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Environmental Health Sub-Directorate
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APPLICATION FORM FOR ATMOSPHERIC EMISSION LICENCE / PROVISIONAL ATMOSPHERIC EMISSION LICENCE IN TERMS OF CHAPTER 5 OF THE NATIONAL ENVIRONMENTAL MANAGEMENT: AIR QUALITY ACT, 2004 (ACT NO. 39 OF 2004)

(For official use only)

File Reference Number	
Date Received	

KINDLY NOTE THAT:

- **IN THE CASE OF A NEW APPLICATION PART A AND C MUST BE FILLED IN AND SUBMITTED TO THE AEL LICENSING AUTHORITY WHEN APPLICATION FOR ENVIRONMENTAL AUTHORISATION IS MADE TO THE PROVINCIAL EIA COMPETENT AUTHORITY.**
- **PART B MUST BE FILLED IN AND SUBMITTED TO THE AEL LICENSING AUTHORITY ON COMPLETION OF THE AIR QUALITY IMPACT ASSESSMENT STUDY AND ON SUBMISSION OF THE DRAFT EIA REPORT TO THE EIA COMPETENT AUTHORITY.**
- **IN ALL OTHER APPLICATION TYPES PARTS A, B AND C MUST BE FILLED IN.**
- **IT IS THE RESPONSIBILITY OF THE APPLICANT TO ASCERTAIN WHETHER SUBSEQUENT VERSIONS OF THE FORM HAVE BEEN PRODUCED BY THE AEL LICENSING AUTHORITY.**
- **PLEASE COMPLETE ALL SECTIONS, MARK WITH AN X IN SPACES WHERE APPLICABLE.**
- **THE APPLICATION MUST BE TYPED WITHIN THE SPACES PROVIDED IN THE FORM. THE SIZES OF THE SPACES PROVIDED ARE NOT NECESSARILY INDICATIVE OF THE AMOUNT OF INFORMATION TO BE PROVIDED. SPACES ARE PROVIDED IN TABULAR FORMAT AND WILL EXTEND AUTOMATICALLY WHEN EACH SPACE IS FILLED WITH TYPING.**
- **BLACK OUT THE BOXES THAT ARE NOT APPLICABLE IN THE FORM.**
- **INCOMPLETE APPLICATIONS MAY BE RETURNED TO THE APPLICANT FOR REVISION.**
- **THE USE OF THE PHRASE "NOT APPLICABLE" IN THE FORM MUST BE DONE WITH CIRCUMSPECTION. SHOULD IT BE DONE IN RESPECT OF MATERIAL INFORMATION REQUIRED BY THE LICENSING AUTHORITY FOR ASSESSING THE APPLICATION, IT MAY RESULT IN THE REJECTION OF THE APPLICATION.**
- **FOUR (4) HARD COPIES AND ONE (1) ELECTRONIC COPY OF THE APPLICATION MUST BE SUBMITTED TO THE LICENSING AUTHORITY FOR CONSIDERATION AND PROCESSING**
- **NO FAXED APPLICATIONS WILL BE ACCEPTED.**
- **GRAPHICAL PROCESS INFORMATION MUST BE CLEAR, LABELED AND, WHERE APPLICABLE, SHOULD INCLUDE A TRUE NORTH ARROW AND SCALE.**

PART A

1. TYPE OF APPLICATION

X	New Application		Transfer
	Renewal		Review

Current APPA Permit / Atmospheric Emission Licence Number (if applicable, please attach copy):	n/a (not applicable) – this is a new application
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2. ENTERPRISE INFORMATION

Entity Name	Transnet (SOC) Ltd
Trading Name (if any)	Transnet Capital Projects
Type of Entity, e.g. Company/Close Corporation/Trust, etc	State-owned company
Company/Close Corporation/Trust Registration Number (Registration Numbers if Joint Venture)	19900009030
VAT Registration Number	4720103177
Municipal Account Number	n/a – this is a new application
Registered Address	Carlton Centre 150 Commissioner Street Johannesburg 2001
Postal Address	P.O. Box 72501 Parkview South Africa 2122
Telephone Number (General)	011 308 4707
Fax Number (General)	086 679 9500
Industry Type/Nature of Trade	Transport and Materials Handling
SMME Status (Total gross asset value, excluding fixed property in Rand)	n/a – this has not been determined
Land Use Zoning as per Town Planning Scheme	Special Purposes
Land Use Rights if outside Town Planning Scheme	n/a – proposed development is in a zoned area

Name of Contact Person	Mr Rudie Basson
Telephone Number	011 239 5565
Cell Phone Number	083 270 5613
Fax Number	011 612 4528

E-mail Address	Rudie.basson@transnet.net
After Hours Contact Details	083 270 5613

3. LISTED ACTIVITIES TO BE CONDUCTED:

List all Listed Activities, as published in terms of section 21 of the National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004), proposed to be conducted at the premises in terms of this application:

Category of Listed Activity	Sub-Category of Listed Activity	Listed Activity Name	Description of the Listed Activity
5	5.1	Storage and handling of ore and coal	Storage and handling of ore not situated on the premises of a mine or works as defined in the Mines Health and Safety Act 29/1996.

Despite the repeal of the Atmospheric Pollution Prevention Act, 1965 (Act No. 45 of 1965), list all Scheduled Process(es), as was or were set out in the Second Schedule of the repealed Atmospheric Pollution Prevention Act, 1965, currently conducted at the premises:

APPA Registration Certificate Number	Date of Registration Certificate	Scheduled Process Number	Scheduled Process Description
n/a – new facility			

4. LOCATION AND EXTENT OF PLANT

Physical Address of the Licensed Premises	Erf 342, Coega Industrial Development Zone, Nelson Mandela Bay
Description of Site (Erf)	<u>Conveyor Route and Port:</u> Erf 309, Erf 251, Erf 306, Erf 278 <u>Marshalling yard:</u> Erf 349 <u>Stockyard:</u> Erf 342
Property Registration Number (Surveyor-General Code)	Conveyor Route and Port: C07600230000030900000 C07600230000025100000 C07600230000030600000 C07600230000027800000 Marshalling Yard: C07600230000034900000 Stockyard: C07600230000034200000
Coordinates (latitude, longitude) of Approximate Center of Operations (Decimal Degrees)	Latitude: -33.768814° Longitude: 25.666051°

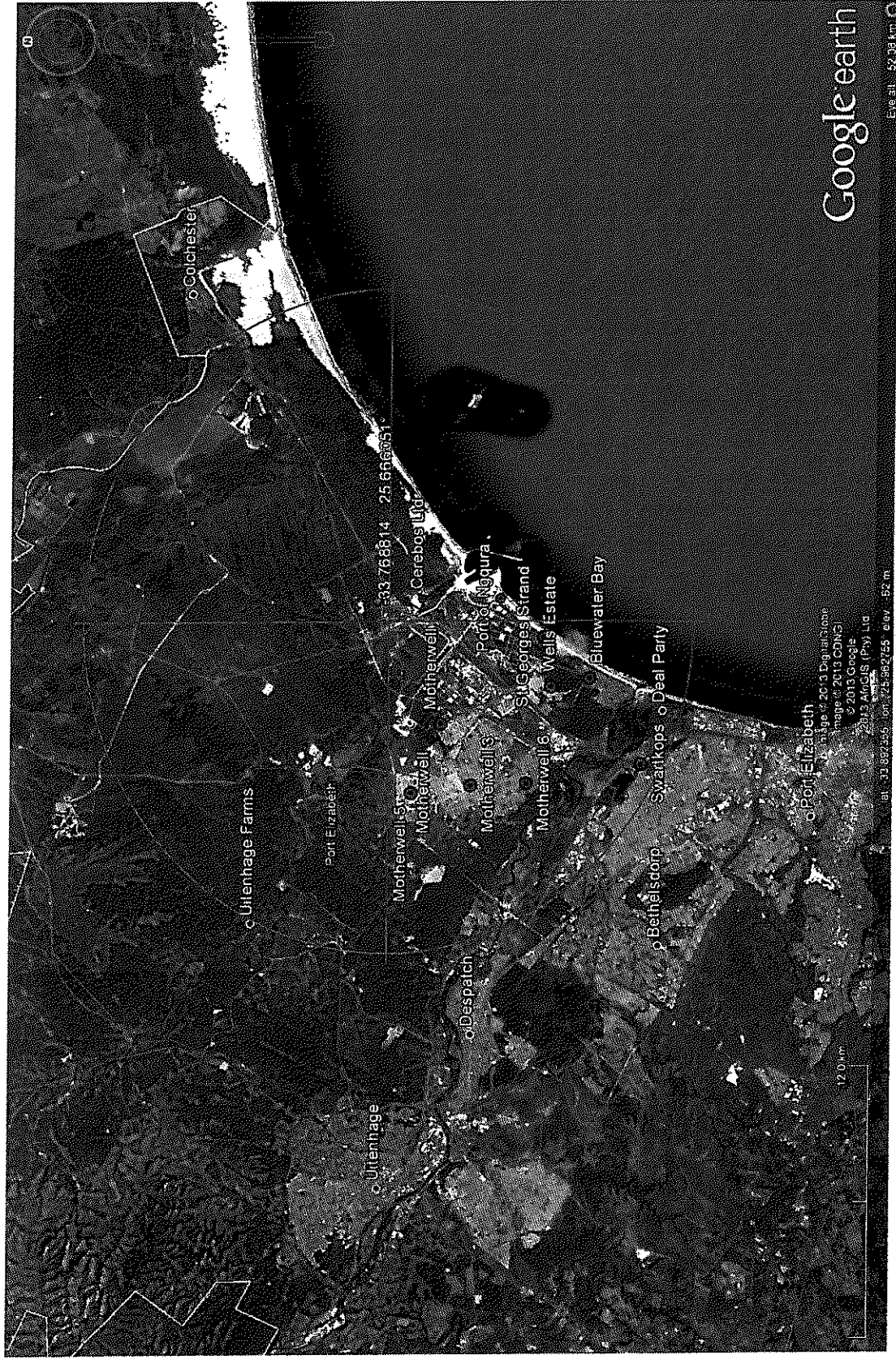
Coordinates of Approximate Center of Operations (UTM coordinates)	North-south: 6262677.66 m S East-west: 376475.65 m E	
Extent (km ²)	Compilation yard	2.5 km ²
	Railway infrastructure	0.5 km ²
	Tippler	0.00134 km ²
	Surge Bin	0.000325 km ²
	Ship loaders	0.0012 km ²
	Conveyor and transfer points	0.1 km ²
	Stockyard	0.42 km ²
	Total extent	3.52 km²
Elevation Above Mean Sea Level (m)	Compilation yard	75-95 m
	Railway infrastructure	23-90 m
	Tippler	32 m
	Surge Bin	16 m
	Ship loaders	5-10 m
	Conveyor and transfer points	5-43 m
	Stockyard	15 m
Province	Eastern Cape	
Metropolitan Municipality	Nelson Mandela Bay Municipality	
Designated Priority Area (if applicable)	n/a	

5. DESCRIPTION OF SURROUNDING LAND USE (within 5 km radius)

Provide a description of the surrounding land use within a 5 km radius, specifically noting the names and proximity of residential and commercial areas in relation to the site of the works.

North	The proposed Ngqura manganese ore export facility will be located in Zone 9 of the Coega IDZ. The area up to 5 km immediately to the north is undeveloped and includes Zones 12, 13 and 14 of the IDZ. The R102 is within 1.5 km of the terminal. The southern edge of the Tankatara Farm is 7.6 km north-northeast of the terminal stockyard. The closest boundary of the Addo Elephant Park is 14.4 km to the north-northeast of the terminal stockyard.
East	Zones 6, 7 and 10 of the Coega IDZ are to the east of the terminal. The Coega River is within 1 km to the east and the N2 highway runs in a southwesterly to northeasterly direction, to the east of the terminal. The Cerebos PVD salt pan is approximately 2.8 km to the east of the terminal stockyard and the Cerebos evaporation area at Sundays River are 9.7 km to the east. The Sundays River and Colchester residential areas are 13 km and 15 km to the northeast respectively.
South	Zones 8 and 9 of the Coega IDZ are also to the south of the terminal, with the Ngqura Port and associated infrastructure 3.5 km to the south. The Cerebos evaporation area in the Coega River is 800 m to the south of the stockyard, separated by the N2 highway. Jaheel Island is 5.4 km to the south east from the terminal stockyard. Ibhayi is 13 km to the southwest and Port Elizabeth is 20 km to the south-southwest of the stockyard.
West	Zone 9 of the Coega IDZ extends westward from the terminal. The Motherwell Industrial Area is 5 km west-southwest of the terminal stockyard. Wells Estate and Bluewater Bay are 6.5 km and 9 km to the south-southwest of the terminal stockyard. The Cerebos evaporation area at Swartkops is 11 km to the west of the terminal.

Attach map(s), satellite image(s) or aerial photograph(s) detailing location of premises in relation to surrounding community.



PART B

6. NATURE OF PROCESS

6.1 Process Description

Please provide a detailed description of the entire production process including reference to the overall balance sheet of inputs, outputs and emissions at the site of the works.

The proposed Ngqura manganese ore export facility consists of a rail compilation yard, a tippler, stockyard with stackers and reclaimers, surge bin, conveyor system and a ship loader. The proposed facility will be constructed in Zone 9 of the Coega IDZ with a maximum throughput capacity of 16 Mtpa and up to 25 grades of ore. Manganese ore will be transported via the existing Hotazel-Ngqura rail system from the mines in Hotazel in the Northern Cape to the proposed facility at the Port of Ngqura. The ore will be transported in 200-wagon train consignments, with each rail wagon containing a payload of 63 tons. It is anticipated that four 200-wagon trains will arrive daily at the compilation yard, 349 days per annum. The payload comprises ore in various forms of up to 200 mm in diameter.

Rail Compilation Yard

A rail compilation yard will be located in Zone 11 and Zone 13 of the Coega IDZ and the remainder of Farm Tankatara Trust 643. It will comprise five yard lines with crossovers at mid-point, to allow for the consolidation and de-consolidation of four 200-wagon trains per day. A triangle will also be included, to allow for the locomotives to turn around. From the compilation yard, diesel locomotives will haul the 100 wagon sets to and from the tippler. The rail compilation yard will include a diesel locomotive refuelling facility consisting of three self-contained aboveground storage tanks with a total capacity of approximately 128.6 m³ as well as a locomotive sanding facility. The yard will also include a locomotive wash bay and provision for an oil-water separator for dirty water generated from the wash bay and the maintenance facilities.

Little or no dust is expected to be blown from the ore wagons as any fine material will have been displaced en route from the mines. Similarly, no dust will result on the rail line to the tippler from falling through the wagons as they are closed bins.

The combustion of diesel in the locomotives operating at the compilation yard will result in the emission of NO_x, particulate matter and VOCs. The emissions depend primarily on the power rating and the hours of operation of the locomotives.

Doubling of Railway

Transnet SOC Ltd is intending to double the railway line between the proposed Coega compilation yard and the existing marshalling yard in Zone 9 of the Coega IDZ. This will be a dedicated railway line to allow for the transportation of the rakes between the proposed Coega compilation yard and the tippler. This second railway line will be constructed within the existing servitude, but the additional rail servitude will be required to ensure that the servitude width is sufficient.

Little or no dust is expected to be blown from the ore wagons as any fine material will have been displaced en route from the mines. Similarly, no dust will result on the rail line to the tippler from falling through the wagons as they are closed bins.

The combustion of diesel in the locomotives operating on this line will result in the emission of NO_x, particulate matter and VOCs. The emissions depend on the power rating and hours of operation of the locomotives.

Tippler

Each rail wagon will be tipped at the tippler station via one dual rotary car tippler into the tippler hoppers. The tippler will have a capacity of 5 100 tons per hour. From there ore will be fed onto a collecting conveyor via a set of apron feeders. The collecting conveyor will then feed the ore onto a short sacrificial conveyor at a rate of 5 100 tons per hour. The sacrificial conveyors will feed the ore onto the two unloading discharge conveyors that exit from under the tippler and route up to ground level, eventually reaching an elevated level over the servitude to feed onto the stockyard feed conveyors.

Little or no dust is expected to be blown from the ore wagons waiting at the tippler as any fine material will have been displaced en route from the mines. Similarly, no dust will result on the rail line to the tippler from falling through the wagons as they are closed bins. Dust will however be generated when the wagons are tipped. The amount of dust that is generated and emitted to the atmosphere depends on the dust control measures at the tippler and the moisture content of the ore.

The tippler will be fully enclosed in a sheeted building. The building will have open gable walls on the entry and exit sides. The partition walls will have an aperture the size of the Transnet Freight Rail "moving structure gauge." Dust will be suppressed within the tippler building including a high pressure water fog system at the tippler hopper vibrating feeder chutes.

The stockyard feed conveyor system will consist of two parallel conveyor systems, each comprising four conveyor transfer points in series. At each transfer point the conveyors will be able to transfer on either the stacker stockyard conveyor or the transfer conveyor. The conveyors in the stockyard will not be covered as they are part of moving equipment that travels on the rail system and covering is not feasible. The transfer points are enclosed.

Stockyard

The stockyard will cover an area of approximately 40 hectares and will have a maximum capacity of up to 1.8 million tons of manganese ore. The ore will be stacked in four stockyard lines spaced 50 m apart. The stockyard will be served by three stackers and two reclaimers. The lines will each be approximately 50 m wide, 800 m long and 17 m high and will be made up of separate stockpiles for up to 25 different grades of ore that will be stacked in separate stockpiles. A minimum of six stockpiles will therefore be required for each of the four rows and the stockpiles will have gaps of 10 m in between them.

The three stackers will be mounted on rails that run the length of the stockpile, each having a stacking capacity of 5 000 tons per hour. They have a luffing and slewing functionality (i.e. vertical and rotation around the central axis) and are being fed by the stockyard conveyor via a tripper and onto each stacker boom conveyor in order to stack the ore onto the relevant stockpiles. Reclaiming ore will be carried out by two luffing and slewing bucket wheel reclaimers which will feed the overland conveyor system at approximately 5 100 tons per hour.

Dust may be generated during stacking and reclaiming ore as well as by wind entraining dust from the stockpiles and the stockyard in general. The amount of dust that is generated and emitted to the atmosphere from the stockyard and the related activities depends on the dust control measures that are employed and the effectiveness of these measures.

The stockyard is located in a relatively low lying area to reduce the effects of wind. Water cannons will be provided to damp down the stockpile surface using water or chemical suppressants. The stackers and reclaimers will all be equipped with a water supply via a trailing cable and cable reeling drum. The stackers will spray water onto the manganese ore as it falls onto the stockpile. The control system will be designed to limit the free fall of manganese ore from the end of the stacker onto the stockpile to a maximum drop of 1.5m, as the primary dust

mitigation action. The stacker transfer will incorporate a dynamic chute which reduces noise, ore degradation and dust generation by as much as 80% compared with conventional drop box or bash plate chutes that are commonly used. The reclaimers will also incorporate sprays for water or chemical suppressants onto the reclaimed manganese ore at the bucket wheel and onto the receiving conveyor at the point of contact. The reclaimer will incorporate a dynamic chute.

Conveyor system

The overland conveyor system will link the stockyard to the ship loaders on the existing berths C100 and C101 at the Port of Ngqura. The conveyor route will run through the existing rail culvert, adjacent to the rail route. It will then continue in a straight line up to the end of the route. This requires the conveyor to cross the rail and run within a proposed cutting for ~2 km, after which it turns north east towards the berth (refer to Figure 2.13 in Chapter 2 of the draft EIR). A double ship-loading and overland conveyor system is required, whereby the two conveyors will be positioned side-by-side. The conveyor structure will also allow for walkways on both sides of the conveyors to allow access for maintenance.

The stockyard conveyors will be partially shielded from the wind with a dog house sheeting arrangement, limiting dust that can result from wind blowing across the loaded conveyors. The overland conveyor system will however be covered to reduce windblown dust being emitted from the conveyor. The tripper-reclaim conveyors run in a tunnel. The stockpile conveyors all run at ground level except for a short section at the feed and discharge ends. As such, these conveyors are partially shielded by the stockpiles and run roughly parallel to the prevailing wind direction. The elevated sections will be equipped with wind boards to limit windborne dust generation.

Ship loader

Ore will be conveyed from the surge bin in the stockyard via the overland conveyor to the ship loading conveyors located alongside the C100 and C101 berths. The ore will be loaded onto the ship-loader boom conveyor via a tripper. The ship loaders will contain long travel and luffing movement capabilities, which will ensure that all positions of the ship may be reached during loading. Maintenance bays for the ship loaders will be positioned at the north and south ends of the C100 and C101 quay. It is proposed that the ship loaders will be designed to load Panamax vessels at an average rate of 3 500 tons per hour.

Dust may be generated during ship loading, both from the loaders and from dust escaping from the hold of the ship as a result of air displacement. The amount of dust that is generated and emitted to the atmosphere depends on the dust control measures that are employed and on the loading activity.

The ship loaders will be fitted with loading spouts with an annular air intake at the point of discharge into the ship's hold. The tripper chutes on the ship-loader feed conveyors will be dynamic. Due to the ship loader trippers moving up and down the ship loader conveyors, these are not covered. The ship-loader conveyors will be equipped with wind boards on the sides for wind protection.

6.2 Unit Processes

List all unit processes associated with the listed activities in operation at the premises by the atmospheric emission licence holder, highlighting unit processes proposed in respect of this application:

Unit Process	Unit Process Function	Batch or Continuous Process
Rail compilation yard and doubling of railway	It will comprise five yard lines with crossovers at mid-point, to allow for the consolidation and de-consolidation of four 200-wagon trains per day. A triangle will also be included, to allow for the locomotives to turn around. From the compilation yard, diesel locomotives will haul the 100 wagon sets to and from the tippler. The rail compilation yard will include a diesel locomotive refuelling facility (loading gantry) consisting of 3 self-contained aboveground storage tanks with a total capacity of approximately 128 m ³ as well as a locomotive sanding facility. The yard will also include a locomotive wash bay and provision for an oil-water separator for dirty water generated from the wash bay and the maintenance facilities. Transnet SOC Ltd is intending to double the railway line between the proposed Coega compilation yard and the existing marshalling yard in Zone 9 of the Coega IDZ. This will be a dedicated railway line to allow for the transportation of the rakes between the proposed Coega compilation yard and the tippler.	Batch
Tippler	Rail wagons will be tipped at the tippler station via one dual rotary car tippler into the tippler hoppers. From there ore will be fed onto a collecting conveyor via a set of apron feeders.	Batch
Stockyard with stackers and reclaimers	The stockyard will hold a maximum capacity of 1.8 million tons of manganese ore. The ore will be stored here temporarily. The stockyard will be served by three stackers and two reclaimers. The stackers will be mounted on rails that run the length of the stockpile, to stack the ore onto the relevant stockpiles. The reclaimers will reclaim the ore from the stockpiles and will feed the ore to the overland conveyor system.	Batch
Conveyor system	The collecting conveyor beneath the tippler hoppers will feed ore onto a short sacrificial conveyor. The sacrificial conveyors will feed the ore onto the two unloading discharge conveyors that exit from under the tippler and route up to ground level, eventually reaching an elevated level to feed onto the stockyard feed conveyors. The stockyard feed conveyor system will consist of two parallel conveyor systems, each comprising four conveyor transfer points in series. At each transfer point the conveyors will be able to transfer on either the stacker stockyard conveyor or the transfer conveyor. Ore will be conveyed from the surge bin in the stockyard via the overland conveyor to the ship loading conveyors located alongside the C100 and C101 berths. The ore will be loaded onto the ship-loader boom conveyor via a tripper.	Batch
Ship loader	The ship loaders will contain long travel and luffing movement capabilities, which will ensure that all positions of the ship may be reached during loading. It is proposed that the ship loaders will be designed to load Panamax vessels at an average rate of 3 500 tons per hour.	Batch

Please provide any other unit processes currently conducted at the site of works.

No other unit processes are currently conducted at the site of works.

Name of the Unit Process	Description of the Unit Process
n/a	

6.3 Hours of Operation

Provide the hours of operation of all unit processes associated with the listed activities in operation at the premises by the atmospheric emission licence holder, highlighting unit processes proposed in respect of this application:

Unit Process	Operating Hours	No. Days Operation per Year
Rail compilation yard and doubling of railway	24	349
Tippler	24	349
Stockyard with stackers and reclaimers	24	349
Conveyor system	24	349
Ship loader	24	349

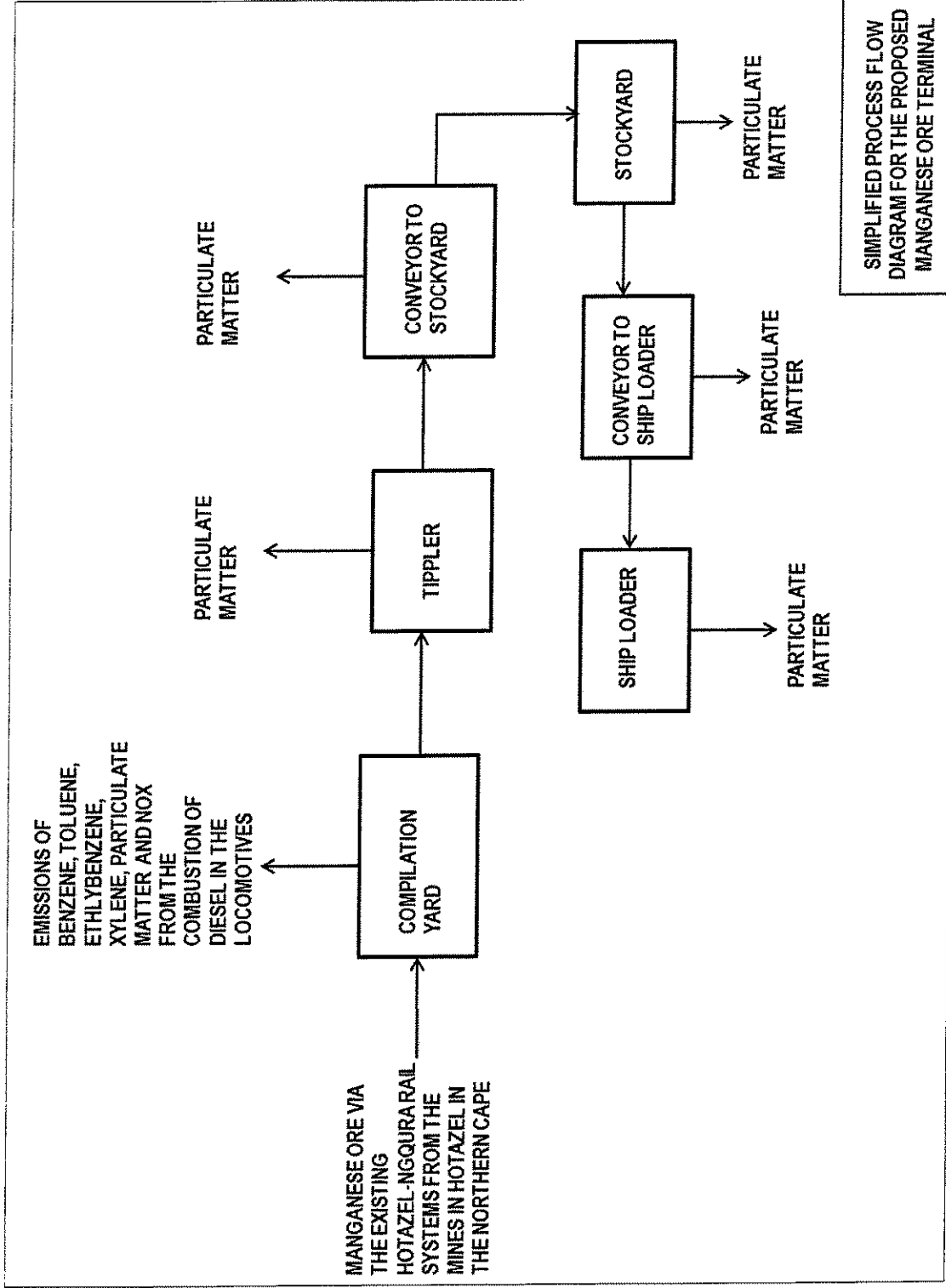
6.4 Graphical Process Information

Attach the following for the entire operation being undertaken at the site of the works:

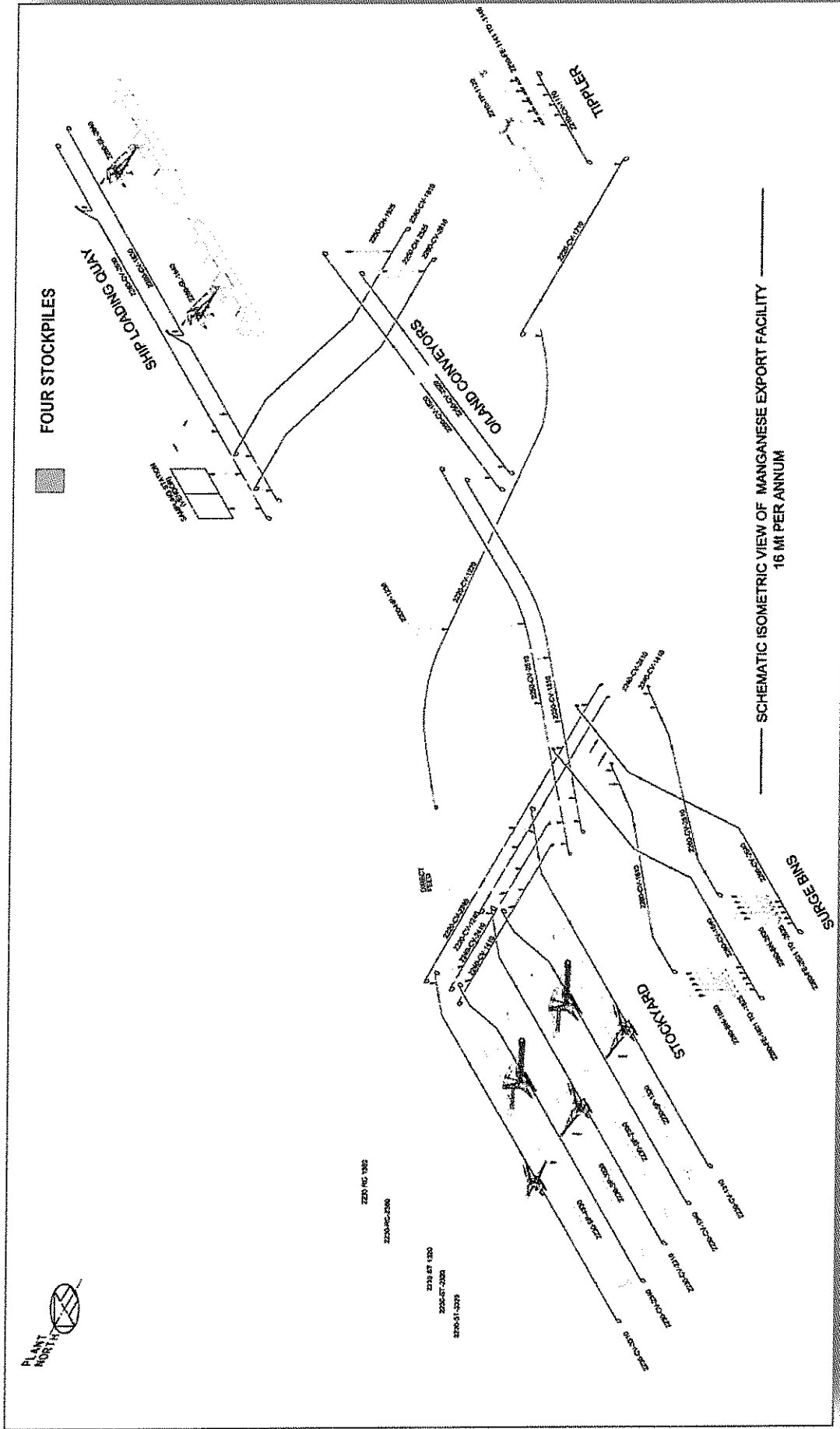
- Simplified block diagram with the name of each unit process in a block; showing links between all unit processes or blocks.
- Process flow chart(s) clearly indicating inputs, outputs and emissions at the site of works, including points of potential fugitive emissions and emergency releases.
- Site layout diagram (plan view and to scale) indicating location of unit processes, plants, buildings, stacks, stockpiles and roads (include true north arrow and scale).

NB: Indicate clearly on the above graphics the listed activity or activities applied for in this application. Alternatively, provide additional graphics for the listed activity or activities applied for.

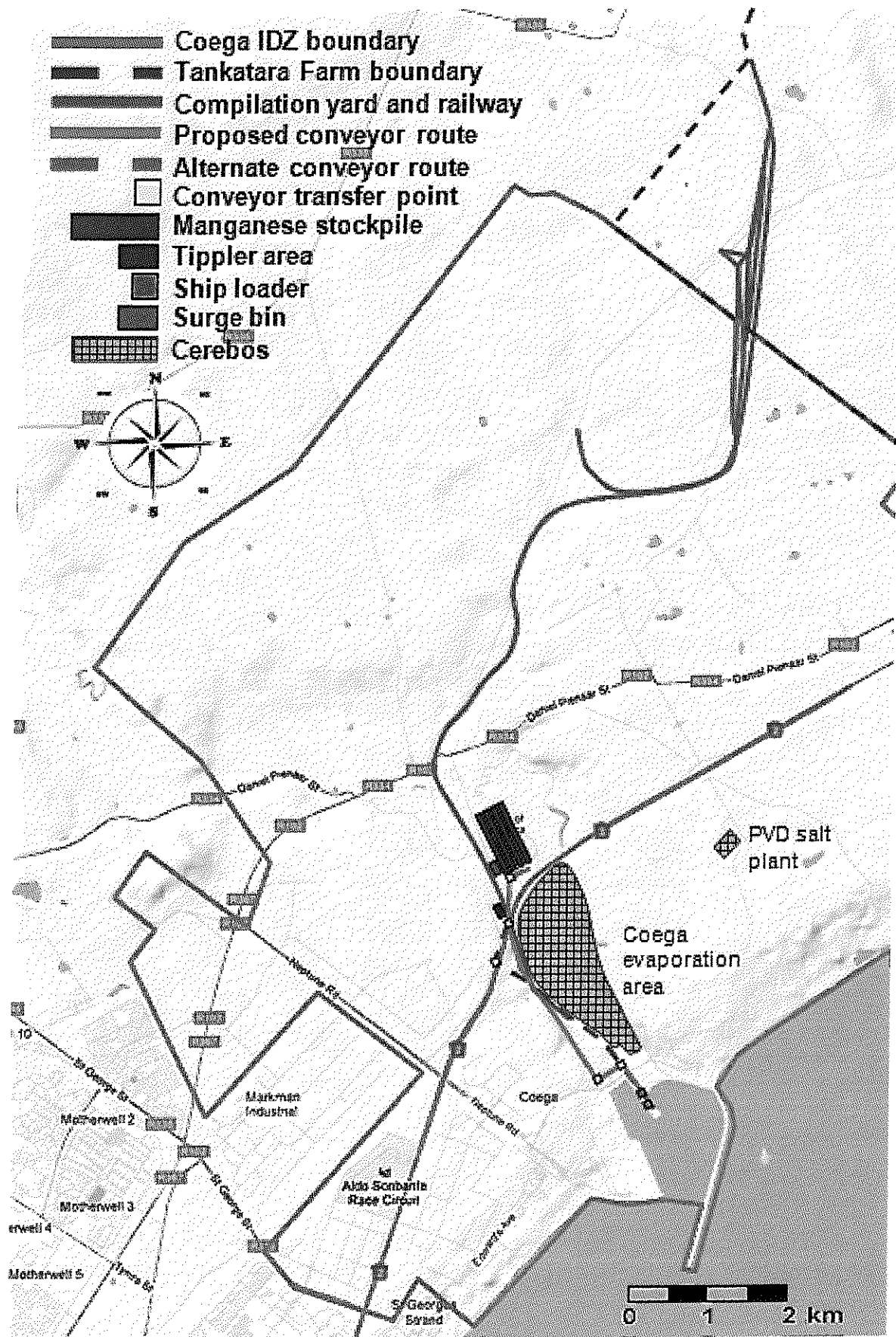
Proposed Simplified Block Diagram



Proposed Process Flow Diagram for the proposed Ngqura Mn Terminal



Site layout diagram (preferred compilation yard layout)



7 RAW MATERIALS AND PRODUCTS

Provide production and by-production rates, raw material information and emissions information.

7.1 Raw Materials Used

Raw Material Type	Maximum Permitted Consumption Rate (Volume)	Design Consumption Rate (Volume)	Actual Consumption Rate (Volume)	Units (Quantity/Period)
Manganese ore	16	16	16	mtpa

7.2 Production Rates

The Manganese Export Facility will not be a production facility, but a storage facility. Production capacity in the table below is actually product throughput (mtpa). The production capacities in the table below represent the product throughput that will be railed to the site for distribution.

Production Name	Maximum Storage Capacity Permitted (Volume)	Design Storage Capacity (Volume)	Actual Storage Capacity (Volume)	Units (Quantity/Period)
Manganese ore			16	mtpa

No by-products will be produced at this facility.

By-Product Name	Maximum Storage Capacity Permitted (Volume)	Design Storage Capacity (Volume)	Actual Storage Capacity (Volume)	Units (Quantity/Period)
n/a				

7.3 Energy Sources Used

Energy Source	Sulphur Content of Fuel (%) (if applicable)	Ash Content of Fuel (%) (if applicable)	Maximum Permitted Consumption Rate (Volume)	Design Consumption Rate (Volume)	Actual Consumption Rate (Volume)	Units (Quantity/Period)

7.4 Sources of Atmospheric Emission (including greenhouse gas emissions)

7.4.1 Point Source Parameters

There are no point sources at this facility.

Unique Stack ID	Source Name	Latitude (decimal degrees)	Longitude (decimal degrees)	Height of Release Above Ground (m)	Height Above Nearby Building (m)	Diameter at Stack Tip / Vent Exit (m)	Actual Gas Exit Temperature (°C)	Actual Gas Volumetric Flow (m³/hr)	Actual Gas Exit Velocity (m/s)
n/a									

Point Source Emissions

As per 5.4.1 ID Code	Pollutant Name	Maximum Hourly Release Rate			Maximum Daily Release Rate			Average Annual Release Rate			Emissions Hours (e.g. 07h00 – 17h00)	Type of Emissions (Continuous / Routine but Intermittent / Emergency Only)
		(mg/Nm³)	(mg/Am³)	(g/s)	(mg/Nm³)	(mg/Am³)	(tons/day)	(mg/Nm³)	(mg/Am³)	(tpa)		
n/a												

7.4.2 Point Source Current Emissions Monitoring

Provide information on current/proposed emission monitoring, including requirements as set out in currently held atmospheric emission licence(s), where applicable, for existing operations at the site of works

Attach a copy of all air pollution monitoring reports conducted for the last three years, where applicable.

As per 5.4.1 ID	Emission Sampling / Monitoring Method	Sampling Frequency	Sampling Duration	Measured Parameters
n/a				

7.4.3 Point Source Emission Estimation Information

As per 5.4.1 ID	Basis for Emission Rates
n/a	

7.4.4 Area and/or Line Source Parameters

Unique Area Source ID	Source Name	Source Description	Latitude (decimal degrees) of SW corner	Longitude (decimal degrees) of SW corner	Height of Release Above Ground (m)	Length of Area (m)	Width of Area (m)	Angle of Rotation from True North (°)
A1	Rail compilation yard 1	Operation of locomotives during consolidation and de-consolidation of trains and transport of trains to the tippler	-33.720864°	25.693378°	4.5	4 662.59	464.78	99°
A2	Railway 1	Operation of locomotives on a dedicated railway line to allow for the transportation of the rakes between the proposed Coega compilation yard and the tippler	-33.755620°	25.655440°	4.5	5 216.31	2 259.16	112°
A3	Railway 2	Operation of locomotives on a dedicated railway line to allow for the transportation of the rakes between the proposed Coega compilation yard and the tippler	-33.756443°	25.653435°	4.5	4 180.88	385.49	154°
A4	Refuelling facility	Refuelling of locomotives	25.699672°	25.699672°	1	27.5	10	0°
A5	Tippler	Tippling of rail wagons at the tippler station	25.666040°	25.666040°	1	67	20	334°
A6	Stockpile 1	Temporary storage of ore at the stockyard	25.666696°	25.666696°	1- 17	800	50	332°

Unique Area Source ID	Source Name	Source Description	Latitude (decimal degrees) of SW corner	Longitude (decimal degrees) of SW corner	Height of Release Above Ground (m)	Length of Area (m)	Width of Area (m)	Angle of Rotation from True North (°)
A7	Stockpile 2	Temporary storage of ore at the stockyard	25.667361°	25.667361°	1-17	800	50	332°
A8	Stockpile 3	Temporary storage of ore at the stockyard	-33.770329°	25.668008°	1-17	800	50	332°
A9	Stockpile 4	Temporary storage of ore at the stockyard	-33.770037°	25.668673°	1-17	800	50	332°
A10	Stacker 1	Stacking of ore at the stockyard	-33.765595°	25.665881°	7	50	50	332°
A11	Stacker 2	Stacking of ore at the stockyard	-33.767675°	25.665526°	7	50	50	332°
A12	Stacker 3	Stacking of ore at the stockyard	-33.769807°	25.666009°	7	50	50	332°
A13	Reclaimer 1	Reclaiming of ore from storage piles at the stockyard	-33.765696°	25.664284°	7	50	50	332°
A14	Reclaimer 2	Reclaiming of ore from storage piles at the stockyard	-33.769487°	25.667482°	7	50	50	332°
A15	Conveyor transfer point 1 (preferred route)	Transfer of ore from one conveyor to another in the conveyor system	-33.772122°	25.666983°	1	10	10	335
A16	Conveyor transfer point 2 (preferred route)	Transfer of ore from one conveyor to another in the conveyor system	-33.777318°	25.666660°	1	10	10	4

Unique Area Source ID	Source Name	Source Description	Latitude (decimal degrees) of SW corner	Longitude (decimal degrees) of SW corner	Height of Release Above Ground (m)	Length of Area (m)	Width of Area (m)	Angle of Rotation from True North (°)
A17	Conveyor transfer point 3 (preferred route)	Transfer of ore from one conveyor to another in the conveyor system	-33.796545°	25.680536°	1	10	10	325
A18	Conveyor transfer point 45 (preferred route)	Transfer of ore from one conveyor to another in the conveyor system	-33.794868°	25.683819°	1	10	10	325
A19	Surge bin 1	Conveys ore to the shiploader in a systematic manner, i.e. via the tripper	-33.770741°	25.666027°	1	25	6.5	332
A20	Surge bin 2	Conveys ore to the shiploader in a systematic manner, i.e. via the tripper	-33.770688°	25.666142°	1	25	6.5	332
A21	Shiploader 1	Ship loading at the berth	-33.797761°	25.685763°	5	30	20	324
A22	Shiploader 2	Ship loading at the berth	-33.799656°	25.687418°	5	30	20	324

7.4.6 Area and/or Line Source Emissions

Attach a copy of all air pollution monitoring reports conducted for the last three years.

Air pollution monitoring reports are not available, as this is a new facility.

As per 5.4.5 ID	Pollutant Name	Maximum Daily Release Rate (tons/day)	Average Annual Release Rate (tons/annum)	Emission Hours (e.g. 07h00 – 17h00)	Type of Emission (Continuous / Intermittent)	Wind Dependent (Yes / No)
A1	PM ₁₀	0.002508	0.9156	00:00-00:00	Continuous	No
	PM _{2.5}	0.002508	0.9156	00:00-00:00	Continuous	No
	NO _x	0.177909	64.9368	00:00-00:00	Continuous	No
A2	Benzene	0.000664	0.2425	00:00-00:00	Continuous	No
	Toluene	0.000142	0.0520	00:00-00:00	Continuous	No
	Ethylbenzene	0.000005	0.0018	00:00-00:00	Continuous	No
	Xylene	0.000023	0.0083	00:00-00:00	Continuous	No
	PM ₁₀	0.000488	0.1780	00:00-00:00	Continuous	No
A3	PM _{2.5}	0.000488	0.1780	00:00-00:00	Continuous	No
	NO _x	0.034593	12.6266	00:00-00:00	Continuous	No
	Benzene	0.000129	0.0471	00:00-00:00	Continuous	No
	Toluene	0.000028	0.0101	00:00-00:00	Continuous	No
	Ethylbenzene	0.000001	0.0003	00:00-00:00	Continuous	No
A3	Xylene	0.000004	0.0016	00:00-00:00	Continuous	No
	PM ₁₀	0.000488	0.1780	00:00-00:00	Continuous	No
	PM _{2.5}	0.000488	0.1780	00:00-00:00	Continuous	No
	NO _x	0.034593	12.6266	00:00-00:00	Continuous	No
	Benzene	0.000129	0.0471	00:00-00:00	Continuous	No
A3	Toluene	0.000028	0.0101	00:00-00:00	Continuous	No
	Ethylbenzene	0.000001	0.0003	00:00-00:00	Continuous	No
	Xylene	0.000004	0.0016	00:00-00:00	Continuous	No

As per 5.4.5 ID	Pollutant Name	Maximum Daily Release Rate (tons/day)	Average Annual Release Rate (tons/annum)	Emission Hours (e.g. 07h00 – 17h00)	Type of Emission (Continuous / Intermittent)	Wind Dependent (Yes / No)
A4	Benzene	0.00000010	0.000036	00:00-00:00	Continuous	Yes
	Toluene	0.00000122	0.000445	00:00-00:00	Continuous	Yes
	Ethylbenzene	0.00000017	0.000064	00:00-00:00	Continuous	Yes
	Xylene	0.00000311	0.001134	00:00-00:00	Continuous	Yes
A5	TSP	0.021	7.54	00:00-00:00	Continuous	No
	PM ₁₀	0.0019	0.68	00:00-00:00	Continuous	No
	PM _{2.5}	0.0007	0.26	00:00-00:00	Continuous	No
A6	TSP	2.80271	1022.99	00:00-00:00	Continuous	Yes
	PM ₁₀	0.46330	169.10	00:00-00:00	Continuous	Yes
	PM _{2.5}	0.00003	0.01	00:00-00:00	Continuous	Yes
A7	TSP	2.80271	1022.99	00:00-00:00	Continuous	Yes
	PM ₁₀	0.46330	169.10	00:00-00:00	Continuous	Yes
	PM _{2.5}	0.00003	0.01	00:00-00:00	Continuous	Yes
A8	TSP	2.80271	1022.99	00:00-00:00	Continuous	Yes
	PM ₁₀	0.46330	169.10	00:00-00:00	Continuous	Yes
	PM _{2.5}	0.00003	0.01	00:00-00:00	Continuous	Yes
A9	TSP	2.80271	1022.99	00:00-00:00	Continuous	Yes
	PM ₁₀	0.46330	169.10	00:00-00:00	Continuous	Yes
	PM _{2.5}	0.00003	0.01	00:00-00:00	Continuous	Yes
A10	TSP	0.00115	0.42	00:00-00:00	Continuous	No
	PM ₁₀	0.00010	0.04	00:00-00:00	Continuous	No

As per 5.4.5 ID	Pollutant Name	Maximum Daily Release Rate (tons/day)	Average Annual Release Rate (tons/annum)	Emission Hours (e.g. 07h00 – 17h00)	Type of Emission (Continuous / Intermittent)	Wind Dependent (Yes / No)
	PM _{2.5}	0.00004	0.01	00:00-00:00	Continuous	No
A11	TSP	0.00115	0.42	00:00-00:00	Continuous	No
	PM ₁₀	0.00010	0.04	00:00-00:00	Continuous	No
	PM _{2.5}	0.00004	0.01	00:00-00:00	Continuous	No
A12	TSP	0.00115	0.42	00:00-00:00	Continuous	No
	PM ₁₀	0.00010	0.04	00:00-00:00	Continuous	No
	PM _{2.5}	0.00004	0.01	00:00-00:00	Continuous	No
A13	TSP	0.0164	6.00	00:00-00:00	Continuous	No
	PM ₁₀	0.0015	0.54	00:00-00:00	Continuous	No
	PM _{2.5}	0.0006	0.21	00:00-00:00	Continuous	No
A14	TSP	0.0164	6.00	00:00-00:00	Continuous	No
	PM ₁₀	0.0015	0.54	00:00-00:00	Continuous	No
	PM _{2.5}	0.0006	0.21	00:00-00:00	Continuous	No
A15	TSP	0.0068	2.48	00:00-00:00	Continuous	No
	PM ₁₀	0.0006	0.22	00:00-00:00	Continuous	No
	PM _{2.5}	0.0002	0.09	00:00-00:00	Continuous	No
A16	TSP	0.0068	2.48	00:00-00:00	Continuous	No
	PM ₁₀	0.0006	0.22	00:00-00:00	Continuous	No
	PM _{2.5}	0.0002	0.09	00:00-00:00	Continuous	No
A17	TSP	0.0068	2.48	00:00-00:00	Continuous	No
	PM ₁₀	0.0006	0.22	00:00-00:00	Continuous	No

As per 5.4.5 ID	Pollutant Name	Maximum Daily Release Rate (tons/day)	Average Annual Release Rate (tons/annum)	Emission Hours (e.g. 07h00 – 17h00)	Type of Emission (Continuous / Intermittent)	Wind Dependent (Yes / No)
	PM _{2.5}	0.0002	0.09	00:00-00:00	Continuous	No
A18	TSP	0.0068	2.48	00:00-00:00	Continuous	No
	PM ₁₀	0.0006	0.22	00:00-00:00	Continuous	No
	PM _{2.5}	0.0002	0.09	00:00-00:00	Continuous	No
A19	TSP	0.0164	6.00	00:00-00:00	Continuous	No
	PM ₁₀	0.0015	0.54	00:00-00:00	Continuous	No
	PM _{2.5}	0.0006	0.21	00:00-00:00	Continuous	No
A20	TSP	0.0164	6.00	00:00-00:00	Continuous	No
	PM ₁₀	0.0015	0.54	00:00-00:00	Continuous	No
	PM _{2.5}	0.0006	0.21	00:00-00:00	Continuous	No
A21	TSP	0.0017	0.63	00:00-00:00	Continuous	No
	PM ₁₀	0.0002	0.06	00:00-00:00	Continuous	No
	PM _{2.5}	0.0001	0.02	00:00-00:00	Continuous	No
A22	TSP	0.0017	0.63	00:00-00:00	Continuous	No
	PM ₁₀	0.0002	0.06	00:00-00:00	Continuous	No
	PM _{2.5}	0.0001	0.02	00:00-00:00	Continuous	No

7.4.7 Area and/or Line Source – Management and Mitigation Measures

Provide information on proposed management and mitigation measures as well as those as set out in currently held atmospheric emission licence(s), where applicable, for existing operations at the site of the works.

A fugitive emissions management plan must be included for listed activities that are likely to generate such emissions.

As per 5.4.5 ID	Description of Specific Measures	Compliance to Specific Measures (Yes/No)	Timeframe for Implementation of Specific Measures	Method of Monitoring Measure Effectiveness	Contingency Measure
A1-A3	<ul style="list-style-type: none"> locomotives must be regularly serviced and maintained in good working order 	Yes	Immediate	Not in place	No measure in place
A4	<ul style="list-style-type: none"> the storage tanks are to be kept in excellent condition and well maintained follow best practice during filling and extracting fuel from the tanks. 	Yes	Immediate	Not in place	No measure in place
A5	<ul style="list-style-type: none"> Fully enclose the tippler Install high pressure water fog system at hopper feeder chutes Operate and maintain high pressure water fog system at hopper feeder chutes Train tippler operators with respect to dust management and enhance awareness 	Yes	Immediate	Dust fall monitoring	No measure in place
A6-A9	<ul style="list-style-type: none"> Install automated water cannons at the stockpiles Investigate the effectiveness of porous wind barriers to further reduce dust emission from stockpiles Maintain stockpile moisture content to avoid dust generation using chemical surfactant Operate and maintain spraying during stacking Operate and maintain spraying during reclaiming 	Yes	Immediate	Dust fall monitoring	No measure in place

As per 5.4.5 ID	Description of Specific Measures	Compliance to Specific Measures (Yes/No)	Timeframe for Implementation of Specific Measures	Method of Monitoring Measure Effectiveness	Contingency Measure
	<ul style="list-style-type: none"> • Train operators with respect to minimising dust and increase awareness regarding dust • Implement traffic control measures on the stockyard and limit access 				
A10-A12	<ul style="list-style-type: none"> • Equip stackers with water sprayers and dynamic chute • Ensure maximum stacker drop height of 1.5 m • Operate and maintain spraying during stacking 	Yes	Immediate	Dust fall monitoring	No measure in place
A13-A14	<ul style="list-style-type: none"> • Equip reclaimers with water sprayers and dynamic chute • Operate and maintain spraying during reclaiming 	Yes	Immediate	Dust fall monitoring	No measure in place
A15-A18	<ul style="list-style-type: none"> • Cover overland conveyor • Install wind board on stockyard conveyor • Enclose transfer points • Install water sprayers at transfer points 	Yes	Immediate	Dust fall monitoring	No measure in place
A19-A20	<ul style="list-style-type: none"> • Enclose surge bins • Install water sprayers at surge bins 	Yes	Immediate	Dust fall monitoring	No measure in place
A21-A22	<ul style="list-style-type: none"> • Equip ship-loader with loading spouts • Ensure ore is as wet as possible • Minimise drop heights • Operate and maintain dust extraction system on conveyor gantry 	Yes	Immediate	Dust fall monitoring	No measure in place

7.4.8 Area and/or Line Source Emission Estimation Information

As per 5.4.5 ID	Basis for Emission Rates
A1-A3	Emissions from the operation of diesel powered locomotives in the compilation yard are based on their power rating and hours of operation; and relevant emission factors. Emission factors for NO _x , hydrocarbons, PM ₁₀ and PM _{2.5} for the diesel locomotives is based on emission factors for railway locomotives, established by the International Union of Railways (IUC). The IUC locomotive emission factors are based on UIC Duty Cycle Emissions Values- ISO 8178-4:2007(E). Since there are no emission factors for BTEX provided by the IUC, emission factors for BTEX are based on a ratio of BTEX to hydrocarbons using the National Pollutant Inventory - Emissions Estimation Technique Manual for Railways and Emissions Estimation Technique Manual for Railway Yard Operations.
A4	Emission rates for the three tanks were estimated by using the emissions model, TANKS 4.0, which was developed to estimate emissions of organic chemicals from storage tanks. The calculations are performed according to EPA's AP-42. Emission rates from loading gantries were estimated by using the emission factors provided in the USEPA's AP-42, Section 5.2, entitled "Transportation and Marketing of Petroleum Liquids".
A5, A10-A22	The methodology that has been used in this study is based on activity data in terms of estimated throughputs (tonnages) railed, emission factors and control factors. Dust emissions from material handling operations are based on the default dust emission factors in the NPI EET manual for "high" moisture content ores. Data from the particle size distribution (PSD) analysis is used to determine the percentage of PM ₁₀ and PM _{2.5} in the manganese ore. Control factors for the equipment are based on NPI recommendations and a South African field study.
A6-A9	The estimation of particulate emissions for the stockpiles is based on the US-EPA methodology for wind erosion of silt (0.002 mm to 0.063 mm) from open ore or aggregate storage piles and exposed areas in industrial facilities provided in Chapter 13 of the US-EPA 42.

7.4.9 Spatial Representation of Processes and Sources

Attach site layout diagram(s) (plan view and to scale, include true north arrow and scale) indicating:

- location of unit processes, plants, buildings, stacks, stockpiles and roads.
- location of point and area sources listed with unique stack ID and unique area ID, respectively, specified.

Indicate clearly on the above graphics the listed activity or activities applied for in this application. Alternatively, provide additional graphics for the listed activity or activities applied for.

8 APPLIANCES AND MEASURES TO PREVENT AIR POLLUTION

8.1 Appliances and Control Measures

Provide information on appliances and measures implemented to prevent air pollution for the entire operation at the site of the works, highlighting information for listed activity or activities proposed in respect of this application.

Provide supporting documentations that the best practicable environmental options, currently available, have been taken to prevent, control, abate or mitigate the pollution.

No stacks (or point sources) at facility.

Appliances			Air Pollution Control Technology								
Associated Unique Stack ID	Appliance / Process Equipment Number	Appliance Type / Description	Appliance Serial Number	Appliance Manufacture Date	Product Name and Model	Technology Type	Commission Date	Date of Significant Modification / Upgrade	Design Capacity	Permitted Minimum Control Efficiency (%)	Permitted Minimum Utilization (%)
n/a											

8.2 Start Up, Maintenance and Shut Down Conditions

List potential start up, maintenance, shut down, upset conditions and associated responses related to the operations at the site of the works, highlight possible releases and responses for the proposed listed activity or activities in respect of the current application.

Unit Process	Description of Occurrence of Potential Releases	Pollutant(s) Released	Briefly Outline Back Up Plan
Storage tanks	Fuel leak	BTEX	In the event of a sudden release of fuel from a storage tank, the standard operational procedure will involve immediately covering the spillage with a foam 'blanket' to prevent the risk of fire and to reduce evaporative emissions. There will be an increase in ambient concentrations of BTEX in the environment, however this will be short lived. Due to the low buoyancy of fuels, the rate of evaporation would depend on ambient temperature, wind speed, incoming solar radiation, the partial pressure of the fuel and the period of time that the fuel is uncovered.
Storage tanks	Tank fire	BTEX, particulates, CO, water vapour, NO and PAHs	In the case of a tank fire, emergency plans would be to isolate the fire and call authorities. Initially, the area should be evacuated and a safe distance from the tank should be kept in case the tank explodes.
Tippler/ Stockpile/ Stacker/ Reclaimer/ Conveyor transfer point/ Surge bin/ Shiploader	A situation of drought or water rationing could restrict the effectiveness of water-based mitigation for all unit processes, depending on the availability of water in the retention pond. The main source of concern is a situation with no water for dust control on the stockpiles, as this is the largest source of particulates.	Mn dust (TSP, PM ₁₀ , PM _{2.5})	In the case of water restriction, the recommended management action is to only suppress dust on the stockpiles using only chemical suppressant. Chemical suppressant is more effective than water alone and less water is required. Additional sources of water are being investigated.
Conveyor transfer points (in general, throughout facility)	Ore spillages and the accumulation of ore dust may occur at conveyor transfer points. The transfer points include those from the tippler to the stacker conveyors, the reclaimer conveyors to the overland conveyor, and the conveyor from the	Mn dust (TSP, PM ₁₀ , PM _{2.5})	These can result in significant dust entrainment from the manganese ore export facility in general and a spillage management programme is proposed with wetting of unpaved roads and sweeping of paved roads. Such programs can be very effective in reducing the dust generated at such sites if they are appropriately designed and

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Unit Process	Description of Occurrence of Potential Releases	Pollutant(s) Released	Briefly Outline Back Up Plan
	surge bins to the ship loaders. These points of accumulation may be sources of windblown dust. Similarly, the accumulation of ore dust on roads and open areas may be a source of dust by wind entrainment and vehicle movement.		implemented. Standard Operating Procedures (SOPs) for spill management and site maintenance are required.

8.3 Environmental Management System

Atmospheric Emission Licence holders are required to establish an Environmental Management System (EMS) that gives effect to the principle of continuous improvement. The EMS must as a minimum provide for the actions listed below. Specify dates by which the following actions have been / will be taken for the entire operation at the site of the works:

Item	Action	Date Completed / Due Date
1	Identify and quantify potential for environmental impacts	
2	Prioritise the identified impacts	
3	Identify appropriate preventative and corrective actions	
4	Develop responsive management controls, systems and procedures	
5	Identify improvement projects to be added to the five-year Environmental Improvement Programme	

Attach a copy of the Environmental Management System and most recent ISO certification audit report, where applicable

ISO Certification can only be obtained after one whole year of operation hence this facility does not have an ISO certification.

8.4 Energy Conservation Measures

The listed energy conservation measures below are the measures that this facility will undertake during the detailed engineering process.

List activities to improve energy utilisation and efficiency which are currently implemented at the site of works, highlighting proposed measures to be implemented in respect of the proposed listed activity or activities.

Energy Conservation Measure	Date Implemented / to be Implemented	Target	Date by which to Achieve Target	Progress Monitoring & Reporting Method

8.5 Cleaner Production Targets

List cleaner production measures which has been or are currently being implemented at the site of works, highlighting proposed measures to be implemented in respect of the proposed listed activity or activities.

No cleaner production measures are currently implemented at the site, this is a new facility.

Cleaner Production Measure	Date Implemented / to be Implemented	Target	Date by which to Achieve Target	Progress Monitoring & Reporting Method

8.6 Routine Reporting and Record-Keeping

8.6.1 Complaints Register

Is a complaints register maintained at the site works?

Yes	
X No	
To be initiated, by date:	December 2015

In the event that a complaints register is maintained, please provide a copy of complaints received and corrective actions taken over the past two years.

The following monitoring measure is recommended when the proposed facility is in operation:

An incidents/complaints register must be maintained, in which any complaints from the community must be logged. The date, time, nature of complaint, name of complainant and corrective actions must be logged for all complaints. Complaints must be investigated and, if appropriate, acted upon

8.6.2 Non-compliance with Current Atmospheric Emission Licence Conditions

If atmospheric emission licence(s) are currently held, summarise instances of non-compliance with the conditions of such atmospheric emission licence(s) which have occurred over the past two years:

There are no point sources at this facility.

Unique Stack ID	Pollutant Released	Emission Limit Exceeded	Root Cause Analysis	Measures Implemented to Prevent Recurrence	Date by which Measures were / will be Implemented
n/a					

9 DISPOSAL OF WASTE AND EFFLUENTS ARISING FROM AIR POLLUTION MITIGATION MEASURES

Provide the following information for any waste and effluent arising from any air pollution mitigation measures that are currently in place at the site of the works:

Unique Stack or Area ID (As per 5.4.1 or 5.4.5 above)	Waste / Effluent Type	Hazardous Components Present	Method of Disposal	Licence Status (Provisional or Final)
n/a – new facility				

Provide information on any waste and effluent which will arise from air pollution mitigation measures proposed for implementation for the listed activity or activities dealt with in this application:

Unique Stack or Area ID (As per 5.4.1 or 5.4.5 above)	Waste / Effluent Type	Hazardous Components Present	Method of Disposal	Licence Status (Provisional or Final)
A1	stormwater	Mn dust, VOCs	Two attenuation ponds (SUDs) will be constructed at the rail compilation yard to collect all stormwater runoffs from this area and will have a combined storage capacity of approximately 7.8 ML. The emission of dust from the retention and attenuation dams is expected to be negligible due to the high moisture content. Similarly, evaporative emissions of VOC collected in the retention and attenuation dams from runoff is expected to be negligible.	To be determined
A6-A9	stormwater	Mn dust	A stormwater control dam will	To be determined

			<p>be constructed at the stockyard with a storage capacity of approximately 59 Mℓ and will have a free board of 800 mm at full capacity with an additional free board allowance for accommodating a 1:100 year fluid inflow. The main function of the stormwater retention dam will be to collect stormwater runoff from the stockyards and water from the tippler sump via pipes attached on the conveyor structure. Two silt traps or settling ponds leading to the control dam will allow Mn dust and solids to settle out before entering the main retention dam. These ponds will be cleaned regularly and the manganese mud from these ponds will be managed in terms of an onsite waste management policy.</p>	
A21-22	stormwater	Mn dust	<p>A second stormwater control dam will be constructed near the shiploader with a storage capacity of approximately 11 Mℓ. The main function of this second retention dam will be to prevent runoff from entering the marine environment.</p>	To be determined

10 LEGAL COMPLIANCE & COMPETENCE

It is imperative that the holder of the atmospheric emission licence is a fit and proper person in terms of section 49 of the National Environmental Management: Air Quality Act 39 of 2004 for the purposes of an application in terms of chapter 5 of the said act. To assess the applicant's legal compliance and competence, please disclose the following:

10.1 Legal compliance

Question	Yes/No	Details (If Yes)
Has the applicant ever been found guilty or issued with a non compliance notice in terms of the National Environmental Management Act, the Atmospheric Pollution Prevention Act (APPA) or any other legislation applicable to air quality?	No	
Has the applicant ever held a provisional/registration certificate issued in terms of the APPA, provisional / atmospheric emission licence in terms of the Air Quality Act 39 of 2004 that has been refused, suspended or revoked?	No	
Has the applicant been a director or senior manager who is or was a director or manager of a company, a juristic person of firm to whom the above two questions apply?	No	
Has the applicant ever been issued with a non compliance notice or letter in terms of any South African Law?	No	
<p><i>NB: Details required any information that the applicant wants the Licensing Authority to take into consideration in determining whether they are a "fit and proper person" and this includes why the offence happened and measures in place to prevent recurrence.</i></p>		

10.2 Technical Competence


Will an emission control officer be appointed? If "yes" state the name.	Yes there will be an emission control officer appointed and will form part of the SHE department and can only be identified and appointed during the operational set-up phase.
If "yes", please state the qualifications and experience	This person will have a suitable environmental qualification.
If "yes" please state the duties and responsibilities	The duties of the emission control officer can only be identified during the operational set-up phase.

PART C

Declaration of accuracy of information provided:

Application for an atmospheric emission licence / provisional atmospheric emission licence as envisaged in chapter 5 of the National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004).

I, Rudolph Johann Bassa, declare that the information provided in this application or attached to the application is, to the best of my knowledge, in all respects factually true and correct. I am aware that the supply of false or misleading information in the application form is a criminal offence in terms of section 51(1)(f) of the Act.

Signed at  on this 25 day of March

Johann Bassa


SIGNATURE

CAPACITY OF SIGNATORY