided below.)*

The project will enahnce rail line corridors by reducing congestion on the facility's existing tracks, which are currently occupied entirely by outbound ingot shipments. A new spur and additional storage capacity allows inbound raw materials to be received by rail without disrupting outbound shipments. This separation of inbound and outbound operations will increase scheduling reliability and reduce delays, contributing to improved on-time performance for both Novelis and CSX, while strengthening the efficiency and resilience of the regional rail network.

DESCRIPTION OF HOW PROJECT WOULD IMPROVE RAIL SERVICES TO EXISTING INDUSTRIES AND ENCOURAGE INVESTMENT IN THE COMMONWEALTH *(Text is limited to the space provided below.)*

The project will improve rail services by providing the facility with dedicated capacity for inbound raw materials, alleviating congestion caused by outbound ingot shipments that currently occupy all on-site tracks. This expansion ensures more reliable and efficient rail operations at Novelis, a key supplier to Logan Aluminum, while preserving its role as a rail-served industrial leader in Kentucky. By modernizing infrastructure and enhancing operational capacity, the project supports Novelis's ongoing operations and strengthens the site's ability to attract future industrial investment to the Commonwealth.

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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW (CONTINUED)

DESCRIPTION OF PROPOSED PROJECT READINESS, OR HOW SOON AFTER AWARD CAN CONSTRUCTION BEGIN AND HOW LONG WILL THE PROJECT TAKE TO COMPLETE *(Text is limited to the space provided below.)*

Upon award of KIASI funding, Novelis is prepared to begin the FEED study immediately, which will define final rail spur and track layouts and inform detailed engineering design. Construction is expected to begin in 12–18 months. Once started, the construction of the rail spur, storage tracks, and concrete pad is anticipated to take approximately six months, with rail connectivity available immediately following commissioning.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL
Chad Bingham, Procurement Operations Leader - NNA Procurement	(859) 661-1778	Chad.Bingham@novelis.adityabirla.com

MAILING ADDRESS	CITY	STATE	ZIP
302 Mayde Road	Berea	KY	40403

If awarded, will signatory be different from the Primary Contact? ☐ NO ☒ YES *(Provide signatory information.)*

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL
Heidi A. Forbes	585-943-5998	heidi.forbes@novelis.adityabirla.com

MAILING ADDRESS	CITY	STATE	ZIP
302 Mayde Road	Berea	KY	40403

If awarded, will Project Manager be different from the Primary Contact? ☒ NO ☒ YES *(Provide information.)*

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL
Ted Rush, Global Category Manager, Capital	(606) 231-8238	Ted.Rush@novelis.com

SECTION 3: PROPOSED PROJECT PERMITS/APPROVALS/READINESS

A. Have consultations with state or federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, or others) determined the need for permits? In Progress

B. Have all required permits been obtained? No

C. Will the proposed project have ANY impacts on a public road (City, County, State, US)? ☒ NO ☐ YES

D. Have all necessary roadway authorities been notified about the proposed project? ☐ YES ☐ NO ☒ N/A

E. Has preliminary engineering been completed for the proposed project? ☐ YES ☒ NO ☐ N/A

What engineering still needs to be done and when will it be completed? Engineering, including final design and specifications, will be completed following the FEED study. Details provided within the supporting documents.

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION

A. If the project will provide new and/or increased service to an industrial park:

Total acres of the industrial park	Total amount of developable acres	Acres that may be served by project
N/A - Serving existing industry	N/A - Serving existing industry	N/A - Serving existing industry

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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION (CONTINUED)

B. Utility infrastructure in place to the site to be served by the project:

☒ Electric ☒ Natural Gas ☒ Water ☒ Wastewater ☒ Fiber/telecom

C. Provide listing of the names of existing companies currently served/to be served by the project along with the number of existing full-time jobs, potential new full-time jobs to be created, and potential capital investment to be incurred for each company.

	COMPANY NAME	FULL TIME JOBS		CAPITAL
		CURRENT	POTENTIAL	INVESTMENT
1	Novelis Corporation (Berea, Kentucky Facility)	151	4	$4,875,000
2				$
3				$
4				$
5				$
6				$
7				$
8				$
9				$
10				$

D. Are there any companies considering location or expansion of a potential project on the site to be served?

☐ YES ☐ NO ☒ N/A

If YES, provide details of the potential project for each company (e.g., potential new full-time jobs to be created and potential capital investment to be incurred). Novelis is a major regional employer, with 151 employees from 12 Kentucky counties. The Berea facility's sole client is Logan Aluminum, a joint venture between Novelis and Tri-Arrows Aluminum, and is another leading Kentucky employer, highlighting the site's strategic role in the state's supply chain. The project improves Novelis's operations, expands the company's capacity to utilize rail for inbound shipments, and imroves the efficiency of its collaboration with Logan Aluminum, especially with Logan's hot mill expansion. By strengthening rail infrastructure for inbound shipments, it supports sustainable growth, operational efficiency, and Novelis's continued role as a key regional employer.

SECTION 5: SUBMISSION CHECKLIST *(See KIASI Guidance Document, Section VI, for details.)*

- ☒ Kentucky Industrial Access and Safety Improvement (KIASI) Project Application (TC 59-115)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Project Schedule/Timeline
- ☒ Diagrams/maps depicting proposed project
- ☒ Rail Connectivity Letter (as applicable)
- ☐ Detailed engineering assessment report (as applicable)
- ☒ Aerial Photographs and photographic documentation of crossing location and condition
- ☐ Plans, schematics, details, drawings of the proposed project (as applicable)
- ☐ For equipment purchases, a price quote on letterhead from vendor OR for construction projects, a detailed estimate for the project
- ☐ Road authority consultation letters (as applicable)
- ☐ Public Interest Finding (as applicable)
- ☒ Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.

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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 6: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE (Required ***ONLY*** if applicant is a railroad.)

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted TC 59-102, *Kentucky Railroad Annual Report*, in compliance with the provisions of 603 KAR 7:090 at the time of this application to be considered an eligible applicant. If it is determined I am not an eligible applicant at the time of this submission, I agree that this application shall be immediately rejected without consideration and returned to me without review.

PRINTED NAME AND TITLE	SIGNATURE	DATE

SECTION 7: BUSINESS STANDING CERTIFICATION

I hereby certify that the applicant is a business entity in good standing with the Office of the Kentucky Secretary of State or under the laws of the jurisdiction(s) in which the entity is organized or authorized to conduct business and is not delinquent in taxes owed to any taxing entity. Applicants not in good standing or delinquent in taxes are subject to this application immediately being rejected without consideration and returned to me without further review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Heidi Forbes	Signed by: Heidi Forbes B22FBEF491D34E1...	9/12/2025

SECTION 8: APPLICANT CERTIFICATION

I have read the Kentucky Industrial Access and Safety Improvement (KIASI) Projects guidance document, and I understand and agree to abide by what is stated therein. I also hereby certify, subject to the provisions of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Heidi Forbes	Signed by: Heidi Forbes B22FBEF491D34E1...	9/12/2025

Submission Directions: Applicants must combine their completed application and all required attachments into a single PDF and submit it electronically via email to address provided in call for projects. It is the responsibility of the applicant to ensure delivery of the emailed submission.

Statement of Work

Novelis Corporation's ("Novelis") is proposing the construction of a new rail spur, two to three additional storage tracks, and a concrete pad at its Berea, Kentucky, facility. The proposed project is designed to enhance rail capacity, improve operational efficiency, resolve a long-standing logistical bottleneck, and further advance the company's commitment to sustainability.

Novelis is the world's largest aluminum recycler and a leading global producer of flat-rolled aluminum products. The corporation's Berea facility is one of the world's largest aluminum can recycling plants, processing approximately 20 percent of all used aluminum beverage cans in the United States. Currently, the Berea facility receives all inbound raw scrap material by truck while reserving its on-site rail tracks exclusively for outbound shipments of finished ingots to its sole customer, Logan Aluminum.

At present, two Novelis-owned rail spurs link the facility directly to the CSX mainline. These spurs and four storage tracks are fully occupied with outbound ingot shipments to Logan Aluminum, causing a constraint and congestion that prevents Novelis from using rail for inbound materials. The purpose of this project is to expand rail access and add the rail capacity needed for Novelis to receive raw materials by rail while maintaining efficient outbound shipments. The proposed project will construct a new spur that will tie into the existing spurs, add two to three additional storage tracks, and build a large concrete pad for loading and unloading. Outbound ingots will be stored on the new tracks, freeing the existing lines to receive inbound scrap by rail.

This investment directly advances Kentucky's rail and economic development priorities:

- Preserve and Enhance Rail Corridors: By shifting significant inbound shipments from truck to rail, the project increases long-term utilization of the CSX corridor and ensures the continued strength of a vital freight route.
- Retail Rail-Served Industry: Novelis is a global recycling leader and critical regional employer. Expanded rail access safeguards its operational efficiency, cost competitiveness, and ability to remain a strong rail-served industry in Kentucky.
- Attract and Enable Future Industrial Growth: While this project is specific to Novelis' operation, expanded rail infrastructure at Novelis strengthens Berea Industrial Park as a rail-capable hub for advanced manufacturing. Additional rail capacity positions the region as an attractive location for new industries that require efficient and sustainable logics solutions.
- Preserve and Modernize Kentucky's Rail System: Transitioning a share of inbound shipments from truck to rail will reduce highway congestion, lower emissions, and decrease wear and tear on state roadways. It also reduces environmental health and safety risks associated with heavy truck traffic at the facility. This aligns directly with Ketnucky's goals of modernizing freight infrastructure, enhancing community safety, and supporting sustainable economic development.

This project will provide Novelis with the rail capacity needed to efficiently manage both inbound and outbound shipments, improve safety and sustainability at the Berea facility, and ensure long-term operational reliability. With the support of KIASI funding, Novelis will be able to complete design, engineering, and construction, advancing a project that preserves existing rail assets while strengthening the facility's role in Kentucky's manufacturing and transportation network.

Scope of Work

The Novelis Berea project is intended to expand the facility's rail infrastructure to allow inbound raw materials to be received by rail while maintaining efficient outbound shipments of finished ingots. The project includes construction of a new rail spur, additional on-site storage tracks, and a concrete pad for loading/unloading operations. The work will improve operational efficiency, reduce truck traffic, enhance safety, and support Novelis' sustainability goals.

Detailed cost estimates for the project are not yet finalized because final quantities, track lengths, and construction requirements will be determined through the upcoming FEED (Front-End Engineering Design) study and engineering design. That study is expected to commence late 2025 and be completed by Spring 2026. Prior discussions with engineering firms have provided an estimated project cost of $4.875 million. This estimate offers a meaningful reference for assessing the project's scope and feasibility. The final design and associated costs will be confirmed once funding is secured and the FEED study is completed, ensuring accurate planning based on verified site conditions and operational requirements.

Work to be Performed

The project includes the following major tasks. Should Novelis be approved for a KIASI award for the project, a detailed scope of work will be developed and submitted to align with program requirements, incorporating the results of the FEED study and finalized engineering design.

- Engineering and Design
    - Conduct FEED study to determine optimal spur and track layout.
        - Optimal layouts, length, and specifications for the new rail spur and storage tracks, and how inbound materials will be received by rail will be evaluated. The result will be detailed engineering drawings, technical specifications, and a more accurate cost estimate that can be used for budgeting, permitting, and construction.
    - Finalize engineering drawings and construct plans after securing funding.
- Site Preparation
    - Clear and grade the designated areas for rail spur, storage tracks, and concrete pad.
    - Prepare foundations for tracks and concrete pad.
    - Exact scope determined in FEED study.
- Concrete Pad Construction
    - Construct concrete pad for loading and unloading operations.
- Rail Construction
    - Construct new rail spur connecting to the CSX mainline.
    - Build additional on-site storage tracks.
    - Install required track hardware.
- Integration with Facility Operations
    - Coordinate new rail infrastructure with existing inbound and outbound logistics.
    - Work with CSX and internal staff to enable smooth material handling.
- Commissioning and Testing
    - Test rail spur and tracks to ensure safe and efficient operation.
    - Train staff on operational procedures for the new infrastructure.

Project Schedule/Timeline

At this stage, a detailed Gantt Chart is not available because the project is still in the pre-FEED phase. The FEED study will define final track lengths, material handling processes, and construction sequencing, which are necessary to develop an accurate and comprehensive Gantt chart. Once the FEED study is completed and engineering design is finalized, Novelis will provide a detailed schedule in Gantt chart format to fully align with the KIASI program requirements.

Based on the current project plan and available information, the following high-level schedule is proposed.

PROJECT PHASE	PROPOSED TIMING/DURATION	NOTES
FUNDING AWARD AND PROJECT KICKOFF	Month 0 – Month 2	Project begins upon KIASI award announcement and funding execution
FEED STUDY	Month 2 – Spring 2026	Determine final rail spur layout, track lengths, and integration plan
ENGINEERING AND DESIGN	12 - 18 Months	Complete detailed engineering drawings and construction specifications
CONSTRUCTION	6 months (following engineering completion)	Build new rail spur, storage tracks, and concrete pad
COMMISSIONING AND TESTING	Immediately following construction	Test rail infrastructure, integrate with facility operations
RAIL CONNECTIVITY UTILIZATION	Immediately following commissioning	New rail infrastructure will begin handling inbound materials by rail

Proposed Project Start Date: Upon KIASI funding award and execution of agreements.

Proposed Project Completion Date: Approximately 18-24 months after funding award

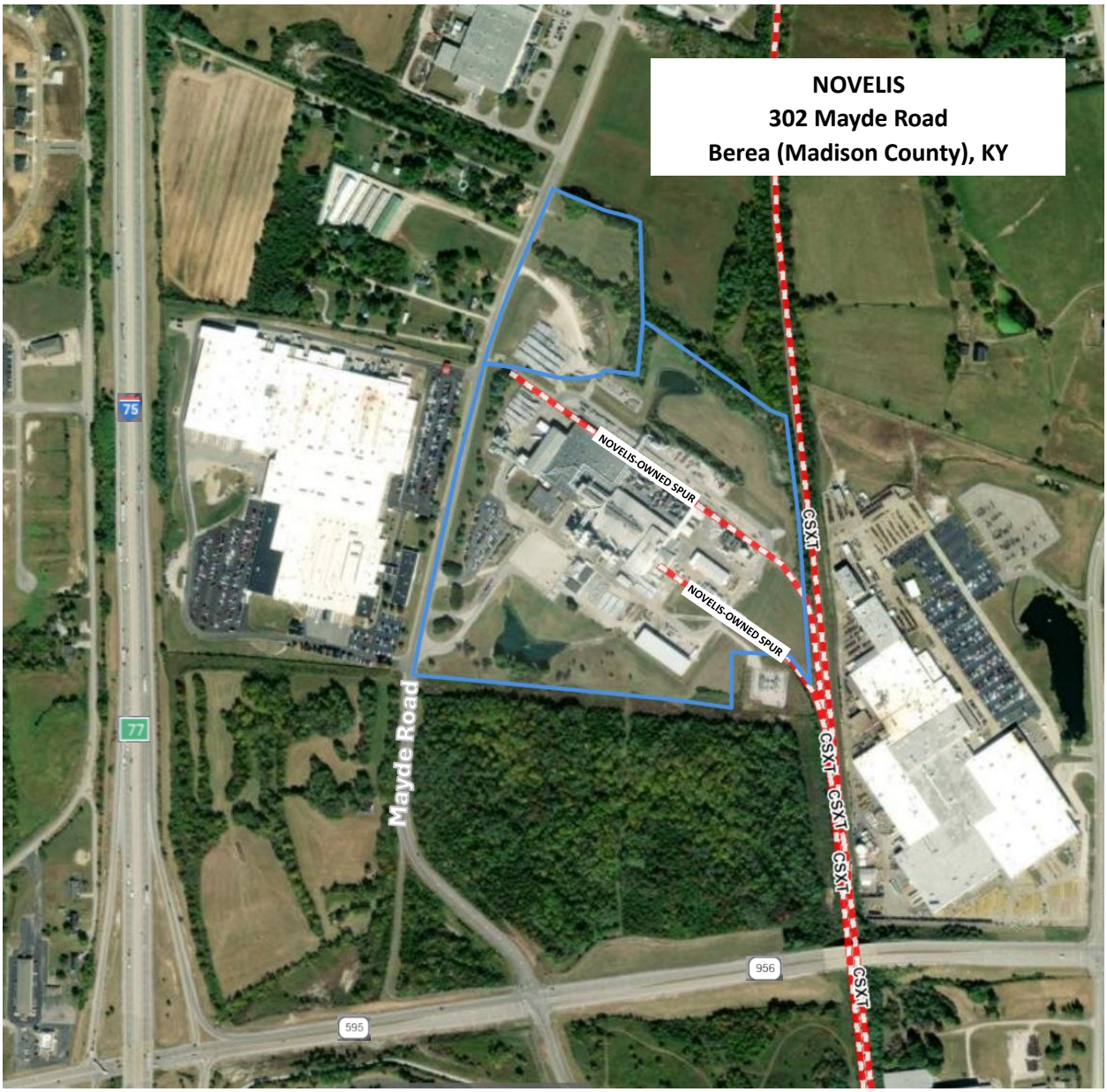
Rail Connectivity Utilization: Immediately upon commissioning of new tracks

This schedule provides as much detail as currently available without making assumptions. A fully developed Gantt chart, with precise milestones, sequencing, and durations, will be provided once the FEED study and detailed engineering are completed.

Aerial Photo(s), Diagrams, and/or Maps with Sufficient Details

Novelis's Berea facility is located within the existing Berea Industrial Park at 302 Mayde Road, Berea KY (58.61 acres). The facility is located 0.2 miles from Interstate-75, Exit 77 and is surrounded by global companies such as Hyster-Yale Group, Hitachi Astemo America Berea Plant No. 1, Hitachi Astemo America Berea Plant No. 2, KI USA, and Mastronardi Produce.

The blue boundary outlines parcels owned by Novelis. The infrastructure map highlights two existing Novelis-owned rail spurs off CSX (Class I) mainline. The milepost at this location is 0KC 130. Please note that the proposed third spur, additional tracks, and increased storage capacity, which is the focus of this application, is planned for the northeast portion of the parcel, as shown in the additional aerial photos and photo documenting the project location.

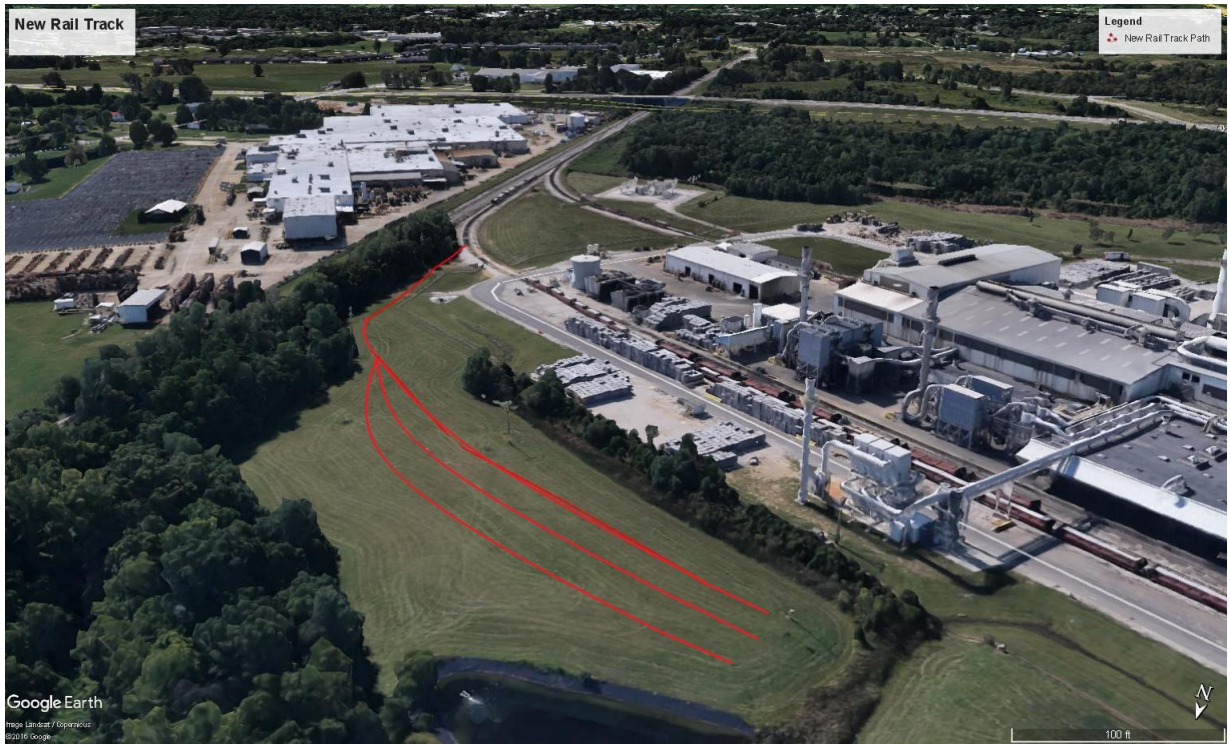


8.5” x 11” Aerial Photo



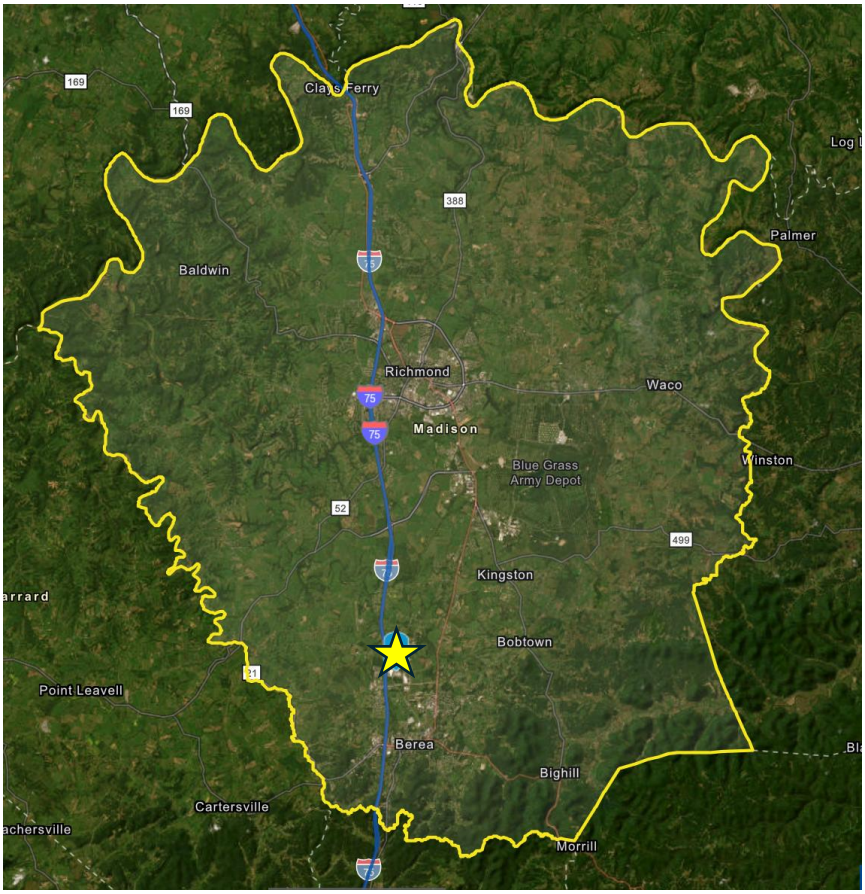
Photo Documentation of Project Location Showing Proposed Work to be Completed

Existing rail spurs are connected to CSX rail mainline (Class I), as will the proposed new spur. The milepost at this location is 0KC 130.





Location of Project in the County (Madison County)



Supporting Documentation Not Included

To confirm this application's completeness, please see the list of items below that were not included because they do not pertain to this project. Some are not applicable given the type of request, while others cannot yet be provided due to the project's early stage. As noted in the application, Novelis has been exploring this project for several years, but identification of full funding has been the primary barrier to moving forward. While the company has committed some guaranteed funding, KIASI support would make the rail expansion feasible. With this funding, Novelis will be able to proceed with construction and shift inbound raw scrap material deliveries from trucks to rail, improving efficiency and supporting the project's long-term success.

- A detailed engineering assessment report on the project has not been completed at this time. The company has not yet initiated the completion of the report because full project funding has not been secured. Should KIASI funding be awarded, the report will be initiated.
- A detailed estimate showing site preparation costs, construction costs (including manpower, equipment and materials), and other miscellaneous constructions costs has not been included. Approximately two years ago an engineer looked at the project with Novelis and provided a cost estimate of approximately $5 million for the project. This would include the project work that is explained within the application, statement of work, and scope of work. While there is potential for an increase in cost due to increase in cost of materials and labor, Novelis is prepared to match the grant 1:1, if awarded funding, and will also cover the difference in cost to pay for the remaining portion of the project.
- Plans, schematics, details, and drawings of the proposed project will be completed once full funding has been achieved. Should Novelis successfully secure funding, these items will be provided.
- A road authority consultation letter with road(s) and crossing ID number(s) has not been provided, as this project does not impact a public roadways.
- Location and Cross ID number(s) have not been provided, as this proposed project does not affect any public at-grade crossing.
- This application is not for equipment purchase. The request for a price quote from a vendor is not applicable.

Robb Fritz
Sr. Manager
Industrial Development
Site Design

19 Depot St.
Walton, KY 41094
(419) 733-3126
Robb_Fritz@CSX.com

September 8, 2025

Mr. Chad Bingham

SUBJECT: Kentucky Industrial Access and Safety Improvement (KIASI) Program Grant Application

Chad,

Thank you for the opportunity to support Novelis in its efforts to expand the Berea, KY track infrastructure through an application for grant funding under the KIASI Program.

On behalf of CSX Transportation, Inc. (CSX), I am pleased to confirm our willingness and ability to provide rail service as a Class I common carrier to support this increased business at your Berea facility, provided the rail design and construction plan fully complies with CSX's safety, engineering, and operational standards.

We value our partnership with Novelis and look forward to working together on this important project.

Robb A Fritz

Robb Fritz
Sr. Manager
Industrial Development – Site Design

Rev. 9-16-22

Required Affidavit for Bidders, Offerors and Contractors
(KRS 45A.110 & 45A.115)

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

Peter Szeremeta — Signature

Peter Szeremeta — Printed Name

Assistant Secretary — Title

September 9, 2025 — Date

Bidder or Offeror Name: Novelis Corporation

Address: 3550 Peachtree Rd. NE, Ste. 1100
Atlanta, GA 30326

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 9th day of September, 2025.

State of: Georgia — Notary: Lori Lewis

County of: Fulton — My Commission Expires: 01/11/2028

LORI LEWIS NOTARY PUBLIC COBB COUNTY, GA MY COMMISSION EXPIRES JANUARY 11 2028