

BACKGROUND INFORMATION DOCUMENT



May 2022

PORT OF RICHARDS BAY

STRATEGIC ENVIRONMENTAL ASSESSMENT

CONTENT

1. Purpose of this Document
2. Introduction
3. Port of Richards Bay
4. Overview of the Port Master Plan
5. Overview of the SEA
6. Stakeholder Engagement
7. Contact Details

1. PURPOSE OF THIS DOCUMENT

The purpose of this **Background Information Document (BID)** is as follows:

1. It outlines the scope of the **Port of Richards Bay Master Plan 2021 – 2035** (the “Port Master Plan”) that was compiled by the Transnet National Ports Authority (TNPA);
2. It serves to provide an overview of the **Strategic Environmental Assessment (SEA)** that is being undertaken for the Port of Richards Bay; and
3. It grants the opportunity for **stakeholders** to provide input into the SEA.

2. INTRODUCTION

TNPA is a division of Transnet Limited and is mandated to control and manage all eight commercial ports on the South African coastline to ensure efficient and economic functioning while improving safety, health and environmental management. TNPA operates within a legislative and regulatory environment and is governed by the National Ports Act (Act No. 12 of 2005).

The Port of Richards Bay (the “Port”) is South Africa’s premier bulk port. It was officially opened on 1 April 1976 for the purpose of exporting coal from the Mpumalanga Province. It has since expanded and grown into other dry bulk, liquid bulk, and break bulk commodities. It is our country’s largest Port in size, with total land and water surfaces of approximately 2 174 hectares and 1 443 hectares, respectively.

Various development opportunities were identified at the Port in terms of the Port Development Framework Plan (PDFP) and the Port Master Plan. TNPA must ensure that a fair and reasonable balance is achieved between the protection of the environment and the development and maintenance of the Port. Hence, TNPA recognised the need to undertake a SEA for this Port.

3. PORT OF RICHARDS BAY

3.1 Location

The Port is located on the north-eastern coast of KwaZulu Natal (KZN) and falls within the City of uMhlatuze. The GPS location of the Port's entrance is 28°48'36.32"S, 32°05'42.00"E. Refer to the map contained in **Figure 1** below.

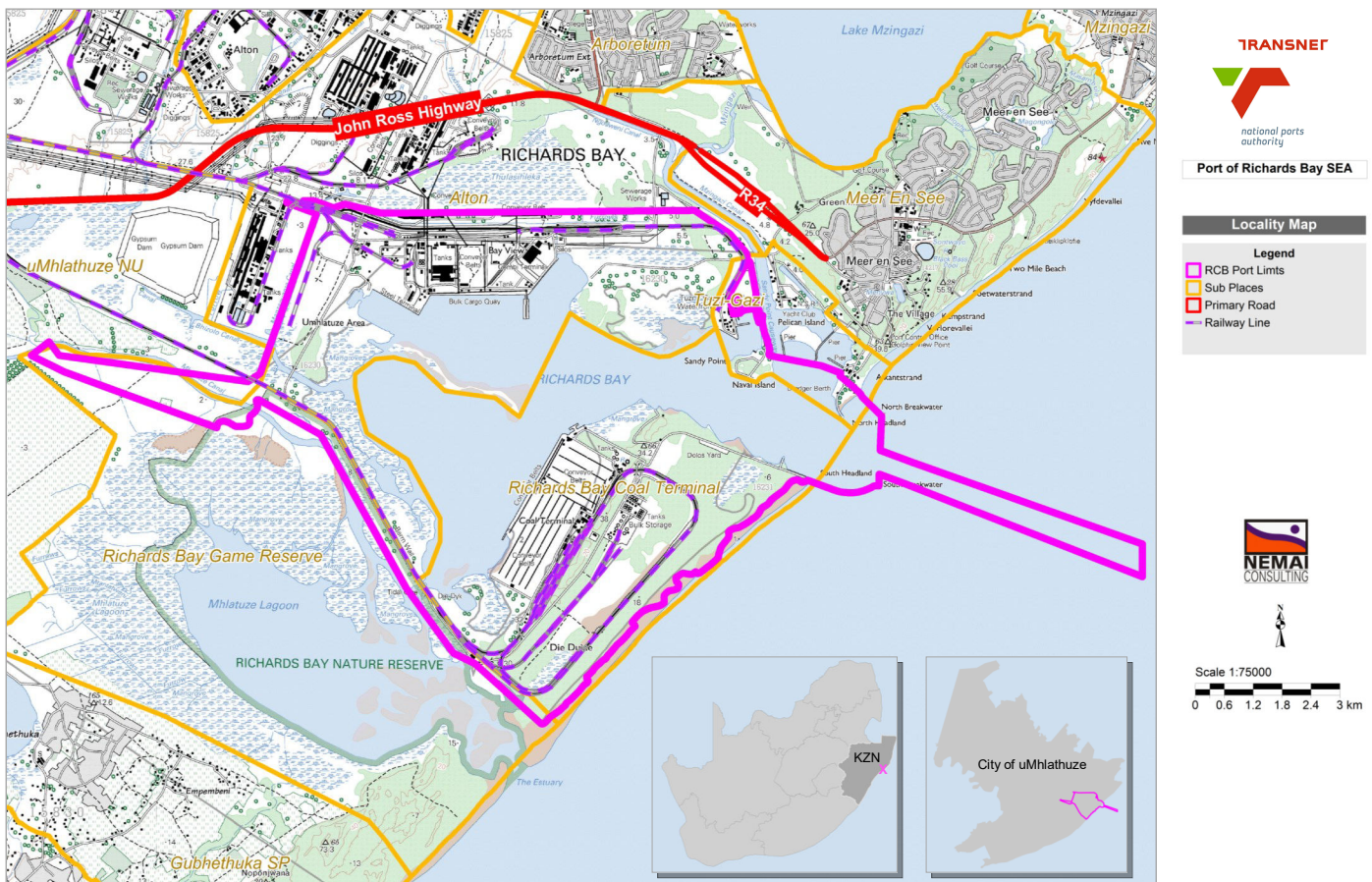


Figure 1: Port of Richards Bay – Locality Map

3.2 Current Operations within the Port

The Port is divided into the following precincts (shown in **Figure 2** below), which are served by road, rail, pipelines and conveyor networks:

- ◆ **Bayvue** – accommodates multi-purpose and dry bulk terminals;
- ◆ **South Dunes** – accommodates coal and liquid bulk terminals; and
- ◆ **Newark** – includes small craft harbour, repair quay and tug jetty.

Current activities within the Port are listed in **Table 1** below.

Table 1: Port of Richards Bay – Current Port Activities

Category	Type of operation	Description
Freight traffic	Containers	Deepsea imports and exports.
	Break bulk	Export of pig iron and base metals.
	Dry bulk	<ul style="list-style-type: none"> • Export of coal, wood chips and petroleum coke. • Import of alumina, petroleum coke, sulphur, etc.
	Liquid bulk	Import of fuel and import and export of chemicals.
Maritime services	Fishing industry	Support for fishing vessels.
	Ship repair	<i>Ad hoc</i> repair works.
	Harbour services	Related to port operations and cargo handling.
	Passenger terminal	Accommodation of passenger vessels at ship repair quay or at berths in Bayvue precinct.



Figure 2: Port of Richards Bay – Berths and Precincts

4. OVERVIEW OF THE PORT MASTER PLAN

The National Ports Act (Act No. 12 of 2005) prescribes that TNPA is to prepare and periodically update a PDFP for each port. This process ensures that the development plans remain current, aligned with national policies and inclusive of changes in the respective ports' environments. The PDFP addresses the projected demand and capacity requirements of each port.

The Port Master Plan serves to fast track priority developments identified for the Port for 2021 – 2035, which focus on the short- to medium term. These developments are shown in the overall plan in **Figure 3** below.

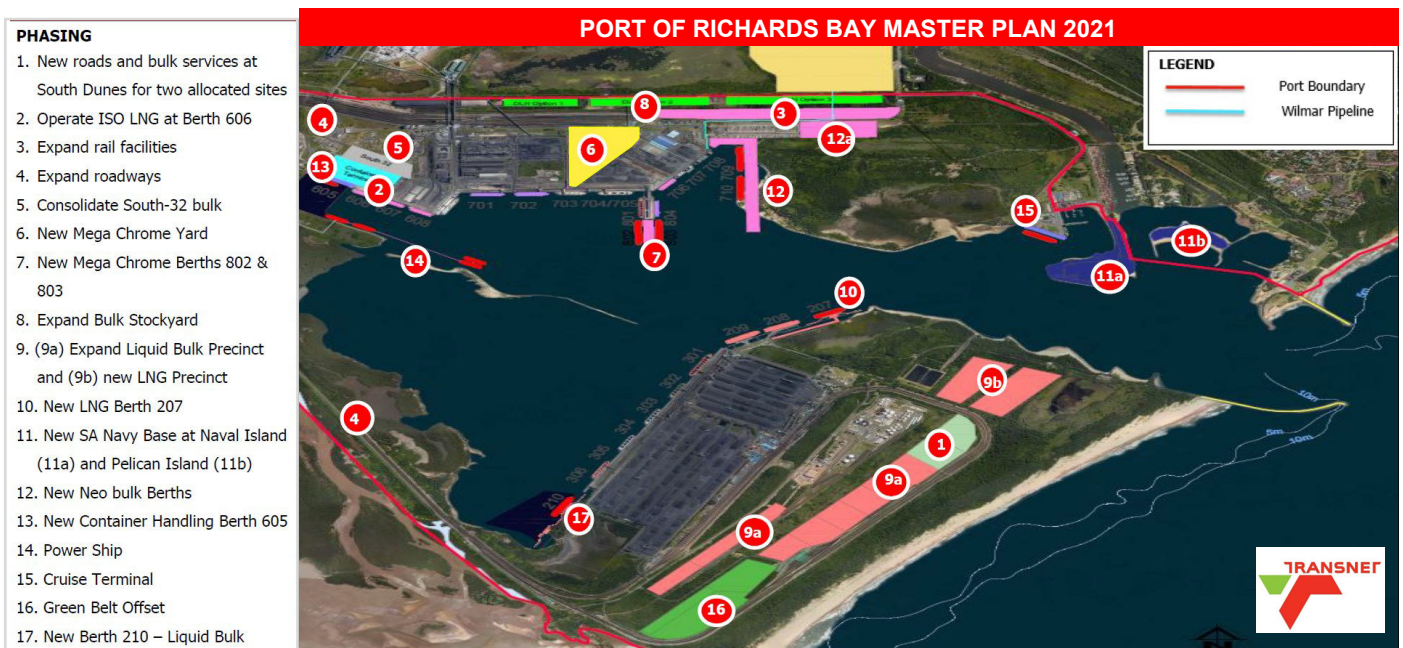


Figure 3: Port of Richards Bay Master Plan

5. OVERVIEW OF THE SEA

5.1 Defining a “SEA”

According to the White Paper on Environmental Management Policy for South Africa of 1998, a SEA is “a process to assess the environmental implications of a proposed strategic decision, policy, plan, programme, piece of legislation or major plan”. One of its primary objectives is to aid decision-making by considering the environment earlier on in a planning process.

5.2 Why is a SEA required for the Port?

A SEA aims to pro-actively determine the environmental implications of policies, plans and programmes. Within this context, the main reasons for embarking on a SEA for the Port include the following:

- ◆ The proposed developments associated with the PDFP and Port Master Plan have the potential to result in significant impacts to the environment. Carrying out a SEA will allow for the early consideration of these environmental issues and the identification of environmental management requirements; and
- ◆ The SEA aims to integrate environmental considerations into the future development of the Port to ultimately promote sustainable planning and development, based on inherent qualities of the receiving environment.

5.3 SEA Development Approach

The general steps involved in undertaking the SEA are shown in **Figure 4** and listed in **Table 2** below.

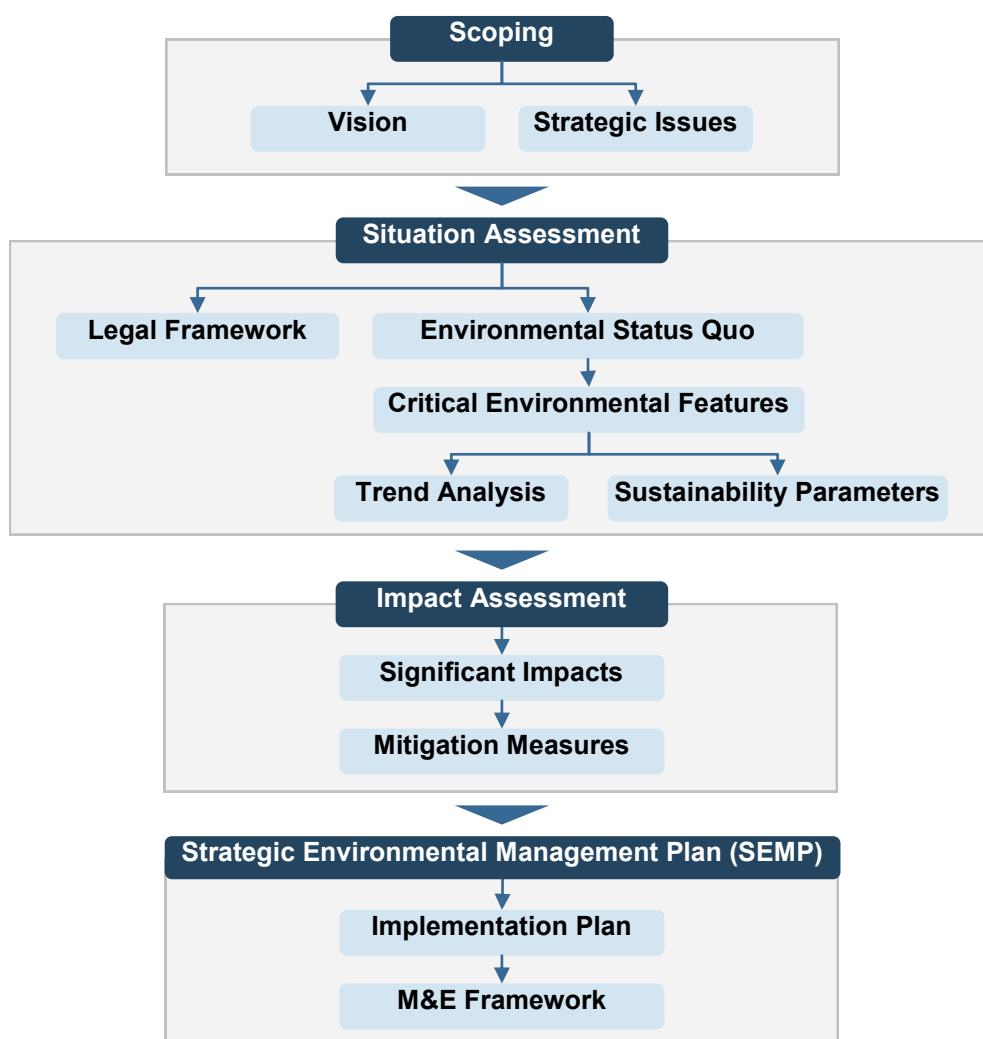


Figure 4: SEA Development Approach

Table 2: Steps involved in the SEA Process

No.	SEA Step	Description
1	Scoping	<ul style="list-style-type: none"> ◆ Articulate a vision for the Port. ◆ Understand the projects associated with the Port Master Plan. ◆ Determine information requirements. ◆ Identify the strategic issues to be considered. ◆ Set the boundaries of the assessment. ◆ Define the terms of reference for the remainder of the assessment.
2	Situation Assessment	<ul style="list-style-type: none"> ◆ Establish the environmental governance framework. ◆ Describe the current status of the receiving environment within the Port to which the Port Master Plan relates. ◆ Identify critical environmental features, based on sensitivity (consider legal status, protection level, vulnerability to change, etc.). ◆ Assess projected baseline and trend analysis (and associated drivers) of critical environmental features. ◆ Determine sustainability parameters.
3	Strategic Impact Assessment	<ul style="list-style-type: none"> ◆ Understand the projects associated with the Port Master Plan (including related infrastructure, activities, alternatives, etc.). ◆ Overlay the Port Master Plan onto the baseline environment. ◆ Assess potential environmental impacts and determine their significance. ◆ Determine impacts on sustainability. Assess impacts against predetermined sustainability parameters. ◆ Recommend mitigation measures. ◆ Undertake a fatal flaw analysis (e.g. unavoidable significant impacts that exceed acceptable limits). ◆ Recommend preferred alternatives to projects under the Port Master Plan (as relevant), based on the availability of information.
4	SEMP	<ul style="list-style-type: none"> ◆ Develop an Implementation Plan for the SEA. ◆ Develop a Monitoring and Evaluation (M&E) Framework.
5	Stakeholder Engagement	<ul style="list-style-type: none"> ◆ Notify stakeholders of the SEA process. ◆ Allow stakeholders to provide input during the SEA process.
6	Acceptance & Approval	<ul style="list-style-type: none"> ◆ The intention behind this SEA is to ultimately guide sustainable development within the Port. The SEA will not be submitted to an environmental authority for formal approval. TNPA will instead commit to the implementation of the outputs of the SEA. This will include the institutionalisation of the SEA within TNPA.



6. STAKEHOLDER ENGAGEMENT

6.1 Purpose of Stakeholder Engagement

The primary aims of stakeholder engagement as part of the development of the SEA include the following:

- ◆ To inform stakeholders of the SEA development process and its objectives;
- ◆ To provide an opportunity for inputs from stakeholders;
- ◆ To allow stakeholders to review the SEA deliverable; and
- ◆ To give feedback to stakeholders.

6.2 How can you become involved?

6.2.1 Complete the SEA Questionnaire

The attached SEA Questionnaire serves to obtain inputs from stakeholders in terms of the following:

- ◆ The environmental governance framework for the Port;
- ◆ The current state of the environment within and surrounding the Port;
- ◆ Potential impacts associated with the Port Master Plan and possible mitigation measures; and
- ◆ The SEA's Sustainability Framework, which will serve to assess the Port Master Plan through predetermined objectives, targets and indicators.

The questionnaire needs to be returned to Nemaï Consulting by **24 June 2022**.

6.2.2 General Stakeholders' Meeting

The following general stakeholders' meeting will be held to discuss the SEA :

Date: 8 June 2022
Time: 14h00 to 16h30
Venue: Transnet Permit Office at the Port of Richards Bay (coordinates: 28°47'14.48"S; 32°01'32.94"E)

In order to ensure that we abide by the prevailing COVID-19 protocols and requirements, may we please request that all stakeholders that want to attend the above meeting RSVP with the person below by **31 May 2022**.

7. CONTACT DETAILS



Contact Person: *Donavan Henning*
Tel: *(011) 781 1730*
Fax: *(011) 781 1731*
Email: *donavanh@nemaï.co.za*
Postal Address: *PO Box 1673, Sunninghill, 2157*