



SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT

**Scoping and Environmental Impact Assessment
for the proposed Manganese Export Facility and
Associated Infrastructure in the Coega Industrial
Development Zone, Port of Ngqura and Tankatara area**

DRAFT EIA REPORT

APPENDIX I

**Notes from Focus Group
Meetings and Telephonic
Conversations**



Notes from Meetings Held

Notes from the Coega ELC Meeting, 24 May 2012

4.	PRESENTATIONS
4.1	Mn Terminal EIA: Draft Scoping Report (Presentation by CSIR obo TCP) Presentation attached to minutes Project description – to develop and operate a manganese export terminal with an initial design capacity of 16Mtpa. The proposed development will be located in Zones 8 (Port of Ngqura), 9 & 11 of the Coega IDZ and on the remainder of the farm Tankatara Trust 643. DEA application reference number was received on the 17 th May 2012. The CSIR is currently compiling the Draft Scoping Report.
	Q&A
4.1.1	EM: Is there a PPP meeting to be held for the Motherwell community, as the community will be concerned about the air pollution? Transnet: there will be PPP meetings that will be held in the Motherwell hall.
4.1.2	KN: How will the impact on the saltpans be considered during the operational phase? Transnet: The air quality specialist study will consider the dust and health impact.
4.1.3	RNk: For the railway access road/route alternatives proposed, cut through Open Space in the IDZ. Previously there were issues raised regarding the impact on the Open Space. Were the issues resolved? Transnet: For the development at the Port, the approved Revision 9 of the OSMP is used and mitigation measures will be considered to ensure that the impact on Open Space is addressed



Notes from clarification meeting with Cerebos, 5 November 2012

David Louw, Cerebos (DL)
John Drinkwater, Cerebos (JD)
Mark Zunckle, Air quality specialist (MZ)
Paul Lochner & Annick Walsdorff, CSIR (PL & AW)

Three areas potentially affected:

- 1) Coega Salt Pans (on Transnet land) – Cerebos lease the Salt Pans
- 2) PVD – Pure Vacuum Dried factory. Dust issues (airborne pollutants) to human health at factory
- 3) Tankatara saltworks – near compilation yard. Issue re. airborne pollution from compilation yard.

Insoluble dust (construction etc.) that settles in Coega Salt Pans and sinks to the bottom is not a major concern as brine is drawn out of corner of pans. No dig up of sediment/base of pans.

Anything that becomes soluble may be an issue. Cerebos need to know the chemical interactions between the brine and the Mn ore to identify any health risk. Cerebos can do in house testing of brine quality.

Key issue: JD - unknown chemical interaction of Mn dust in brine. Will need to have fall out estimates to make some tests in house.

MZ – Mn risk is from inhalation into blood- affect brain and central nervous system. Not much of an issue to ingestion. Cerebos receptors at Coega Salt pans and factory. SA guidelines for dust PM10 (inhalable) and PM2.5 (respirable). For Mn used the WHO guidelines (no SA guidelines)

JD – who checks whether the Mn project is being run within the Air quality licence limits.

MZ - Bulk ore terminal need to monitor the dust fall out at their fence lines (at 8 cardinal directions).

Dust suppression using water and surfactants. Cerebos has a fresh water pipeline from the factory to Sundays River Saltworks (approx. 10m³/h). It is currently sometimes used for road works. This could be used for dust suppression.

Approximately 80 people work on site during the day. Plan works 24h/day. Approx 130 people work at Cerebos. Most employees at indoor and about 3 or 4 people outdoor at the pan. Fair amount of salt for domestic use and some for industrial use.



APPENDIX I – NOTES FROM MEETINGS

Notes from meeting with DEDEAT, 5 November 2012

Andries Struwig & Alan Southwood, DEDEAT
Kobus Slabbert, NMBM
Evert J, Fanus vB & Johan R, Hatch
Paul L & Annick W, CSIR

EJ presented the main changes in the project description, relocation of the stormwater dam and alternative/preferred conveyor route (changes to fit in with the Port Master plan). Now want to run conveyor at edge of cutting.

Dust management – changed from dust extraction to dust suppression using chemicals
Surge bin – moved from quay to stockyard

Kobus S – Air quality must consider impacts at the plant (occupational) and around the plant/residential areas

Andries S: Compilation yard now outside the IDZ. Is this really necessary? Transnet must plan properly and not keep changing layout and footprint/scope.

Fanus vB: Part in Tankatara due to gradients. Compilation yard – return loop and link chosen in consultation with CDC and terrestrial ecologist. Try to align with future expansion plans.

Andries S: Is the covered stockyard concept being dropped? Need to convince the public that the impacts will be managed well.

Aren't you changing the problem from air quality to water quality?

Evert J: Water back in the system for re-use. Covering the stockyard is part of the feasibility study, however very difficult design.

Evert J: potential change in scope of work. Transnet may want to move the railway line next to the conveyor route and to remove the whole embankment for future expansion. 400m setback re: Phase 2 Port dig out.

Andries S: these are 2 different projects. Should not be part of one EIA. This assumes that future operations will be approved. Rather motivate re: new alignment = best corridor under services

Johan R: If not done now, it may impact the conveyor alignment later. The pushback line will need to be re-aligned with the conveyor route.

Paul L: Which authority is responsible for compliance monitoring?

Kobus S: The metro is responsible for monitoring compliance with the AEL.

Andries S: one process for EIA and AEL

Kobus S: NMBM will cc provincial authorities. No need for CSIR to cc provincial. Draft AEL application to be submitted with draft EIA report.

Andries S: suggest to put a copy of the draft AEL application in the EIA report.

Kobus S: Why are you moving from extraction to suppression

Evert J: Fine dust can become a problem.



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Notes from the Coega ELC Meeting, 14 February 2013

Mn Terminal EIA : Draft EIR

AEL & Waste license to be submitted at same time as draft EIR; with the WULA after the draft EIR.

Conveyors no longer planned on top of each other, but side-by-side.

Service corridor proposed to be established along the alignment of the conveyor, from the Mn stockpile area to the Port.

Several stockyard dust abatement option investigated, with a preferred alternative given (ref presentation).

Findings of the specialist studies presented.

Air Quality – residual impact low, with mitigation measures.

Ecology – railway line doubling will impact on the MST – how much? Needs to be investigated.

Water use: 380m³/day for the construction phase.

Stormwater captured and stored in stormwater retention dam on site. This water will be used for dust suppression.

Groundwater – recommendation to add 5 GW monitoring boreholes.

Graves – some identified along the railway line may have to be relocated due to the doubling of the line.

Questions & Answers

EM (TNPA): Cerebos had raised concerns – have these been addressed?

CSIR: Meeting with Cerebos confirmed that the Mn impact on the salt should not be an issue. Cerebos has offered to do in-house tests to assess the interaction of Mn ore with the brine (based on dust fall out from the air quality study results). The health impacts on Cerebos employees (PVD salt plant) associated with exposure to Mn have been assessed to be of low significance.

AvH (CDC): OSMP, how of it will be removed or impacted on with the doubling up of the railway line?

GT (CDC): Location of the wetland pans – the recommendation is that these aren't removed. Need to indicate location thereof.

AS (DEDEAT): Will potable water be used for dust suppression? If so, this is a concern. It must not be a long-term solution.

Hatch: Yes, it is proposed to use potable water for dust suppression. This is related to the agreement from the mines, that ore quality could be reduced if water is not of a good quality.

AS (DEDEAT): Service corridor for the conveyor – will this be solely for the conveyor or will it be a general service corridor? Another process/planning should have taken into consideration the identification of a service corridor.

GT (CDC): Are there details of the location of the berms and gabions proposed for the stockyard?

Hatch: Yes, details can be given

Hatch: Cross-section would be on the western side of the terminal, on the wind-ward side