

At each of these sites the Employer's Environmental Officer will be required to check for the following, where relevant:

By observation:

- Litter
- Separation of solid waste as per system (general, hazardous, recycling, scrap)
- Hydrocarbon spills
- Use of bunding, hard standing and other protection measures
- Illegal dumping
- Effectiveness of dust control measures
- Illegal washing out of containers in storm water/sewer drains
- Wash bay drainage systems are working
- Correct usage of drip trays
- Effectiveness of oil separators
- Illegal use of tracks and off-road driving in no-go areas
- Correct procedures are followed for topsoil removal and stockpiling
- Effectiveness of erosion protection measures
- Excess noise and vibration
- Water use and wastage
- Pollution of water resources
- Any other illegal activities that contravene the CEMP

By document check:

- All receipts for the collection of old oil, general recycled waste and hazardous waste
- Correct placement of environmental signage and posters
- Document board listing emergency numbers, hazmat info sheets, etc
- Complete and accurate records of the Contractor's Environmental Management File

By measurement:

- Amount of water used by each Contractor (where practical)
- Amount of topsoil removed and stockpiled
- Amount of land stabilisation completed

- Area revegetated
- Amount of waste recycled, sent to scrap yard or disposed of to municipal waste handling
- Amount of material treated in the bioremediation site (where relevant)

By monitoring:

- Effectiveness of dust control systems
- Effectiveness of pollution control systems
- Effectiveness of rehabilitation and revegetation programmes
- Effectiveness of erosion control methods
- Effectiveness of noise control barriers

A site-specific inspection checklist will be provided to the Employer's Environmental Officer prior to site establishment.

3.4 Construction Site and documentation Compliance Audit

The Employer's Project Environmental Manager and/or an independent environmental auditor and/or the Environmental Controls Officer will conduct quarterly audits of the entire construction site and documentation system (Contractor and Employer), which may include, but not be limited to the following:

- Site entrance
- Entire construction works area
- No-go areas
- Environmentally sensitive areas
- Liquid and Solid waste storage facilities (general, hazardous, recycling, scrap)
- All workshops
- Refuelling depots
- Contractor's camp area and lay down place
- Any other place which needs to be audited within the construction site

By observation:

- Litter
- Liquid and Solid waste storage facilities (general, hazardous, recycling, scrap)
- Hydrocarbon spills
- Use of bunding, hard standing and other protection measures

- Illegal dumping
 - Effectiveness of dust control measures
 - Illegal washing out of containers in storm water/sewer drains
 - Wash bay/ drainage systems are working
 - Correct usage of drip trays
 - Effectiveness of oil separators
 - Illegal use of tracks and off-road driving in no-go areas
 - Correct procedures are followed for topsoil removal and stockpiling
 - Effectiveness of erosion protection measures
 - Excess noise and vibration
 - Water use and wastage
 - Pollution of water resources
 - Provision and use of toilet facilities
 - Any other illegal activities that contravenes the CEMP
- By document check:**
- Complaints register is available and up to date
 - Environmental Method Statements are signed off and filed correctly and up to date
 - All environmental permits are available
 - Copy of the ROD is available on site
 - Copies of the CEMP, SES and PES are available on site
 - Copies of all daily, weekly inspections and audits, minutes, incident reports and corrective action reports are filed correctly (Contractor's and Employer's Environmental Officer Audits)
 - Copies of close-out reports are available
 - The monitoring programme (where relevant) is being adhered to and the monitoring results are no more than one month late
 - Chains of custody for samples can be provided on request
 - Sampling protocols are followed
 - Emergency numbers and procedures are clearly displayed
 - Photographic record
 - Records of Environmental Awareness Training of Contractors and Staff

- Any other documentation necessary to ensure effective environmental management of the site
- By verification (if necessary):**
- Spot samples to check water quality (e.g. storm water runoff)
 - Map/plan measurements to check areas disturbed/reevegetated
 - Check dust collection buckets are working
 - Check oil separators
 - Any other aspect which gives cause for concern
- By interview:**
- The Employer's Environmental Officer
 - The Contractor's Environmental Officer
 - Contractor's staff at random
- A specific site audit protocol will be formulated prior to the first audit and sent to the Employer's Programme Environmental Manager two weeks in advance of the quarterly audit.

Annexure 4

Environmentally Friendly Products

It should be noted that this list is by no means exclusive, and that other bio-remediation measures and environmentally friendly products should also be investigated.

4.1 BIO-PRODUCTS

4.1.1 ENRETECH

Environmental Remediation Technology

Tel: (021) 683-1858 fax: (021) 683-1858

Cell: 082 677 4505 info@enretech.co.za

www.enretech.co.za

Products:

- Enretech 1, microbial bioremediation product for spills on soil and shale
- Premium floor sweep, premium oil absorbent for spills on hard surfaces
- Cellusorb (E-2 Fibre), premium absorbent for spills on water
- Enretech acid absorbent, Natural solutions for acid spill
- Booms and pillows, (cellusorb-filled Cotton-cloth Casings), absorbent spill containment
- Gator H/D Spray & WIPE, general purpose clear liquid for effective cleaning of almost any hard surface
- GATOR H.D. DEGREASOL, heavy duty all-purpose industrial cleaner/degreaser for effective cleaning of petroleum & vegetable oils, waxed and common grime form hard surface
- GATOR ANTISEPTIC HANDCLEANER, degreaser

4.1.2 PINELANDS ENVIRONMENTAL TECHNOLOGIES

Tel: (021) 531 3749/50 Fax: (021) 531 3903/ 531 3003

cell: 082 464 1074

Products:

- CHEMCAP, oil dispersant & degreaser - www.chemcap.com
- TSW, asbestos encapsulation
- Dustex, soil binder to reduce dust and can even be used as a temporary surface on dust roads to reduce dust.

4.1.3 ZORBIT TECHNOLOGIES CAPE CC

Tel: (021) 535 5165 or 54 6363/4/5/6 Fax: (021) 54 6367

Products:



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- PEAT SORB, microbial bioremediation product for spills on soil and shale

4.1.4 DYNACHEM (PTY) LTD

Chemical Specialty and Detergent Manufacturers

Tel: (021) 54 6363/4/5/6 Fax: (021) 54 6367

cell: 083 629 7934

Tel: (021) 948 6180 Fax: (021) 948 6190

cell: 082 469 0366 www.spillsorb.com

Products:

- SPILL SORB

4.1.5 BIO-SYSTEMS SA.

Bio-Augmentation for: Municipal Industrial and Commercial use

Bob Hadley

Tel: (021) 7622339 Fax: (021) 762 2339

cell:082 901 9011 biosystem@is.nfnet.com

www.BIOBUGS.com

4.1.6 IBA ENVIRONMENT SA

Institut de Biotechnologie Appliquee

Tel: (021) 858 1510 Fax: (021) 858 1004

Cell:082 682 7866 e-mail: ambaica@iafrica.com

4.1.7 VULA ENVIRONMENTAL SERVICES

Tel: (022) 766 1106 Fax: (022) 766 1106

Cell: 0825645748

Products

- Hydropan for dust suppression and hydroseeding.



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4.2 SAFETY PRODUCTS

4.2.1 PIENMAR BROS. (Pty) Limited

Industrial Safety & Supplies

Tel: (021) 2511 8131 Fax: (021) 511 2464

pb@iafrica.com

4.3 SANITARY PRODUCTS

4.3.1 SANNNI TREE WATERLESS.CO.1996

Tel. (021) 788 1573

4.3.2 CUT DOWN ON WASTE

Contact the following numbers for information on collection points in your area:

- (Plastic containers) Plastics Federation (011) 314 4021
- (Cans and tins) Collect-a-Can (011) 466 2939
- (Glass) Consol Glass (011) 874 2010
- (Motor and cooking oils) Oilkol (011) 762 5506
- (Paper) Nempak 0800 018 818

MC:dvw
Attachment(s)/Enclosure



Joint Venture

Note: If hierarchy, check electronic system for latest revision
Transnet Capital Projects Environmental Management
Standard Environmental Specification
05 September 2008



Standard environmental
specification

**Transnet Capital Projects Environmental Management
Standard Environmental Specification
HMG-EM-STD-001**

Prepared by: *M M Sank* Programme Environmental Manager 10/9/08 Date

Reviewed by: *[Signature]* Snr Project Managers - Ore Line/Marine/Special Projects 19/9/2008 Date

Approved by: *[Signature]* Programme Manager 3/10/08 Date

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1. Purpose

This procedure describes the minimum standards for environmental management to which Contractor's and sub-Contractor's on a construction site must comply. It is a generic standard for use across all construction works conducted under the management of Transnet Capital Projects. There may be project specific environmental standards in addition to the standards in this document, or that exceed the standards prescribed here. These project specific environmental standards will be described in the Project Environmental Specifications that will be issued separately for each project.

This document must be read in conjunction with the Construction Environmental Management Plan (HMG-EM-M-002).

2. Scope

This procedure applies to Contractor's that work on site under the authority of Transnet Capital Projects Construction Manager.

3. References

- National Environmental Management Act 107 of 1998 (NEMA)
- Project Record of Decision (RoD) applicable to the Project
- Sea-shore Act No. 21 of 1995
- Dumping at Sea Control Act 73 of 1980
- Environmental Conservation Act 73 of 1989
- ISO-9001
- ISO-14001
- Construction Environmental Management Plan HMG-EM-M-002

4. Standards for environmental management

The Contractor shall identify the kinds of environmental impacts that will occur as a result of their activities and then prepare separate Method Statements describing how each of those impacts will be prevented or managed so that the standards set out in this document are achieved. These method statements will be prepared in accordance with the requirements set out in the Construction Environmental Management Plan HMG-EM-M-002.

4.1 Site establishment

To ensure that environmental issues are taken into account in the establishment of the site offices and all other facilities on site.

4.1.1 Scope

The standard applies to all activities relating to the planning of the site, site establishment, operation of the site and closure of the site.

4.1.1.1 Site plan

The contractor shall establish his construction camps, offices, workshops, staff accommodation and any other facilities on the site in a manner that does not adversely affect the environment. However, before construction can begin, the contractor shall submit to the Construction Manager for his approval, plans of the exact location, extent and construction details of these facilities and the impact mitigation measures the contractor proposes to put in place.

The plans shall detail the locality as well as the layout of the waste treatment facilities for litter, kitchen refuse, sewage and workshop-derived effluents. The site offices should not be sited in close proximity to steep areas. It is recommended that the offices, and in particular the ablation facilities, aggregate stockpiles, spoil areas and hazardous material stockpiles are located as far away as possible from any water course as possible. Regardless of the chosen site, the contractor's intended mitigation measures shall be indicated on the plan.

4.1.1.2 Sewage and Sanitation

Addressed through the Safety Management Plan and managed by the Safety Departing in terms of the OSH Act.

4.1.1.3 Effluent Management

All effluent water from the camp / office sites shall be disposed of in a properly designed and constructed system, situated so as not to adversely affect water sources (streams, rivers, pans dams etc). Only domestic type wastewater shall be allowed to enter this drain.

4.2 Waste Management Objective

To ensure that all waste generated during construction and commissioning of the facilities is properly disposed of.

Examples of typical construction waste which, could be expected on the site are indicated in the following table:

TABLE 2: EXAMPLE OF CONSTRUCTION WASTE CLASSIFICATION

WASTE	CLASSIFICATION	
	HAZARDOUS	GENERAL
Clean soil		X
Construction debris contaminated by oil or organic compounds	X	
Empty drums (depends on prior use)	X	X
Empty paint and coating containers	X	X
Waste paint and/or solvent	X	
Waste oil	X	
Phenolic waste	X	
Waste concrete		X
Rubble (not contaminated by oil or organic compounds)		X
Waste containing appreciable properties of fibrous	X	

WASTE	CLASSIFICATION	
	HAZARDOUS	GENERAL
Asbestos		
Sewerage sludge	X	
Scrap metal		X
Explosive waste	X	
Waste timber		X
Waste Cable		X
PCB waste	X	
Waste plastic		X
Aerosol containers	X	
Batteries, light bulbs, circuit boards, etc.	X	X
Domestic waste		X

4.2.1 Scope

The standard applies to all construction, commissioning and site activities that may lead to the generation of waste.

4.2.2 Approach

Waste is grouped into general or hazardous, depending on its characteristics. The classification determines handling methods and the ultimate disposal of the material.

General waste to be expected during construction includes the following:

- Trash (waste paper, plastics, cardboard, etc.) and food waste from offices, warehouses and construction personnel
- Uncontaminated construction debris such as used wood and scrap metal
- Uncontaminated soil and non-hazardous rubble from excavation or demolition

Hazardous waste is waste, which has the potential, even in low concentrations, to have a significant adverse effect on public health and/or the environment. This would be on account of its inherent chemical and physical characteristics, such as toxic, ignitable, corrosive, carcinogenic or other property.

Waste avoidance and minimisation

A ladder approach to waste management is encouraged. Waste should preferably be managed in the following order:

- **Prevent:** by waste avoidance and minimisation during production
- **Recycle:** waste recycling, recovery and utilisation
- **Treat:** waste treatment in order to reduce toxicity and to minimise the quantities of waste
- **Disposal:** waste disposal, probably by incineration, destruction or landfill

4.2.3 Waste Management

The Contractor is responsible for the removal from site of all waste generated through the Contractor activities. The Contractor shall ensure that all waste is removed to appropriate licensed waste management facilities.

The classification of waste determines handling methods and the ultimate disposal of the material. The Contractor shall manage hazardous wastes that are anticipated to be generated by his operations as follows:

- Characterise the waste to decide if it is general or hazardous
- Obtain and provide an acceptable container with label
- Place hazardous waste material in container
- Inspect the container on a regular basis as prescribed by the Contractor's waste environment management plan
- Track the accumulation time for the waste
- Haul the full container to the disposal site
- Provide documentary evidence of proper disposal of the waste

Transnet Capital Projects Environmental Officer will work in conjunction with the Contractor's construction safety and industrial hygiene personnel to create a Contractor's Hazardous Materials Management Program. This program will establish the necessary protocol for proper handling and removal of hazardous materials on the site.

Information on each hazardous substance will be available to all persons on site with the SEO. Training and education about the proper use, handling, and disposal of the material will be available to all workers who will be handling the material.

Transnet Capital Projects Environmental Officer must be informed of all activities that involve the use of hazardous substances to facilitate prompt response in the event of a spill or release.

The Contractor shall manage GENERAL WASTE that are anticipated to be generated by operations as follows:

- Determine if waste is non-hazardous and obtain containers for waste storage
- Notify waste hauler when container is full so that it can be removed and replaced with an empty

On the Project, however, waste generating entities are directed to control the generation of non-hazardous waste by:

- Eliminating waste generation or reducing the total volume
- Reducing the degree of contamination of wastes generated
- Reclaiming materials otherwise considered waste

The Contractor shall therefore recycle GENERAL WASTE that are anticipated to be generated by its operations as follows:

- Obtain and label recycling containers for:
 - Office Waste
 - Aluminium and steel cans
 - Glass Bottles
 - Scrap Metals
 - Waste Timber
 - And locate them within temporary office building and trailers
- Establish recycled material collection schedule
- Arrange for full bins to be hauled away

Spent batteries, circuit boards, and bulbs, while non-hazardous, require special collection and handling.

4.3 Vehicle and Equipment Refueling Objective

To eliminate / control fuel and oil spillage at refuelling facilities.

4.3.1 Scope

The standard applies to all refuelling, lubrication and oil changing requirements on all vehicles and machinery.

4.3.2 Refueling

Engine driven compressors, pumps, air conditioners, and arc welders can have small leaks (usually oil) that can accumulate to become spills, which require clean up. These leaks become more evident if the equipment remains in the same place for an extended period of time. Damaged fuel tanks, fuel hoses, and fuel pumps can be sources of significant fuel leaks. Hydraulic systems can blow gaskets or hoses resulting in large quantities of hydraulic fluid spilled to the ground and under lock and key arrangements.

4.3.2.1 Control

No vehicles or machines shall be serviced or refuelled on site except at designated servicing or refuelling locations, no oil or lubricant changes shall be made except at designate locations, or in case of breakdown or emergency repair.

The Contractor shall store fuel and oil at a secure area, which shall be bunded and designed with a liner or paved surface to prevent spillage from entering the ground.

The Contractor shall provide details of its proposed fuel storage and fuelling facility to Transnet Capital Projects Environmental Officer for approval, the design shall comply with the regulations of the Water Act (Act 36 of 1998), the Hazardous Substances Act (Act 15 of 1973), and the Environment Conservation Act (Act 73 of 1989).



4.3.2.2 Spill Response

The Contractor shall comply with the regulations of the Water Act (Act 36 of 1998), the Hazardous Substances Act (Act 115 of 1973), and the Environment Conservation Act (Act 73 of 1989).

The Contractor shall provide details for approval of its spill response plan in the event of any spills of fuel, oils, solvents, paints or other hazardous materials. The plan will show measures to be taken to remove contaminated soils from site and demonstrate complete removal of contamination.

The Contractor shall instruct construction personnel on the following spill prevention and containment responsibilities:

- Repair all leaks of hydrocarbons or chemicals as soon as possible
- Take all reasonable means to prevent spills or leaks
- Do not allow sumps receiving oil or oily water to overflow
- Prevent storm water run-off from contamination by leaking or spilled drums of oil or chemicals
- Do not discharge oil or contaminants into storm sewer system

If a spill to land occurs, the Contractor is responsible for:

- Immediate action to stop or reduce the spill and contain it
 - Actions necessary to prevent the spill from contaminating groundwater or off-site surface water
 - Disposal of contaminated material to location designated thereto
- Any spill to water has the potential to disperse quickly, therefore, the spill must be contained immediately using appropriate containment equipment.
- If a spill to water occurs, the Contractor is responsible for:
- Immediate action to stop or reduce the spill and contain it
 - Notifying the appropriate on-site authorities
 - Actions necessary to prevent the spread of the contamination by deploying booms and/or absorbent material
 - Proper disposal of spilled material

4.4 Spray Painting and Sandblasting

4.4.1 Objective

To ensure that all spray painting and sandblasting on site is done in a controlled manner where appropriate measures are taken to prevent paint contamination of the soil and to ensure that sandblasting grit/media is properly contained and disposed of.

4.4.2 Scope

All spray painting and sandblasting on site.

4.4.3 Spray Painting and Sandblasting

Spray painting and sandblasting should be kept to a minimum. All painting should as far as practicable be done before equipment and material is brought on site. Touch up painting is to be done by hand painting or by an approved procedure. A Method Statement shall be submitted to the SHE Coordinator for approval.

The relevant Contractor will inform Transnet Capital Projects Environmental Officer of when and where spray painting or sandblasting is to be carried out prior to commencement of work. Transnet Capital Projects Environmental Officer will monitor these activities to ensure that adequate measures are taken to prevent contamination of the soil.

NB: If the area is in confined or high areas then a protection plan is to be issued for approval.

4.5 Dust Management

4.5.1 Objective

Contractors (associated with activities such as earthworks, geotechnical surveys, piling, storm water drainage, construction of roads and railways, foundations, brick building, operating workshops, fencing, erecting construction camps, and batch plant activities, etc.) shall submit a dust control plan for approval by Transnet Capital Projects Environmental Officer.

4.5.2 Scope

Control of dust on the construction site and access roads.

4.5.3 Dust Management

Material in transit should be loaded and contained within the load bin of the vehicle in such a way as to prevent any spillage onto the roads and the creation of dust clouds. If necessary, the load bin of the vehicle shall be covered with a tarpaulin to prevent dust.

Dust to be controlled on unsurfaced access roads and site roads using sprayed water. Contractors are responsible for managing dust generated as a result of their activities. The Construction Manager will be responsible for the dust control of the construction areas.

Some dust control measures which are normally applied during construction are presented in this section for inclusion by the Contractor in the Contractor's dust control Method Statement.

These dust-mitigating procedures include the following:

- Limit vehicle speeds on unpaved roads to 20 km/h
- Wash the paved surfaces within the construction area twice a week
- Minimise haulage distances
- Apply water to gravel roads with a spraying truck when required
- Environmental friendly soil stabilisers may be used as additional measures to control dust on gravel road and construction area



Dust suppression measures will also apply to inactive construction areas. (An inactive construction site is one on which construction will not occur for a month or more.)

- Construction material being transported by trucks must be suitable moistened or covered to prevent dust generation
 - Strip and store topsoil in separate stockpiles with mounds not exceeding 2 m in height to, among other things, to prevent wind-blown dust
 - Minimise disturbance of natural vegetation during right-of-way construction (e.g. transmission lines and erection of fences) to reduce potential erosion, run-off, and air-borne dust
 - Implement a system of reporting excessive dust conditions by construction personnel (as instructed through Environmental Awareness Training)
- Water for dust control shall be taken only from approved sources.

4.6 Storm water and Dewatering Management

4.6.1 Objective

To ensure that storm water and dewatering drainage across the site occurs in a manner that will negate contamination by oils, fuels, litter and other waste and that will prevent erosion of the construction terrace.

4.6.2 Scope

All runoff and dewatering activities.

4.6.3 Storm water and Dewatering Management

Water is a valuable resource in the area. Both the quality and quantity of water used by the Contractor should be considered in making resource conservation plans.

Potential construction phase impacts on surface water and groundwater are associated with construction are run-off and percolation, dewatering activities, and miscellaneous liquid wastes associated with construction activities.

In general, construction activities may affect water quality and/or quantity of ground water and/or surface water of the area.

The Contractor shall be aware that, apart from run-off from overburden emplacements and stock piles, storm water can also be contaminated from batch plants, workshops, vehicle wash-down pads, etc., and that contaminants during construction can include hydrocarbons from fuels and lubricants, sewerage from employee ablutions, even excess fertilizer from rehabilitation areas, etc.

The Contractor shall take note that discharges to controlled waters such as the sea, rivers, or groundwater or to sewerage systems are controlled under the South African Water Legislation

4.6.3.1 Surface run-off

Construction activities such as surface grading and excavation will disturb surface areas on-site. This will increase the potential for soil erosion and subsequent sediment transport during periods of precipitation run-off or when excavation dewatering is required. Construction activities also

have the potential to change local surface drainage and sediment transport patterns, site floodplain delineation, and percolation rates into the soil.

4.6.3.2 Dewatering

Dewatering during the groundwater produces a surface water discharge that will require collection and sedimentation. Dewatering has also the potential to affect groundwater quality and quantity.

4.6.3.3 Wastewater

Liquid wastes including used solvents, used lubricating oils, chemical flushing agents, spill cleanup wastes, painting wastes, and concrete mixing drum washings, etc., have the potential to affect surface water and groundwater quality.

4.6.3.4 Management Requirements

- Temporary drainage must be established on site during the construction period and until permanent drainage is in place. Contractors are responsible for maintaining the temporary drainage in their areas. Contractors must provide secondary drainage that prevents erosion
- Contractors must effect good housekeeping in their areas to prevent contamination of drainage water
- The Contractor shall clear stagnant water

Specific water Management measures (surface and groundwater) for incorporation by Civil/Earthworks Contractor in its C-EMP include the following:

- The Contractor shall ensure that no contaminated surface water shall flow off-site as a result of Contractor operations. Silt traps shall be constructed to ensure retention of silt on site and cut-off ditches shall be constructed to ensure no run-off from the SITE except at points where silt traps are provided
- If applicable, the Contractor shall be responsible for collection, management, and containment within the site boundaries of all dewatering from all general site preparation activities. The dewatering water shall be contained within the site boundaries by sequentially pumping or routing water to and from sub-areas within the site as the construction activities proceed. No discharge of dewatering water to off-site land or surface water bodies will be allowed
- On-site drainage shall be accomplished through gravity flow. The surface drainage system shall consist of mild overland slopes, ditches, and culverts. The graded areas adjacent to buildings shall be sloped away with a 5% slope. Other areas shall have a minimum slope of 0,2% or as otherwise indicated
- Ditches shall be designed to carry a 25-years storm event with velocities in accordance to minimise erosion. Erosion protection shall consist of suitable stabilising surfaces in all ditches
- Culverts shall be designed to ensure passage of the 25-year storm peak run-off flow
- Both structural and non-structural (vegetative) erosion control measures will be designed, implemented, and properly maintained in accordance with best management practices which will include the following:
- Scheduling of activities to minimise the amount of disturbed area at any one time

- Implementation of re-vegetation as early as feasible
- Limiting construction traffic and/or avoidance thereof on access roads and areas to be graded to the extent feasible at drainage ditches
- Compacting loose soil as soon as possible after excavation, grading, or filling
- Using silt fences, geo-textiles, temporary rip-rap, soil stabilisation with gravel, diversionary berms or swales, small sedimentation basins, and gravelled roads to minimise transport of sediment
- Implementing the erosion and sedimentation control plan and ensuring that construction personnel are familiar with and adhere to the plan
- Managing run-off during construction
- The Contractor shall be responsible for checking and maintaining all erosion and sedimentation controls

4.7 Rehabilitation

4.7.1 Objective

To ensure that all areas affected by the project are appropriately rehabilitated and revegetated in a manner congruent with the surrounding biophysical environment. The prevention of the spread of alien invasive species.

4.7.2 Scope

All areas affected by the project including laydown areas.

4.7.3 Rehabilitation

Contractors shall rehabilitate their laydown area upon completion of work on site. A rehabilitation plan will be submitted to Transnet Capital Projects Construction Manager for approval at least six weeks before completion. The following are critical issues to be included in that rehabilitation plan:

- Details of soil preparation procedures including proposed fertilisers or other chemicals being considered for use
- A list of the plant species that will be used in the rehabilitation process. Note that these should all be indigenous species, and preferably species that are endemic to the area. The assistance of an appropriately qualified botanist should be sought in developing this list
- Procedures for watering the planted areas (frequency of watering, methodology proposed)
- An indication of the monitoring procedures that will be put in place to ensure the successful establishment of the plants (duration and frequency of monitoring, proposed criteria for declaring the rehabilitation successful)
- Procedures for the prevention of the establishment and spread of alien invasive species

4.8 Noise Management

4.8.1 Objective

To maintain construction noise at the site within legal limits.

4.8.2 Scope

Construction noise at the construction site.

4.8.3 Noise Management

- Keep all equipment in good working order
 - Operate equipment within its specification and capacity and don't overload machines
 - Apply regular maintenance, particularly with regards to lubrication
 - Operate equipment with appropriate noise abatement accessories, such as sound hoods
- Noise control measures for incorporation by the Contractor in its noise control plan shall include the following:
- Ensure that the potential noise source will conform to the South African Bureau of Standards recommended code of practice, SABS Code 0103:1983, so that it will not produce excessive or undesirable noise when it is released
 - All the Contractors' equipment shall be fitted with effective exhaust silencers and shall comply with the South African Bureau of Standards recommended code of practice, SABS Code 0103:1983, for construction plant noise generation
 - All the Contractors' vehicles shall be fitted with effective exhaust silencers and shall comply with Road Traffic Act (Act 29 of 1989) when any such vehicle is operated on a public road
 - If on-site noise control is not effective, protect the victims of noise (e.g. ear-plugs) by ensuring that all noise-related occupational health provisions are met. (Occupational Health and Safety Act (Act 85 of 1993))

4.9 Protection of heritage resources

4.9.1 Objective

To ensure the protection of archaeological, historical artefacts, or heritage resources discovered during construction activities.

4.9.2 Scope

Archaeological, historical artefacts, or heritage resources discovered on or near the site.

4.9.3 Archaeological Sites

If an artefact on site is uncovered, work in the immediate vicinity shall be stopped immediately. The contractor shall take reasonable precautions to prevent any person from removing or damaging any such article and shall immediately upon discovery thereof inform the engineer of such discovery. The South African Heritage Resources Agency is to be contacted who will appoint an archaeological consultant. Work may only resume once clearance is given in writing by the archaeologist.

4.9.4 Graves and middens

If a grave or midden is uncovered on site, or discovered before the commencement of work, then all work in the immediate vicinity of the graves/middens shall be stopped and the engineer informed of the discovery. The National Monuments Council should be contacted and in the case of graves, arrangements made for an undertaker to carry out exhumation and reburial. The undertaker will, together with the National Monuments Council, be responsible for attempts to contact family of the deceased and for the site where the exhumed remains can be re-interred.

4.10 Fire prevention

4.10.1 Objective

To minimise the risk of uncontrolled fires.

4.10.2 Scope

All activities on or near the site that could initiate an uncontrolled fire.

4.10.3 Fire control

Fires shall only be allowed in facilities or equipment specially constructed for this purpose. A firebreak shall be cleared and maintained around the perimeter of the camp and office sites. All conditions incorporated in the requirements of the Occupational Health and Safety Act shall also be implemented.

4.11 Supply of water for human use

4.11.1 Objective

To ensure that there is an adequate, safe water supply for all personnel on site.

4.11.2 Scope

Managing the water supply on site and controlling the abstraction of water from natural resources in the area.

4.11.3 Collection of water from natural resources

No water for domestic use (drinking water or for bathing or washing) shall be abstracted from any water resource (stream, river, or dam) without the express permission of Transnet Capital Projects Construction Manager. Such permission shall only be granted once it can be shown that the water is safe for use, that there is sufficient water in the resource to meet the demand, and once permission has been obtained from the Department of Water Affairs in accordance with the requirements of the Water Act.

4.11.4 Provision of drinking water

Water for human consumption shall be available at the site offices and at other convenient locations on site. The generally acceptable standard is that a supply of drinking water shall be available within 200m of any point on the construction site.

4.12 Protection of livestock or game and the collection of firewood

4.12.1 Objective

To prevent illegal activities potentially perpetrated by site staff and to prevent the killing of any animals trapped in construction works or discovered on the construction site or surroundings.

4.11.2 Scope

Managing the activities of site staff during and after hours.

4.12.3 Poaching of livestock or game

On no account shall any hunting or fishing activity of any kind be allowed. This include the setting of traps, or the killing of any animal caught in construction works.

4.12.4 Killing of animals

On no account shall any animal, reptile or bird of any sort be killed. This specifically includes snakes or other creatures considered potentially dangerous discovered on site. If such an animal is discovered on site an appropriately skilled person should be summoned to remove the creature from the site. Consideration should be given to selection and nomination of such a person prior to site establishment. If no-one is available, training should be provided to at least two site staff members.

4.12.5 Collection of firewood

The Contractor shall provide adequate facilities for all his staff so that they are not encouraged to supplement their comforts on site by accessing what can be taken from the natural surroundings. The contractor shall ensure that energy sources are available at all times for construction and supervision personnel for heating and cooking purposes.

4.13 Environmental Awareness Training

An Environmental Awareness Program is considered a necessary part of the Construction Environmental Management Plan for the Project. Training of the appropriate construction personnel will help ensure that all environmental regulations and requirements are followed to be defined in the relevant Method Statement to be prepared by the contractor.

Objectives of environmental awareness training are:

- Environmental Management – protecting the environment from the effects of construction by making personnel aware of sensitive environmental resources
- Regulatory compliance – complying with requirements contained in project – specific permit conditions, also complying with requirements in regional and local regulations
- Problem recognition and communication – training personnel to recognise potential environmental problems, i.e. spills, and communicate the problem to the proper person for solution
- Liability control - non-compliance with regulatory requirements can lead to personal and corporate liability

All individuals on the Project construction site will need to have a minimum awareness of environmental requirements and responsibilities. However, not all need to have the same degree of awareness. The required degree of knowledge is greatest for personnel in the Safety, Health, and Environmental Sections and the least for the manual personnel.

The Contractor shall keep a record of all the environmental related training of the personnel.

5. Associated Forms

To be developed and advised

6. Records

All documents generated in terms of this procedure are to be retained as records in accordance with the requirements of the Archiving Project procedure, refer HMG-DM-P-013 – ‘Archiving and Retention of Project Documentation’.

2

MC:dvw
Attachment(s)/Enclosure

Annex A 2

Authority Correspondence

Communication & Correspondence with
DEAT

DEAT Approval –
Final Scoping Report &
Plan of Study



environment & tourism

Department of Environmental Affairs and Tourism
REPUBLIC OF SOUTH AFRICA



Private Bag X47, Pretoria, 0001 • Fésurus Building, 915 Pretorius Street, Pretoria, 0002. Tel: (+27) 12 310 3811 Fax: (+27) 12 322 2032

Reference: 12/12/201240 & 1241

Enquires: Mr John Geeringh

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CAPE TOWN
7946

Fax no: (021) 701 7900

PER FACSIMILE / MAIL

Dear Ms Osman

APPLICATION FOR ENVIRONMENTAL AUTHORISATION R. 387 and R. 388; THE PROPOSED UPGRADING OF THE TRANSNET RAILWAY LINE BETWEEN HOTAZEL AND COEGA, (REFERENCE: 12/12/201240 & 1241).

The Scoping Report (SR) and Plan of Study for the Environmental Impact Assessment (POSEIA), dated 12 November 2008, for environmental authorisation of the abovementioned project refer.

The Department has evaluated the submitted documents and is satisfied that the documents comply with the legal requirements. The SR and POSEIA is hereby accepted by the Department in terms of regulation 31(1)(a) of the Environmental Impact Assessment Regulations, 2006. You may proceed with the EIA process required in terms of the Environmental Impact Assessment Regulations, 2006.

Please ensure that written comments on the Environmental Impact Assessment Report (EIAIR) is obtained from all the relevant provincial and local authorities as well as the national and provincial heritage resource management agencies and submitted to the Department with the final EIAIR.

You are hereby reminded that the activity may not commence prior to an environmental authorisation being granted by the Department.

Yours sincerely

Ms Nosipho Jezile-Ngcaba

Director – General

Department of Environmental Affairs and Tourism

Letter signed by: D Mthembu

Designation: Director, Environmental Impact Evaluation

Date: 3/2/2009

CC: Mr Neville Eye

TRANSNET

Fax: (011) 239 5360

Ukuxhobisa iisiza, iNkqubo Ma Vhuvudlwananango • Umbo la Tselindzawo mako/Vukusha • Isabin kumicrab yobushushusho noPhuhliso Kuzwako ye Tinkalo & Inkqubo • Department: Omgawungqisa en Tourism • Iidolopho le Subantlwalo • Iintsha la Bophelo Kgenya Tlhalo la Bopho • UmNyanga wezibhuhubho noValehisa • UmNyanga wezimvelo Kuzwako

Annex A3
 Comments and Responses
 on Final Environmental
 Impact Report (EIR)

Table A3.1 Comments Received from the Distribution of the Draft Environmental Impact Report (EIR) for the Transnet Railway Upgrade

Stakeholder Name	Method of Response	Comment/ Issues Raised	Response from Project Team
AUTHORITY			
No comments received			
NGO/ CBO			
No comments received			
OTHER STAKEHOLDERS			
Dr. Peter Inman Office of the CEO Coega Development Corporation (Pty) Ltd	Email, received on June 20, 2009	<p>With reference to the Draft EIR Executive Summary:</p> <p>1. E1.2</p> <ul style="list-style-type: none"> 1st para – First sentence would seem to imply there is a developmental intent in the stated mandate and it is not just a question of making as large a profit as possible nor concentrating on the further development of certain favoured areas of the country at the expense of the poorer areas. 2nd para – Although other freight such as manganese and iron ore are mentioned, the priority is container traffic and container traffic takes the lion's share of the available rail slots even with the upgrade. Presumably, with the economic downturn, the proposed upgrade work has been/will be put on hold and hence any investors in the IDZ/Metro requiring additional rail capacity, such as Kalagadi Manganese for their Ferro-manganese smelter, will need to postpone their investments. 	<ul style="list-style-type: none"> Comment noted. It is ERM's understanding (as indicated in the second sentence of this paragraph) that Transnet's mandate in the context of this study does not imply a development intent in the broader context, but specifically focuses on major ports and rail commodity lines. However for the sake of clarity ERM has included the following underlined words/phrases to make this more explicit: 'Transnet ...by delivering <u>essential</u> freight transportation services <u>and in this way help</u> to reduce....in South Africa. The third sentence has also been modified in the following way: <u>Transnet remains committed to following the necessary environmental authorisation processes in order to ensure that any bio-physical and socio-economic impacts and benefits resulting from this infrastructure expansion programme are adequately addressed.</u> Comment noted. No change suggested, as ERM does not consider it essential for the environmental authorisation process that all these matters now be clarified. As indicated in the recommendations ERM will be advising the decision authorities that given the scale of the development, the current economic climate and uncertainties, that should they grant a positive environmental authorisation, that it should be valid for five years.

<p>Comment noted. No changes to the EIR as it cannot be assumed that any project regardless of its national or strategic importance will be guaranteed environmental authorisation by DEAT. EIRs are also not only concerned with obtaining or mitigating negative impacts but also with enhancing potential benefits.</p> <p>Comments noted. These issues have been included below Table E2.1 in the executive summary and reflected in the main body of the EIR.</p> <p>Comment noted. These points illustrate the meaning of the need to look at the big picture. Although beyond the scope of this EIA, these issues raised are worth recording for the sake of completeness and have been included both in the executive summary and EIR.</p> <p>Comment noted. Although the issue of efficiency is captured in the main report, where shorter trains are part of the strategy, as the executive operational efficiency both at the loading points and at the discharge points as well as summary should serve as a stand alone document, the following sentence has been included: "In addition there is the need for greater operational efficiency both at the loading points and at the discharge points as well as in the utilization of the line itself."</p> <p>Comment noted. The following underlined words/phrases have been included for sake of completeness. Efficiency operation of the ... This need was already identified early in the authorisation process for the Port of Ngqura. In addition, the need was identified for a buffer storage of containers due to the difference between the numbers of containers offloaded from the larger vessels and the capacity of the rail line.</p> <p>It should be noted that the manganese terminal and Port of Ngqura itself falls outside the scope of this rail upgrade and refurbishment project and thus has not been addressed in any detail in this EIA. In terms of defining the rationale for this project, however, the points made by CDC are relevant and therefore have been included by making the following addition. "The CDC observed that in the long term, the present manganese loading facility in PE is not sustainable and that future manganese exports are likely to be through the Port of Ngqura. The CDC also emphasised the importance of having additional rail capacity so as to not compromise the Ferrus- metals cluster in the IDZ and its associated beneficiation imperatives." The following has also been inserted in the last sentence of this paragraph: "The port... IDZ as well as the Metro and broader Eastern Cape, and ...".</p> <p>Comment noted. In the context of this project 'refurbish' means repair and re-commissioning of the existing, but disused, section of the railway line (e.g. between Kimberley and De Aar). 'Upgrade' refers to the lengthening of loops to accommodate longer trains with up to approximately 105 carriages. The last point regarding Coega is dealt with above.</p>	<p>at the discharge points. There is a further need for greater operational efficiency in the utilisation of the line and shorter more frequent trains are presumably under consideration.</p> <p>5th para – an upgraded rail line was identified as a key element in the earlier proposals for a container terminal at Ngqura, as was the need for buffer storage of containers due to the difference between the numbers of containers offloaded from the larger vessels and the capacity of the rail line.</p> <p>6th para – in the long term, the present manganese loading facilities in PE port are not sustainable and therefore manganese exports will be through the Port of Ngqura. Again, there is no mention of the beneficiation imperatives for the country and the Ferrus-metals Cluster in the IDZ and hence additional rail capacity. The Port of Ngqura will not only service the IDZ (the IDZ is the back-of-port area) but also the Metro and the EC.</p> <p>7th para – technical difference between "refurbish" and "upgrade"? Don't forget that the rail line will terminate at Coega in the future.</p>		
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<p>Comment noted. Although the issue of efficiency is captured in the main report, where shorter trains are part of the strategy, as the executive operational efficiency both at the loading points and at the discharge points and 3rd para – Presumably, this proposed rail upgrade work has been included in the Cape Corridor master plan. How can a negative environmental authorisation be facilitated? It doesn't make sense. The upgrade work has to be done if the eastern Cape economy is to grow and, hence, the logic is "what mitigation measures will be required to obviate environmental impacts?". The environmental process is an enabler of economic development and not a block on it.</p> <p>2. Table E2.1 Under the broad category of "Socio-economic Considerations", the points made by the CDC have not been included. Since the overall heading says "Issues raised...", and most of the issues are negative, the CDC's positive issues should be included. These issues are growth of the EC, Metro and IDZ, beneficiation of the country's mineral wealth at Coega and rail capacity generally for products from the EC, Metro and IDZ to Gauteng for all of which the upgraded rail line is a key enabler.</p> <p>Under the broad category of "EIA Process General", the need to look at the bigger picture is identified. This includes the likely future rail terminals at Coega rather than PE, the future need for an intermodal Facility and the future need for rail maintenance and other support facilities. All of this impacts the CDC and Metro since the IDZ is the back-of-port and logistics location for the Port of Ngqura. The Port of Ngqura was planned at the outset on the clear understanding of how efficient modern logistics chains work, with the port area only being utilised for moving cargo in and out and not for storage purposes as in the older ports.</p> <p>4th para – the statement "Scope to increase volumes" must also be read with the need for greater operational efficiency both at the loading points and</p> <p>3. E1.3</p> <p>Comment noted. These issues have been included below Table E2.1 in the executive summary and reflected in the main body of the EIR.</p> <p>Comment noted. These points illustrate the meaning of the need to look at the big picture. Although beyond the scope of this EIA, these issues raised are worth recording for the sake of completeness and have been included both in the executive summary and EIR.</p> <p>Comment noted. Although the issue of efficiency is captured in the main report, where shorter trains are part of the strategy, as the executive</p>	<p>3rd para – Presumably, this proposed rail upgrade work has been included in the Cape Corridor master plan. How can a negative environmental authorisation be facilitated? It doesn't make sense. The upgrade work has to be done if the eastern Cape economy is to grow and, hence, the logic is "what mitigation measures will be required to obviate environmental impacts?". The environmental process is an enabler of economic development and not a block on it.</p> <p>2. Table E2.1 Under the broad category of "Socio-economic Considerations", the points made by the CDC have not been included. Since the overall heading says "Issues raised...", and most of the issues are negative, the CDC's positive issues should be included. These issues are growth of the EC, Metro and IDZ, beneficiation of the country's mineral wealth at Coega and rail capacity generally for products from the EC, Metro and IDZ to Gauteng for all of which the upgraded rail line is a key enabler.</p> <p>Under the broad category of "EIA Process General", the need to look at the bigger picture is identified. This includes the likely future rail terminals at Coega rather than PE, the future need for an intermodal Facility and the future need for rail maintenance and other support facilities. All of this impacts the CDC and Metro since the IDZ is the back-of-port and logistics location for the Port of Ngqura. The Port of Ngqura was planned at the outset on the clear understanding of how efficient modern logistics chains work, with the port area only being utilised for moving cargo in and out and not for storage purposes as in the older ports.</p> <p>4th para – the statement "Scope to increase volumes" must also be read with the need for greater operational efficiency both at the loading points and</p> <p>3. E1.3</p>		
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	<p>4. Table E2.2</p> <ul style="list-style-type: none"> #4 – if the study is “socio-economic” rather than just “socio” then the key issues will include opportunities to beneficiate valuable raw materials, transport products inland (e.g. refinery products) and generally assist in the growth of the IDZ, Metro, EC and the country. When greater capacity is available on the rail line, the future relocation of the manganese export terminal (and the tank farm) become feasible if not immediately viable. <p>5. E2.3</p> <ul style="list-style-type: none"> First bullet is written with a negative connotation. “Issues” are usually problems and “impacts” tend to also be considered in the negative whereas there are positive impacts. It is not what you say but how you say it. This constant reminder goes back to the early days of the Coega Project, which did include a new port and identified additional rail capacity as a key enabler, when everything was expressed as a negative. Third bullet point, again “impacts” but no mention of positive and negative. <p>6. E3.1</p> <ul style="list-style-type: none"> The last sentence refers to “the existing and disused line”. Is this the line that was decommissioned and removed some years ago? <p>7. Table E3.1</p> <ul style="list-style-type: none"> The “broad project components” category does not seem to include consideration of the future terminus at Coega and the required Intermodal Facility. This is a long term provision but decisions and actions now must not preclude such future opportunities. 	<ul style="list-style-type: none"> Comment noted. The particular study referred to focussed specifically on Social Impacts. Those issues have, however, been included in <u>Section E4</u>. Although issues and impacts are generic terms used throughout EIAs, ERM agrees, and has rephrased the first bullet as follows: <u>‘Investigating issues and/or opportunities and potential impacts and/or benefits.’ This has also been made clearer throughout the Executive Summary and within the relevant chapters of the EIR.</u> As above. This bullet has been rephrased to include potential benefits. Comment noted. This sentence has been rephrased to read: <u>‘Finally the existing second rail line located between Kimberley and De Aar, in the Northern Cape, which has not been in use for some time and which has fallen into disrepair is to be refurbished and electrified.’</u> Comment noted. This has been included below <u>Table E12</u> as follows: <u>‘The CDC pointed out that consideration should also be given to the proposed future terminus at Coega and the required Intermodal Facility. Although this is a long term provision, the CDC is concerned that any decisions and actions now must not preclude such future opportunities. Transnet however, are confident that the proposed upgrade and refurbishment dealt with in this EIA would not preclude or compromise such future development.’</u>
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	<p>8. E3.2.2</p> <ul style="list-style-type: none"> Same comment as under E3.1 above. <p>9. E3.2.3</p> <ul style="list-style-type: none"> Same comment as under Table E3.1 above. <p>10. E3.2.6</p> <ul style="list-style-type: none"> The second paragraph seems to be innocuous but has the potential for huge HR problems when site works start. Buy-in from the local communities is essential and it is suggested that the CDC’s HCS Business Unit is contacted as the IDZ’s labour stability index is orders of magnitude better than the national index. Eskom would not be having the problems they are having with the new power stations if they had taken advice. <p>11. E3.3 and E3.3.1 and E3.3.2</p> <ul style="list-style-type: none"> Training and skills development are huge problems nationally but, again, the DCD’s HCS Business Unit can assist as government money has been accessed and a training centre to complement Olisphantain (spelling is wrong but this is the national training centre) is being provided in the IDZ. This is primarily to support the Refinery and Power Station Projects but the concept and scale can undoubtedly assist at least for the southern part of the rail line. Section on job creation is a bit weak and the last sentence is almost a throwaway. “The private sector and the IDZ, Metro, EC and the country will benefit.” <p>12. Table E3.4</p> <ul style="list-style-type: none"> The “Type of alternative” category refers to road as an alternative but which is unacceptable. Surely, there is a clear national government policy to reverse damaging trend of freight moving from rail to road. Further, in terms of environmental impact, rail is much less damaging for long distance bulk 	<ul style="list-style-type: none"> See response to E3.1. See suggested response to Table E3.1 Comment noted. The following sentence has been included: <u>‘Special provision will be made in the construction and operational phase FMP to ensure that special attention is given to engaging local communities at an early stage so as to obtain their inputs and buy-in to the planning and management of the proposed construction camps. Transnet may seek professional advice so as to maximise appropriate skills development and training and labour stability.’</u> Comment noted. See response to E3.2.6. Comment noted. See response to E3.2.6. The first sentence of the last paragraph has been replaced with: <u>‘The private sector and the IDZ, the Metro and Eastern Cape as well as the country in general will benefit from the increased capacity of the rail line.’</u> Comment noted. The EIA process requires us to present all possible alternatives to the project. This option was highlighted at a number of public meetings and must therefore be included for the sake of completeness. Could consider including under operational phase impacts a positive impact associated with the railway line. The following sentence
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<p>has been included: 'Increased rail capacity and transport efficiency is likely to result in a reduction in long distance bulk commodity and container movements by road which has a high negative impact on trends'</p> <p>Comment noted. Have amended the last sentence in the following way: 'Shorter and the construction and operational being impacts. However, the greater overall efficiency from a total logistics chain point of view would probably offset these impacts to a large extent.'</p> <p>Comment noted. Have included the following phrases: 'The potential adverse effects; and seek opportunities to enhance potential benefits; and to enhancement'</p> <p>Comment noted. Agreed. This is an important shortcoming in the way ELAs is generally being perceived i.e. 'What are wrong/ negative impacts; and how can these impacts be mitigated'. Equally important are what are the potential benefits / opportunities and how can these be maximised or enhance, and these have been amended to reflect this.</p> <p>Comment noted. The establishment of laydown areas and temporary access roads at the loop sites and the associated clearing of vegetation are likely to result in areas with little or no vegetation cover. These patches of disturbed soil are likely to be vulnerable to colonisation by ruderal (11) weeds (mostly annual weeds), or declared alien invasive species, that will prohibit the natural succession of the local indigenous vegetation during</p>	<p>commodity and container movements.</p> <ul style="list-style-type: none"> The "Type of alternative" category refers to process alternatives with shorter more frequent trains being the better operational solution. There may be a greater environmental impact purely from IFR's operations but the greater overall efficiency from a total logistics chain point of view would probably more than offset that. 13. E4 First paragraph does not make it clear enough that there are potential benefits/ positive impacts, optimising them. Why is "Major impact" described purely in the negative? The example given is also written in the negative whereas it could be worded as "to weigh such positive socio-economic factors as job creation against negative impacts on the environment". 14. Table E4.2 The "Project component" category "Loops" should, for consistency, also include as a negligible impact the "Establishment of invasive alien species and weed taxa". Having said that, surely there is a positive impact in that an alien eradication programme is also going to be required, or is the 15. Table E4.3 The "Project component" category "Loops" should, for consistency, also include as a negligible impact the "Establishment of invasive alien species and weed taxa". Having said that, surely there is a positive impact in that an alien eradication programme is also going to be required, or is the 	<p>16. Table E4.4</p> <ul style="list-style-type: none"> The "Project component" category "Socio-economic" is couched in purely negative terms. What about pressure off Durban, growth of IDZ, Metro, EC and the country? The "Project component" category "Socio-economic" is couched in purely negative terms. What about pressure off Durban, growth of IDZ, Metro, EC and the country? 	<p>17. E4.4</p> <ul style="list-style-type: none"> The third paragraph refers to further mining developments and the purely negative impacts these will have. There are positive impacts if local companies, rather than foreign companies, develop such mines, and if there is beneficiation as well that should result in an overall positive impact. The fourth paragraph also implies purely negative impacts from the new manganese export terminal whereas the point above should be considered. Further, the removal of the existing manganese export terminal and tank farm have large positive effects on the environment (cumulative contamination from these operations is very significant) and also large positive socio-economic effects will redevelopment of the old port area.
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(1) A ruderal species is a plant species that is first to colonise disturbed lands.

		<p>18. E4.5</p> <ul style="list-style-type: none"> At least the case against the no-go alternative is put strongly. <p>19. E5</p> <ul style="list-style-type: none"> The final paragraph is very opportune in the current economic climate. It is understood that the upgrading work is on hold but this has it's own consequences for those investors which require capacity on the rail line. 	<ul style="list-style-type: none"> Comment noted. Comment noted.
R. Hadley	Letter, 26 June 2009	<p>We have farmed at Conway for 6 years and 3 time (...) we have had floods here and the water comes up to our house as the railway acts as a dam wall</p> <p>With the proposed loop here at Conway our home will be flooded. To prevent this more culverts will have to be constructed along (...) under the line to release the flood waters.</p>	<ul style="list-style-type: none"> Comment noted. Transnet have confirmed that previous flooding has occurred on the Conway farm. The proposed loop extension at Conway is currently still in the Project Definition and Planning stage (feasibility) and as such the hydrological study component will estimate the peak flood discharge. If Transnet decides to go ahead with construction of the loop extension (Project Implementation Phase), a hydrological study (further to the estimation of peak flood discharge) would be undertaken to verify the following: <ul style="list-style-type: none"> Whether the existing culvert is adequate in terms of sizing and flow capacity. If the culvert is found to be inadequate, this will be resized. Determination of the 50 and 100 year flood lines. Due to the proximity of the houses to the inlet of the culvert, it is likely that the house falls within the flood line, resulting in continuous flooding.

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Background Information Document (BID)



PROPOSED UPGRADE OF THE RAILWAY LINE between Hotazel and the Port of Ngqura

Background to Transnet's Plans

Transnet is currently building a new container terminal at the Port of Ngqura near Port Elizabeth. Operation of the container terminal requires the upgrading of the railway line to allow for an increased number of containers to be transported to and from the port. The proposed upgrading of the railway line is a priority due to the planned commissioning of the container terminal towards the end of 2009.

Transnet currently also transports manganese ore from mines at Hotazel along the railway line to the manganese terminal at Port Elizabeth, where it is exported. There is a growing demand for manganese internationally. This increase in world demand means that there is a need for larger volumes of manganese ore to be transported along the railway line to the port of Port Elizabeth and in future, to the Port of Ngqura. In future, this line may also carry other commodities.

The dual need to meet the demands from the mining and container sectors has led Transnet to decide to upgrade the railway line between the Port of Ngqura and Hotazel.

Background Information Document

Environmental Impact Assessment

Transnet plans to increase the volume of containers and commodities such as manganese and iron ore that it transports on the existing 1 100km railway line between Port Elizabeth, the new Port of Ngqura and Hotazel. To do this Transnet needs to upgrade or construct sections of the line and associated infrastructure. The main focus of the project is to add or extend certain loops and the refurbishing and electrification of certain sections of the existing double line between Kimberley and De Aar. Loops are sections of the line that allow trains to pass each other. Before the proposed activities can commence, Transnet must obtain a positive authorisation in terms of the Environmental Impact Assessment (EIA) Regulations from the National Department of Environmental Affairs and Tourism (DEAT). Transnet has appointed Environmental Resources Management Southern Africa (ERM) to undertake the required EIA process. This document provides more information on the proposed activities and the EIA process as well as how interested and affected Parties (I&APs) can become involved in the process.

THE PROPOSED PROJECT ACTIVITIES

The proposed project will entail the following:

- Upgrading or restoring 25 of the existing loops. In most cases the upgrading will entail extending the loops;
- Other improvements associated with existing loops including buildings, access roads and new or altered level crossings;
- Building four new loops of at least 1200 m in length;
- Upgrading station yards at Hotazel, Mamathwane, Kimberley, De Aar and Postmasburg;
- Upgrading the Postmasburg wagon maintenance facilities;
- Providing additional locomotive staging facilities at Beaconsfield;
- Building a new electrical substation at Emil, with associated powerlines; and
- Additional signalling between Emil and Hotazel.

Construction camps and laydown areas for the storage of raw materials will be established during the construction phase of the proposed project. The construction process will also require the use of existing borrow pits and the creation of new borrow pits, within the rail reserve, to obtain suitable fill material.

The table gives a summary of the loops to be upgraded as well as certain of the associated construction activities near each loop.

The project will also include the recommissioning and electrification of the existing double section of the railway line (approximately 230 km) between De Aar and Kimberley. Although this activity does not require authorisation from DEAT, it is associated with a number of potential operational impacts that will be assessed during the EIA process



Project Locations

The maps show the locations of the proposed upgrades. A total of 20 upgrades and 3 new loops are proposed in the Eastern Cape, while 5 loop upgrades and 1 new loop is proposed in the Northern Cape.

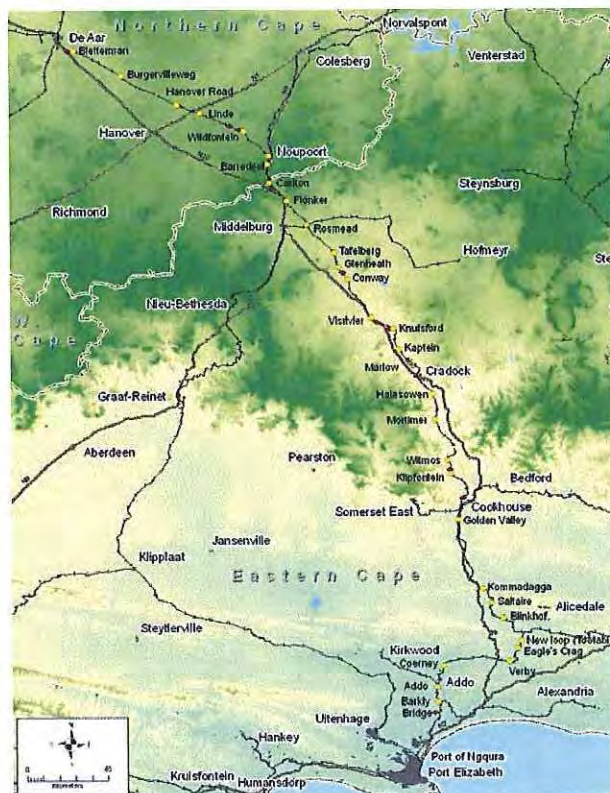


Table 1: Summary of the loops to be upgraded/ constructed as well as certain associated infrastructure

Loop Name	Loop to be Lengthened by (m)	Road Upgrade Required (Y/N)	Additional Land Required (Y/N)	Borrow Pit Required (Y/N), Location	
				Bulk Material	Sub base Material
EASTERN CAPE					
Barkly Bridge	450	Y	Y	Y, On site	Y, Off site
Addo	150	Y	N	N	N
Coeney	1100	Y	N	Y, On site	Y, Off site
Verby	777	Y	N	Y, On site	Y, Off site
Eagle's Crag	716	Y	Y	Y, On site	Y, On site
Tootabi	1332*	Y	Y	Y, On site	Y, Off site
Blinkhoff	593	Y	N	Y, On site	Y, On site
Saitaire	439	Y	Y	Y, On site	Y, On site
Kommadagga	678	Y	Y	Y, On site	Y, On site
Golden Valley	372	Y	N	Y, On site	Y, Off site
Klipfontein	1363*	Y	N	Y, On site	Y, On site
Mortimer	548	Y	N	Y, On site	Y, On site
Halsowen	840	Y	N	Y, On site	Y, Off site
Marlow	698	Y	N	Y, On site	Y, Off site
Kaptein	480	Y	Y	Y, On site	Y, Off site
Knutsford	658	Y	Y	Y, On site	Y, Off site
Visrivier	512	Y	N	Y, On site	Y, Off site
Conway	827	Y	N	Y, Off site	Y, Off site
Glenheath	1432*	Y	N	Y, On site	Y, Off site
Tafelberg	712	Y	N	Y, On site	Y, Off site
Rosmead	730	Y	Y	N	In situ
Flonker	996	Y	N	Y, On site	Y On site
Carlton	1460	Y	Y	Y, On site	Y On site
NORTHERN CAPE					
Barredeel	582	Y	N	Y, On site	Y, Off site
Wildfontein	324	Y	N	Y, On site	Y, Off site
Linde	698	Y	Y	Y, On site	Y, Off site
Hanover Road	1272*	Y	Y	Y, On site	Y, Off site
Burgervilleweg	760	Y	N	Y, On site	Y, On site
Bletterman	710	Y	N	Y, On site	Y, Off site

* indicates new loops to be constructed

Regulatory Matters and Approach to the EIA

The EIA Process

ERM will conduct the EIA process in three phases.

Phase 1: Project Initiation

This phase includes a kick-off meeting with the project team to confirm the project scope. It also includes a meeting with DEAT to confirm the approach to the EIA, followed by the formal submission of the applications to DEAT to initiate the EIA process.

Phase 2: Scoping

In this phase the project team will identify potential environmental and social issues related to the proposed project. This will include engaging stakeholders to understand their views and concerns. The project team will also commission a number of specialist studies to provide information about the study area and to identify potential impacts. These studies could include investigations on air quality, noise and vibration, traffic, archaeology and cultural heritage; and ecology.

Interaction with stakeholders and authorities during the scoping phase may identify additional studies to be conducted.

Based on this work, a Scoping Report and Plan of Study for the EIA will be drawn up and made available to stakeholders for comment. The updated Scoping Report, including stakeholder comments, will be submitted to DEAT for approval, before the start of the next phase of the EIA process.

Phase 3: Environmental Impact Assessment

The Impact Assessment phase will start once DEAT has accepted the Scoping Report and Plan of Study for the EIA. In this phase the project team will:

- Investigate the issues identified in the Scoping Phase;
- Commission additional specialist studies, where required and/or expand on the scope of studies undertaken during meeting on 1 July 2008.

ERM, as independent environmental practitioners, will conduct the EIA process in accordance with the EIA Regulations promulgated in terms of the National Environmental Management Act 1998 (Act No. 107 of 1998). As Transnet (the Applicant) is a parastatal, the national DEAT will be the competent regulatory authority officiating on the EIA process and not the provincial environmental departments of the Northern and Eastern Cape provinces. Transnet will also obtain permits and authorisation from other relevant Government Departments for construction related activities such as establishment or use of borrow pits and abstraction of water. The impacts associated with these activities will be investigated as part of this EIA process.

It is proposed that two EIA applications be submitted to DEAT. These applications will be structured as follows:

- Application 1 – the loops and infrastructure associated with the container requirements of the project. The 14 loops to be included in Application 1 include Burgerilleweg, Hanover Road, Linde, Wildfontein, Barredel, Forken, Rosmead, Tafelberg, Valtier, Kaptein, Halsowen, Golden Valley, Saltire and Addo.
- Application 2 – the remaining 15 loops and infrastructure as well as other proposed project activities which are associated with the manganese ore requirements of the project.

Although two EIA applications will be submitted, only one EIA process will be followed for the proposed developments along the entire route. If delays are experienced which relate to the commodities infrastructure (Application 2), then the EIA process may be split at the end of the Scoping Phase. (The Scoping phase is explained in the next section). Splitting the process in this way may facilitate decision-making on the application related to the container loops and infrastructure. DEAT agreed to this approach in a meeting on 1 July 2008.

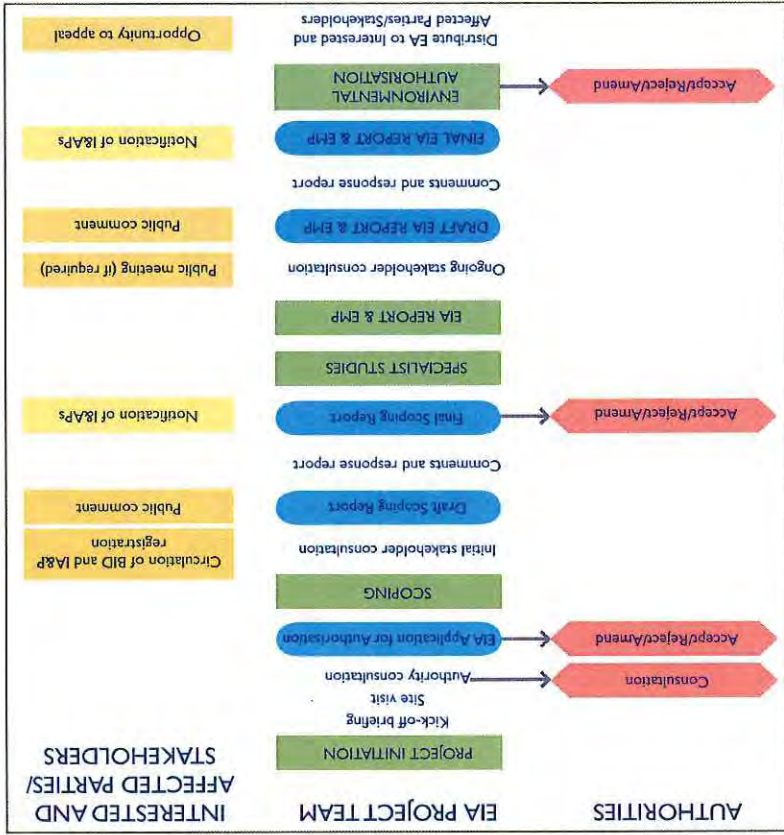


- Assess and determine the significance of the impacts that have been identified; and
- Propose ways in which the impacts can be mitigated and opportunities maximised.

During this phase we will continue ongoing communication and contact with stakeholders through various channels, including possible meetings where these are required. This will provide an opportunity for stakeholders to give input into the impact assessment and the proposed mitigation measures.

This phase will include the completion of an EIA Report and a Draft Environmental Management Plan, which will be submitted to DEAT for approval. The public will be able to comment on the draft documents prior to submission to DEAT. The final DEAT's decision regarding the environmental authorisation (whether positive or negative) will be communicated to all stakeholders who have been involved in the EIA process. Should anyone have any objections to the decision, there will be a formal opportunity to lodge an appeal.

The flow chart illustrates the EIA phases.



Possible Issues

The project team has identified some environmental issues that could arise during the EIA. These include:

- Soil and land disturbance from construction of the loops and borrow pits;
- Noise and vibration both from construction activities and from subsequent increased train activity;
- Traffic safety concerns both because of heavy construction vehicles and the establishment of new road crossings;
- Concerns about dust created during construction;
- The visual effect of construction on the landscape and the possible effect on the sense of place at each loop;
- Cultural, heritage or archaeological issues;
- Economic consequences and employment-related issues; and
- Ecological issues.

The project team will refine this list after the stakeholder consultation activities and baseline studies undertaken during the Scoping phase.

Public Participation

Public participation is an essential part of the EIA process. The flow diagram and the description of the process show the numerous opportunities for stakeholders to become involved.

Please register as an interested and affected party (IBAP) so that we can keep you informed of the process and of opportunities for your involvement. Please fill in the attached registration and comment sheet and return it to Sekena Masoet at ERM by 19 September 2008.

Please contact us if you would like further information.



Sekena Masoet • ERM Southern Africa (Pty) Ltd

Silverwood House, Block A, Steenberg Office Park, Steenberg, 7945
Tel: 021-7029100 • Fax: 021-7017900 • Email: Sekena.Masoet@erm.com

RESPONSE SHEET

Please include your comments on this form and return it to Sekena Masoet of ERM, Silverwood House, Block A, Steenberg Office Park, 7945 Cape Town, Tel: 021 702 9100, Fax: 021 701 7900 or e-mail: Sekena.Masoet@erm.com. If you would like to make additional comments please append these to the form.

Your response should reach ERM by 19 September 2008. Should you have any questions about the project please Sekena Masoet of ERM.

1. Are there any Interested and Affected Parties whom you believe should be consulted during the course of the EIA?

YES NO (Please check the appropriate box)

If yes, please indicate the name, organisation (if applicable), postal address, telephone and fax numbers of the person(s) concerned.

2. Are you satisfied that the proposed EIA process is open and thorough and provides an acceptable approach which will assist decision-making by the relevant Government authority?

YES NO (Please check the appropriate box)

If no, please indicate how you would like to see the process changed.

3. Are there any issues/impacts regarding the proposed project that you would like to draw to the attention of the EIA Team at this stage?

YES NO (Please check the appropriate box)

If yes, please describe the issues.

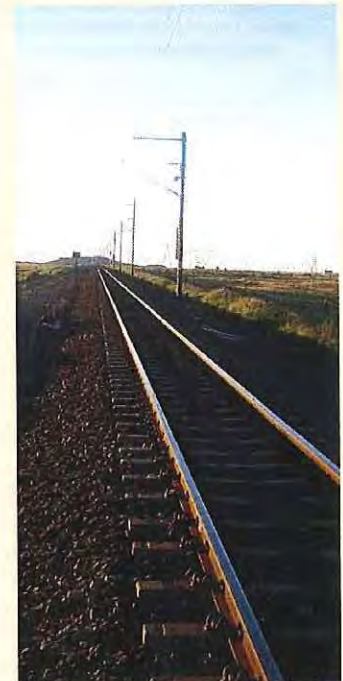
Name

Address Tel

Fax

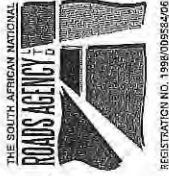
E-mail Cell Phone

THANK YOU FOR YOUR PARTICIPATION.



Delivering sustainable solutions
in a more competitive world

ERM



Southern Region

SANRAL House, Southern Life Gardens, 70 Second Avenue, Newton Park, Port Elizabeth
P.O. Box 27200, Greenacres, South Africa, 6157
Tel: +27 (0) 41 398 3200 Fax: +27 (0) 41 398 3211 / 3222

Annex A 2

Written Responses Received

Our Ref: 16/1/B
Date: 27 August 2009
Enquiries: Mr S van Aardt
Email: saardt@nra.co.za

Your Ref:
Fax Number: +27 (0) 41 398 3211
Direct Line: +27 (0) 41 398 3205
Websites: www.nra.co.za

*Creating
wealth through
infrastructure*

ERM Southern Africa
Block A
Silverhood House
Steenberg Office Park
Silverwood Close
Steenberg
CAPE TOWN
7945

Dear Sir

PROPOSED UPGRADE OF THE RAILWAY LINE BETWEEN HOTAZEL AND THE PORT OF NGQURA : COMMENTS

Your EIA information in this regard refers.

The South African National Roads Agency Limited (SANRAL) is the road authority controlling declared National roads in South Africa. The proposed upgrade of the railway line follows sections of the N10 between Namag interchange near Port Elizabeth to De Aar, the N9 between Middelburg and Noupoot, the N12 south of Kimberley and crosses the N8 at Kimberley and the N14 east of Unington. In addition the railway line would require crossing the N2 close to the Port of Ngqura, where one bridge structure has been constructed west of the Coega River for access under the N2 to the Port.

Transnet must note that any new structures of any kind within 60 metres from a national road reserve or 500 metres from the intersection of any road with a National road will require the consideration and approval of SANRAL. In addition the making of or changing the type of use of accesses to and from a National road, advertisements visible from a national road, subdivisions of land adjoining a National road and damaging a National road require SANRAL's approval or are prohibited as the case requires.

Transnet should accordingly timeously consult with SANRAL regarding their proposed upgrading, should it impact on the National roads.

Yours sincerely

Tom Kelly
Tom Kelly

Acting Regional Manager : Southern Region
Copy to: Western Region



South African Heritage Resources Agency

40 KING STREET, SOUTHERN WOOD, EAST LONDON 5200
P O BOX 759, SOUTHERNWOOD, EAST LONDON 5200
TEL: 043 - 722 1740, FAX: 043 - 722 1749
WEBSITE: WWW.SAHRA.ORG.ZA
E-MAIL: TLUNGILE@EC.SAHRA.ORG.ZA

[Handwritten signature]
Methile Ngcal
For Manager

DATE: 11 SEPTEMBER 2008

ENQUIRIES: MR. T. LUNGILE, PROVINCIAL MANAGER

OUR REF: 92/073/0001

Mr. Simaya Osman
Block A
Silverwood House
Steenberg Office Park
Silverwood Close
Steenberg
7945

Dear Simaya,

**RE: BACKGROUND INFORMATION DOCUMENT- PROPOSED UPGRADE
OF THE RAILWAY LINE BETWEEN HOTAZEL AND THE PORT OF
NGQURA**

Thank you for your indication that development is to take place in this area.

In terms of the National Heritage Resources Act (NHRA), no.25 of 1999, heritage resources including archaeological and palaeontological sites over 100 years old, graves older than 60 years, structures older than 60 years and intangible aspect of heritage resources and other protected heritage resources may not be disturbed without a permit from a relevant heritage resources authority/ agency. This means that before such sites are disturbed by development it is incumbent on the developer to ensure that a Heritage Impact Assessment (HIA) is done.

The South African Heritage Resources Agency [SAHRA] recommends that phase 1 of HIA must be conducted by a heritage specialist.

Your cooperation in this matter will be highly appreciated.

Thanking you in advance.

Yours faithfully



Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

Comment Sheet

August 2008

To register yourself as an Interested and Affected Party, please fill in your contact details and forward to ERM.

Name:	MR T I MANENE
Organisation:	SUNDAYS RIVER VALLEY MUNICIPALITY WARD 4
Telephone:	072 2351508
Cellphone:	072 2351508
Postal Address:	SA PATERSON ADVISOR OFFICE 5 ALEXANDRIA ROAD PATERSON 6130

Return this comment sheet to us today, or send it to Sekena Masoel, ERM Southern Africa:
Fax Number: +27 (0) 21 7017900
Email: sekena.masoel@erm.com
Postal Address: Postnet Suite 90, Private Bag X12, Tokai, 7966

Please return your comments by 19 September 2008

Should you have any queries or comments regarding the proposed project, please note them below.

AS URGENT WE REQUEST THAT THE ERM SHOULD ALSO FACILITATE COMMUNITY AWARENESS WORKSHOPS INTO THOSE AFFECTED AREAS THIS MAY ASSIST COMMUNITY INVOLVEMENT AND PARTICIPATION WHICH MAY ALSO SUSTAIN AND MAKE IT EASIER TO THE WORK OF ERM TO REACH ITS AIMS AND OBJECTIVES ON THE EIA PROGRAMME AND ALSO TO APPROX SOME IAPS THAT HAVE MISSING THE OPPORTUNITY TO BE PART OF THIS IMPORTANT PROCESSES IN THE TRACK RECORD OF EXPERIENCE IN THE PAST WE DID ASSIST SANDY WREN AND MAZIZI GOBULANI FOR PUBLIC PARTICIPATION IN THE AREA WHERE THEY CONDUCTED EIA FOR THE UPGRADE OF GREATER SANDY WREN NATIONAL PARKS AND THE GOEGA SANDY WREN SUCCESS



Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

Comment Sheet

August 2008

To register yourself as an Interested and Affected Party, please fill in your contact details and forward to ERM.

Name:	MR T I MANENE
Organisation:	PATERSON PARALEGAL RESOURCE PROJECT
Telephone:	072 2351508
Cellphone:	072 2351508
Postal Address:	5 ALEXANDRIA ROAD PATERSON 6130

Return this comment sheet to us today, or send it to Sekena Masoel, ERM Southern Africa:
Fax Number: +27 (0) 21 7017900
Email: sekena.masoel@erm.com
Postal Address: Postnet Suite 90, Private Bag X12, Tokai, 7966

Please return your comments by 19 September 2008

Should you have any queries or comments regarding the proposed project, please note them below.

PLEASE TRY TO DEFINE CLEARLY THE ROLE OF DEAF AND SCIPULATION OF THE (NATIONAL ENVIRONMENTAL MANAGEMENT ACT 1998) (ACT No 107 of 1998) AND THE REASON WHY DEAF HAS BEEN CLASSIFIED AS AN COMPETENT REGULATORY AUTHORITY. AND ALSO EXPLAIN WHY THERE IS EXCLUSION OF THE 2 PROVINCIAL DEPARTMENTS I.E. EASTERN CAPE AND THE NORTHERN CAPE. PLEASE SEND US MORE THAN 100 OF YOUR INFORMATIONAL BOOKLETS ON THE PROPOSED UPGRADE OF THE TRANSNET RAILWAY LINE BETWEEN HOTAZEL AND THE PORT OF NGQURA WE ARE OF COURSE THAT THIS INFORMATION SHOULD BE ENABLE TO ALSO BEGA AND ACCESS OUR COMMUNITIES BY 3 LANGUAGES USED, AFRICANS



Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

Comment Sheet
August 2008

To register yourself as an Interested and Affected Party, please fill in your contact details and forward to ERM.

Name:	JUSE BARNARDUS MZANENE
Organisation:	ANC BRANCH PATERSON
Telephone:	042 2351508 Fax 042 2351508-2351161
Cellphone:	
Postal Address:	10 RAILWAYS FENS KWATENDOLE PATERSON LIBA

Return this comment sheet to us today, or send it to Sekena Masoel, ERM Southern Africa:
Fax Number: +27 (0) 21 7017900
Email: sekena.masoel@erm.com
Postal Address: Postnet Suite 90, Private Bag X12, Tokai, 7986

Please return your comments by 19 September 2008

Should you have any queries or comments regarding the proposed project, please note them below.

I THANK YOU FOR YOUR WORK GOOD PRESSURE
WAS ON THE PUBLIC MEETING HELD
ON THE 25/8/2008 IN PATERSON IT WAS
MOST INTERESTING EXCITED AND MARKED
FACILITATION WORD ALSO EXCELLENCE.

LET US DON'T ARGUE WITH THE
OF EMPLOYMENT CREATION SHOULD
RESPONSIBILITY OF EMPLOYMENT AGENCIES
RATHER THAN TO BE CONSIDERED BY OUR
COMPANIES WITH STRUCTURES CONCERNED AND
MUNICIPALITIES THIS IS TO AVOID OF ANY
ISSUES THAT MAY BE RAISE AND
REVENUE ANY LOSS OF EXPLOITATION AND
OPPRESSION THAT MAY HINDERED WORKERS.



Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

Comment Sheet
August 2008

To register yourself as an Interested and Affected Party, please fill in your contact details and forward to ERM.

Name:	VEL X C Mbowe
Organisation:	SPAND
Telephone:	074459208/0836871161 Fax 074459208/074459208
Cellphone:	074459208/0836871161 Email:
Postal Address:	15 STOKENSTRAEM 376 MABEZINGA 57445

Return this comment sheet to us today, or send it to Sekena Masoel, ERM Southern Africa:
Fax Number: +27 (0) 21 7017900
Email: sekena.masoel@erm.com
Postal Address: Postnet Suite 90, Private Bag X12, Tokai, 7986

Please return your comments by 19 September 2008

Should you have any queries or comments regarding the proposed project, please note them below.

-0 Reservation has very cheap, unobtainable and people
have good opinions!! Keep-up!! Good Work!!

Question: Concerns: Heritage Buildings that may be affected
during construction and Disruption Phases will be re-built
on its original structure materials and styles?

People that may be affected/injured by the dust of
Machinery will be supported by your Project: As the town is
now currently conveying these kinds of Problems?



Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

Comment Sheet

August 2008

To register yourself as an Interested and Affected Party, please fill in your contact details and forward to ERM

Name:	THEBENBEKA PRINCE MAYANDA		
Organisation:	FILITON TRADING C.C		
Telephone:	042-2307738	Fax:	042-2351158
Cellphone:	0845143952	Email:	
Postal Address:	PO Box 56 PATERSON 6130		

Return this comment sheet to us today, or send it to Sekena Masoet, ERM Southern Africa.
 Fax Number: +27 (0) 21 7017900
 Email: sekena.masoet@erm.com
 Postal Address: Postnet Suite 90, Private Bag X12, Tokai, 7966

Please return your comments by 19 September 2008

Should you have any queries or comments regarding the proposed project, please note them below.

THE PROPOSED PROJECT HAS BEEN DONE BUT NOT INVOLVED OUR COMMUNITY LEADERS BECAUSE IT AFFECT OUR ASSETS BUT NOT PARTICIPATING TO THE WHOLE THING. WHAT IS THE BENEFIT OF LOCAL SUB-CONTRACTORS AND BUSINESSES AT LARGE. I PROPOSED THAT OUR LOCAL PEOPLE TO BE TRAINED ESPECIALLY THE YOUTH AND WOMEN TO BE PART OF THE PROJECT SO THAT THEY CAN BENEFIT AND FIGHT POVERTY.

Sekena Masoet

From: Phuti Ngosheng [wessa.ep@gmail.com]
 Sent: 07 August 2008 08:34 AM
 To: Sekena Masoet
 Subject: RE: PROPOSED UPGRADE OF THE TRANSNET RAILWAY LINE BETWEEN HOTAZEL AND THE PORT OF NGQURA

The Managing Director

ERM Southern Africa (Pty) Ltd

Tel: 021 702 9100

Fax: 021 701 7900

Email:

sekena.masoet@erm.com

07 August 2008

RE:

PROPOSED UPGRADE OF THE TRANSNET RAILWAY LINE BETWEEN HOTAZEL AND THE PORT OF NGQURA

Dear Sir or Madam:

I refer to the advertisement in the 1st August 2008 edition of The Herald on the subject matter. Please could you register WESSA (The Wildlife and Environment Society of South Africa-Eastern Province Region) as an interested and affected party with this application.

WESSA is interested in this project to ensure that all the necessary environmental factors are taken into consideration and the requisite legal procedures followed. We are particularly concerned about possible social and environmental impacts of this application.

We hope to contribute to the process and share information that would ensure that appropriate environmental decisions are taken into consideration.

Please send any background information documents, notices or Scoping reports to the address below. Email correspondence most welcome.

Sincerely,

Phuti Ngosheng

Assistant Environmental Officer

2008/08/26



The Wildlife and Environment Society of South Africa-EP,
Conservation Unit
2b Lawrence Street
Central Hill
Port Elizabeth 6001
Tel: 041 585 9606/1157
Fax: 041 586 3228
Email: wessa.ep@gmail.com, morgam@wessa.co.za

This email message, and any attached files, are confidential and may contain privileged information. Any views expressed in this message are those of the sender, except where the sender specifically states them to be the view of WESSA. In the interests of effective and appropriate communication, anyone who is not an addressee of this email, may not copy, disclose, distribute or otherwise use it, or any part of it, in any form whatsoever. Furthermore, no-one may further distribute this email, or any part of it, without permission of the author. If you are not the intended recipient, please notify the sender immediately by return email, and then delete this email.

Sekena Masoet

From: Pieter Du Toit [HQP Strategy and Business Development] [pieter.dutoit@exxaro.com]
Sent: 03 September 2008 11:10 AM
To: Sekena Masoet
Cc: André Sims [HQP Business Development]
Subject: EIA Transnet Railway Line, Hotazel - Port of Ngqura

Sekena,
Following public notices regarding the mentioned Railway Line, we would like to be registered as an interested and affected party involved with this EIA.

Exxaro Resources Limited is planning an Allow/Stream™ Manganese Project in the Coega Industrial Development Zone, a short distance east of Port Elizabeth. We intend to transport manganese fine ore and coal on this Railway Line.

It will therefore be appreciated if we are informed regarding the EIA aspects on this project. We also would like to know if reference will be made in this EIA to specific materials being transported, if so, we would request the transportation of our manganese fine ore and coal, to be included in such listings.

You are welcome to contact me, should there be any questions.

Regards

PIETER DU TOIT
Strategy & Business Development
Tel: +27 12 307 7346
Fax: +27 12 307 5303
Mobile: +27 83 8094472
Email: pieter.dutoit@exxaro.com
www.exxaro.com

✓ Done

exxaro
ALLOW/STREAM | ALLOY'S

This e-mail is confidential and is for the addressee only.
Please refer to <http://www.exxaro.com/content/main/discclaimer.asp> for important disclosures.

Normal template

Janet Mkhabela

From: Sekena Masoet
Sent: 09 September 2008 09:09
To: Janet Mkhabela
Subject: FW: EIA - between Hotazel and Ngqurha

From: Normonde Tyabashe [mailto:Wtyabashe@solplaatje.org.za]
Sent: 08 September 2008 04:26 PM
To: Sekena Masoet; Albert de Jong
Subject: EIA - between Hotazel and Ngqurha

Dear all,

This is in response to information on EIA for the proposed Upgrade of the Railway Line between Hotazel and Ngqurha.

I appreciate that you have included us as key stakeholders.

I have faxed through a response sheet.

In order to facilitate some issues from a Town Planning and Urban Development perspective in general, it would be great if additional information can be provided to us. Special reference is made to Upgrading of Kimberley Station – key questions include:

- timeliness,
- are there concept plans in place that we can view, infrastructure requirements if any,
- overall impact of the development to the City,
- investment amount,
- jobs to be created, etc.

This information is crucial for our future planning.

Regards,

Nomonde Tyabashe-Kesiamang
Executive Director: Strategy, Economic Development and Planning
Sol Plaatje Municipality
Kimberley
8300
Tel: 053 8306 303
Fax: 053 538 4854
Email: ntyabashe@solplaatje.org.za

18/09/2008

Sekena Masoet

From: Bradley Gibbons [bradleys@ewt.org.za]
Sent: 04 August 2008 07:18 AM
To: Sekena Masoet
Subject: Interested and affected party: Transnet Railway Line

Dear Sekena

Please can you register me as an interested and affected party for the proposed upgrade of the Transnet Railway line. All my contact details are below. My focus region is the De Aar area as well as the Middelburg area.

Thanks

Bradley

Bradley Gibbons
Project Coordinator: Karoo Crane Conservation Project South African Crane Working Group
Endangered Wildlife Trust (EWT) P O Box 40 Middelburg Eastern Cape 5900
Tel: +27 (0) 49 842 1116
Fax: +27 (0) 88 049 842 1116
Cell: +27 (0) 82 566 3803
Email: Bradley@ewt.org.za
EWT Website: <http://www.ewt.org.za>

EWT VISION: "A healthy planet and an equitable world that values and sustains the diversity of all life".

This Project is supported by The Green Trust of WWF-SA, FH Chamberlain Trading (Pty) Ltd, Sandown Motor Holdings (Pty) Ltd and Bayer (Pty) Ltd.

This E-mail message and its attachments are subject to the disclaimers published at <http://www.ewt.org.za>

Janet Mkhabela

From: Sekena Masoet
Sent: 17 September 2008 16:12
To: Janet Mkhabela
Subject: FW: The advertisement of Environmental Impact Assessment - Transnet in the DFA of September 17,2008 bears reference.
Importance: High

-----Original Message-----
From: Astrachan [mailto:astrachan@ncpg.gov.za]
Sent: 17 September 2008 03:22 PM
To: Sekena Masoet
Subject: The advertisement of Environmental Impact Assessment - Transnet in the DFA of September 17,2008 bears reference.
Importance: High

**** High Priority ****
**** Reply Requested by 9/17/2008 (Wednesday) ****
The advertisement of Environmental Impact Assessment - Transnet in the DFA of September 17,2008 bears reference.

I am working in the Office of the Premier, Development Planning. The Unit prior objective is economic growth and poverty reduction through integration and alignment of all spheres of government. Rail vitalization in the Northern Cape is of utmost importance for economic growth in the Province.

I hereby wish to register:
Astrachan
Office of the Premier
Templar Building
Private Bag X5016
Kimberley, 8301

Fax: 053 - 831-2157
e-mail: astrachan@ncpg.gov.za
tel: 053- 8025000
Cell: 0734872664
Regards

Sekena Masoet
From: Nelson Mongale [mailto:nmu.ac.za]
Sent: 26 September 2008 11:42 AM
To: Sekena Masoet
Subject: hotazel and the Port of Ngqura



Hello Sekena
As our telephonic discussion, I would like to get involve in the project as this perfectly align with our Provincial Manufacturing Economic Development Strategy.

I will just give you a glance of the long term objectives for economic value of oura regeneration strategic intent:

- The long term objectives will be to establish and implement a sustainable initiative or initiatives that:
- Identify and develop new markets for products to be produced and manufactured in the region.
 - Develop and set up regional manufacturing and production facilities.
 - Reduce the "import" of products and services from other regions, therefore reducing the outflow of capital from the region.
 - Increase the "export" of products and services to other regions, therefore increasing the inflow of capital to the region.
 - Establish a continuous improvement innovation centre that focuses on increased value addition through products and services.
 - These initiatives will lead to new job creation.
 - Develop and set up capacity building, training and mentoring programme to capacitate, empower and supply the production and manufacturing facilities with skilled manpower.
 - Develop and set up a corporate structure that incorporates the production and manufacturing facilities. The purpose of the corporate structure will be to perform centrally for the production and manufacturing facilities. Non-core functions such as marketing, financial administration, HR and others, thereby enabling these facilities to focus on its core functions.

Regards
Nelson Mongale
(B.Engneering Mechanical And Material Science, MBA)
Project Manager, Manufacturing Sector Development-Department of Economic Affairs Northern Cape Province
Perm Building, 2nd Floor, Room 208 A, Jones Street
Kimberley
8301
Tel: 053 8304844
Cell: 084 697 6017

Newspaper Advertisement

List of Newspapers

Environmental Impact Assessment



PROPOSED UPGRADE OF THE TRANSNET RAILWAY LINE between Hottazel and the Port of Ngqura Public Participation Process

The Project: Transnet is to transport additional volumes of commodities and bulk commodities such as manganese and iron ore on the 1100km railway line between Port Elizabeth, the new Port of Ngqura and Hottazel, as well as Gauteng. To do this Transnet needs to upgrade or construct sections of the line as well as associated infrastructure, such as buildings, yards, access roads, level crossings and a new electrical substation.

The location: Transnet wants to build four new loops and upgrade twenty four loops on the 500km section of line between the Port of Ngqura and De Aar. Twenty four of the loop sites are in the Eastern Cape and six in the Northern Cape. A number of station yards along the line will also be upgraded.

The Regulations: Transnet is initiating an Environmental Impact Assessment (EIA) process on the proposed upgrade in terms of the EIA Regulations of 21 April 2005, under the National Environmental Management Act (No. 107 of 1998), as amended.

The Consultant: ERM Southern Africa (Pty) Ltd

Get Involved:

- Register as an interested and affected party • Send us your comments.
- Let us send you more information.
- Allow us to stay in touch with you through the process.

Send your contact details and comments to Salsana Maseket at ERM at salsana.maseket@erm.com.
(Phone) 021 702 9100 or (Fax) 021 701 7900.

Attend the Public Meetings: Attend our public meetings on the proposed upgrade. Meetings are:

Paterson: 25 August 2008, 10:00am - 1:30pm, East Cape Agricultural Co-Op Hall, Birchur Street.
 Cookhouse: 26 August 2008, 10:00am - 1:30pm, Town Hall, 6 Main Street.
 Grahamstown: 27 August 2008, 10:00am - 1:30pm, Grade High School.
 Elize Goetzze Hall, Nanceful Str.
 Middelburg: 28 August 2008, 10:00am - 1:30pm, Town Hall, Market Street.
 De Aar: 29 August 2008, 10:00am - 1:30pm, Town Hall, 45 Voortrekker Street.



Omgewingsimpakontleding

TRANSNET



VOORGESTELDE OPDRADERING VAN DIE TRANSNET-SPORWYK LUSSEN BOTAZAI EN HANE VAN NGURU OPENBAREDEELNAME-PROSES

Die Transnet-Transnet is 'n openbare deelname-proses wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die TTT is 'n privaatreghelike entiteit wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die TTT is 'n privaatreghelike entiteit wat deur die Transnet-Transnet-Trust (TTT) georganiseer word.

Die Lussen Botazai en Hane van Nguru is 'n projek wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die projek is 'n openbare deelname-proses wat deur die Transnet-Transnet-Trust (TTT) georganiseer word.

Die Lussen Botazai en Hane van Nguru is 'n projek wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die projek is 'n openbare deelname-proses wat deur die Transnet-Transnet-Trust (TTT) georganiseer word.

Baak Betrokke:

- Register as 'n belanghebbende en goederdele party. • Stuur vir ons u opmagting.
- Laat ons vir u verdere inligting stuur.
- Laat ons toe om met u kontak te hou met verloop van die proses.

Stuur u kontakinformasie of opmagting aan Sake, Maatsk. ERM by sake@erm.com, (telefoon) 021 702 9190 of (faks) 021 701 7900.



Uvavanyo loKuchaphazuleka kwe Ndalo (Environmental Impact Assessment (EIA))

TRANSNET



UMPHENGISA NOKUNAZIYA OMPHENGISO KALONIE KATRANSNET DOKABI KWE-BOTAZAI NE-PORT OF NGURU INKQUBO YO-THATHO-NKAXHEBA LOLUNTO

Die Transnet-Transnet is 'n openbare deelname-proses wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die TTT is 'n privaatreghelike entiteit wat deur die Transnet-Transnet-Trust (TTT) georganiseer word.

Die Lussen Botazai en Hane van Nguru is 'n projek wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die projek is 'n openbare deelname-proses wat deur die Transnet-Transnet-Trust (TTT) georganiseer word.

Die Lussen Botazai en Hane van Nguru is 'n projek wat deur die Transnet-Transnet-Trust (TTT) georganiseer word. Die projek is 'n openbare deelname-proses wat deur die Transnet-Transnet-Trust (TTT) georganiseer word.

Zibandakanye:

- Thabisa ngigqela umando omnye eziphezayo. • Thabisa liboneni zaba.
- Siyona ukuba sibandakanywe nase ngabanye ngabandakanywe libo.

Stuur u kontakinformasie of opmagting aan Sake, Maatsk. ERM by sake@erm.com, (telefoon) 021 702 9190 of (faks) 021 701 7900.



Table of Newspapers used to place advertisements

Town/Area	Name of Local Paper	Date in Ad in Newspaper
Meetings from 25 to 29 August 2008		
Addo/ Paterson	The Daily Sun	Daily (4 August)
Alicedale/Grahamstown	Grocoits Mail	Friday Edition (1 August)
Cookhouse	The Daily Sun	Daily (4 or 5 August)
Craddock	Craddock Courant	Friday Edition (1 August)
Rosmeed/ Middelberg	Craddock Courant	Friday Edition (1 August)
Noupoort	The Advertiser & Karoonuus	Thursdays (31 July)
Hanover	The Echo	Friday Edition (1 August)
De Aar	The Echo	Friday Edition (1 August)
Regional E. Cape Paper	The Herald	Daily (Friday 1 August)
Regional N. Cape Paper	Diamond Fields Advertiser - DFA	Daily (Friday 1 August)
Meetings on 10 to 11 September 2008		
Beaconsfield	Diamond Fields Advertiser	Wednesday Edition (3 September)
Greenpoint	Volksbald	Wednesday Edition (3 September)
Meeting on 22 September 2008		
Hotazel	Diamond Fields Advertiser (DFA)	Wednesday Edition (17 September)
	Kuruman Bulletin	Thursday Edition (18 September)

Annex A 4

Site Notice

Notice of Environmental Impact Assessment



PROPOSED UPGRADE OF THE TRANSNET RAILWAY LINE between Hazael and the Port of Ngqura Public Participation Process

The Project: Transnet plans to transport additional volumes of containers and bulk commodities such as manganese and iron ore on the 1 100km railway line between Port Elizabeth, the new Port of Ngqura and Port Shepstone, via the Gxalenkulu. To do this Transnet needs to upgrade or construct sections of the railway line as well as associated infrastructure such as buildings, yards, access roads, level crossings and a new electrical substation.

The Location: Transnet wants to build four new loops and upgrade twenty-five loops on the 500km section of the railway line between the Port of Ngqura and De Aar. Twenty three of the loop lines are in the Eastern Cape and 5% in the Northern Cape. The proposed yard upgrades and substation are located between Kimberley and Hazael in the Northern Cape.

The Implications: Transnet is initiating an Environmental Impact Assessment (EIA) process on the proposed upgrade in terms of the EIA Regulations of 21 April 2006, under the National Environmental Management Act (No. 107 of 1989), as amended.

The Consultant: ERM Southern Africa (Pty) Ltd

Get Involved:

Please register as an interested and affected party (IIAP) so that we can keep you informed of the process and of opportunities for your involvement.

Send your contact details and comments to Sifeka Maseko:
at ERM by 19 September 2008 at sifeka.maseko@erm.com,
(phone) 021 702 9100 or (fax) 021 701 7900.



Table 1

The Placement of Site Notices

Site notices were placed in the following locations:

Town	Location
Port Elizabeth	Municipal Office, Post Office and Library
Addo	Municipal Office, Post Office, Main Town Library and Venue
Paterson	Municipal Office, Post Office, Main Town Library and Venue
Alcedale	Municipal Office, Post Office, Main Town Library and Venue
Grahamstown	Municipal Office, Post Office, Main Town Library and Venue
Cookhouse	Municipal Office, Post Office, Main Town Library and Venue
Somerset East	Municipal Office, Post Office, Main Town Library and Venue
Cradock	Municipal Office, Post Office, Main Town Library and Venue
Middelburg/Rosmead	Municipal Office, Post Office, Main Town Library and Venue
Noupoort	Municipal Office, Post Office, Main Town Library and Venue
Collesberg	Municipal Office, Post Office, Main Town Library and Venue
Hannover	Municipal Office, Post Office, Main Town Library and Venue
De Aar	Municipal Office, Post Office, Main Town Library and Venue
Kimberley	Municipal Office, Post Office, Main Town Library and Venue
Hazael	Municipal Office, Post Office, Main Town Library and Venue

Figure 1

Picture of Site Notice



Annex A.5

Public Meeting Minutes and Attendance Registers

PUBLIC MEETING HELD IN PATERSON ON 25 AUGUST 2008

Meeting minutes

Environmental Resources Management

The proposed upgrade of Transnet Railway Line from Holarad to the Ports of Ngqura and Port Elizabeth

Eastern Cape Agricultural Co-op Hall, Budhar Street, Paterson

25 August 2008

Community members and government officials

To all present in the meeting

Block A, Silverwood House
Silverwood Close
Steenberg Office Park
Steenberg 7915



1. WELCOME AND INTRODUCTION

Muller Coetzee of ERM facilitated the meeting. He introduced himself as well as the other consultants accompanying him: Werner Petrick, Project Manager of HMGIV; Saal Zaayman, Railway Engineer of R & H Railway Consultants; Daniel Rogatschnig and Janet Mkhabela, Environmental Consultants from ERM.

Muller Coetzee encouraged the participants to be interactive and listen with an open mind. He also encouraged the audience to feel free to speak in their own languages (isiXhosa, English and Afrikaans), and to ask for clarity when they do not understand and to use the opportunity to comment or ask questions.

2. PRESENTATION

Daniel Rogatschnig of ERM gave a presentation of the proposed upgrading and refurbishing of the rail project. The presentation is attached in annex A of these minutes.

3. QUESTIONS AND OPEN DISCUSSION

3.1 Rail Accidents

These minutes expressed concern about the possible increase in rail accidents because of the expected increased rail traffic. He wanted to know how Transnet plans to prevent an increase in rail accidents. Werner Petrick from HMGIV asked Mr. Manene if there has been an increase in the number of rail accidents over past years. Mr. Manene responded that there has not been an increase; however, his concerns are based on the possibility that it might happen. Werner Petrick said that he could not answer on behalf of Transnet but that the concern is noted and will be forwarded to Transnet.

3.2 Capacity Building

Unsettled workers

Meeting minutes

The Mayor Siphokazi Matiniese suggested that training should be provided for the unskilled labourers before the commencement of the project so that local people can benefit from the project. Werner Petrick explained that there is a recruitment strategy in place for the hiring of workers. Where necessary, training may be provided to the local people before construction commences. In addition, he reminded the stakeholders that the project is small and would not be able to offer many jobs.

Sub-contractors

Eden August wanted to know how the project is going to benefit or accommodate small local contractors. Werner Petrick explained that there would be an open tender process and everyone interested may tender.

Mr August argued that such tenders are always awarded to bigger construction companies and not locals. He wanted to know if there is a possibility of smaller construction companies working with the bigger companies. Werner Petrick responded that a request would be made to Transnet to make special provisions for big contractors to use small local sub-contractors.

3.4 Water Resources

The Mayor Siphokazi Matiniese wanted to know what would be the strategy for accessing water in areas where water is scarce. Werner Petrick responded that water would be sourced locally or trucked in or obtained from local farmers if necessary.

3.5 Future plans for the railway line

Andrea von Holdt from Coega Development Corporation, wanted to know about Transnet's future plans for the railway line and whether they are planning to use the line to transport other commodities or not. Werner Petrick explained that the present focus is to increase the transportation of manganese and containers and that he was not sure about Transnet's other plans but that the EIA process should provide clarity on this.

3.6 Electricity Supply

Andrea von Holdt also wanted to know how the cost and availability of electricity would affect the project. Sesi Zaayman explained that the project would not have any effect on the electricity supply for the project areas. Only one substation was required for the electrification of the railway line in Emul.

3.7 Manganese Dust

A participant wanted to know how the effects of manganese dust are going to be mitigated. Werner Petrick explained that there is not much proof about the impact of manganese dust on people during its transportation as it is usually sprayed with water before being transported. Health problems are usually

Meeting minutes

experienced by people who handle the manganese (at the mines and at the ports), however, a dust specialist has been appointed to undertake the study and measure the amount of dust emitted during transportation.

3.8 Land acquisition/ issues

Peter Inman wanted to know how Transnet plans to acquire land for the construction of the loops. Werner Petrick stated that most of the loops would be constructed within existing Transnet land. At present, it is predicted that only four loops might require the acquisition of private land. In such instances, Transnet will contact the landowner, negotiate and pay market related value for the land. In case negotiation fails then a legal process might need to be followed.

Thuse Mamee advised that Transnet should be careful when buying privately owned land, because there are some land restitution issues that need resolving in the province.

3.9 Management of Spillages and Accidents

Andrea von Holdt wanted to know Transnet's responsibility for spillages and accidents during the transportation of the manganese. Werner Petrick responded that he was not sure of Transnet's responsibility and that the issues would be referred to Transnet for clarification.

3.10 Passenger Transportation during 2010

Mthuzuzeli Tokota wanted to know if Transnet is considering transporting passengers from city to city especially during 2010 using this railway line. Werner Petrick responded that passenger trains are not part of this project; however, the question would be forwarded to Transnet.

Peter Inman wanted to know if other capacity building initiatives have been taken by Transnet regarding recruitment of new drivers, new wagons and other related infrastructure. Werner Petrick responded that training is underway as well as buying of new wagons.

3.11 Public Private Partnerships

Peter Inman also wanted to know if public private partnerships are being considered for this project. Werner was not sure about this issue and he suggested referring it to Transnet for clarity.

Primrose Mayana suggested that local consultants should be used for specialist studies to develop their skills.

4 ISSUES FOR CLARIFICATIONS

4.1 Increased Railway Capacity

Meeting
minutes

Andrea von Holdt wanted to know how Transnet plans to increase the capacity of the railway line (by using longer trains or the increased frequency of trains per day). Saai Zaayman responded that capacity would be increased by using longer trains (approximately 104 wagons or 1200 meters) and increased frequency from one train to two trains a day.

4.2 Two EIA Applications

Peter Inman wanted to know why two applications were made. Werner Patrick responded that the two applications are for the manganese and containers. This was done to avoid reapplying for the same line once the container terminal is completed.

4.3 Loops and re-introduction of railway line

Thuse Maatene needed clarity about the issue of loops and the re-introduction of the railway line between De Aar and Kimberley. Saai Zaayman explained that in the Eastern Cape they are planning to construct or expand loops, whereas between De Aar and Kimberley they will be re-introducing an existing line that has not been utilised.

5 SUGGESTIONS

The Mayor Siphokazi Mathrese suggested that the project be presented to the broader council on the 10th of September 2008. Muller Coetzee responded that the suggestion was noted.

Andrew Williams from Addo suggested that reflectors be placed on the sides of the trains to avoid motorists driving into trains especially at night. Saai Zaayman wanted to know if there were any warning signs or level road crossings where these accidents occur. Andrew responded that there are no signs but that there is a level road crossing. Saai Zaayman noted that it might be recklessness on the part of the drivers; however, the suggestion will be forwarded to Transnet.

Andrea von Holdt advised that ERM should look into including a paleontology study as part of the archaeological studies. This has become a requirement of SAHRA and it is hard to find these specialists. Daniel Rogatschnig thanked Andrea von Holdt for her advice and promised to look into it.

Prinrose Mayana suggested that local consultants should be used for specialist studies to develop their skills.

6 OTHER MATTERS

Prinrose Mayana wanted to know if the Paterson station was part of the project or not. Werner Patrick explained that there would be no development at the Paterson station only in Addo.

Meeting
minutes

Andrea von Holdt of CDC informed the house that CDC would be opening a skills development centre that will be providing training for unskilled people for any skills required by the CDC.

7 CLOSURE

The meeting was closed and Muller Coetzee thanked all present for their active participation and valuable input.

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

Paterson

ATTENDANCE REGISTER

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
CLLA M. R. Toiko TA DONE ✓	Nelson Mandela Metro Municipality	CHAIR KEE	07949000 62	041-5851 4678		Box 116 Port Elizabeth
A. Thomas DONE ✓	Bvi Consulting Engineers	Project leader	041 3734848	041 373 7135	abut@bvie.co.za	

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

Paterson

1

ATTENDANCE REGISTER

25/08/08

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
Miss Andrea von Holdt DONE ✓	Coega Development Corporation	Environmental Project Manager	011 4030 400 083 65746 48	041- 4030401	andrea.vonholdt @coega.co.za	
Livhuwani Wilson Ndou DONE ✓	Transnet Freight Rail	Environmental Specialist	083 2787499 0514082939	0514081802	livhuwani.ndou @transnet.net	
Ilse Welgemoed DONE ✓	SAMPARKS	SECTION MANAGER	042 238642 084 317 3240	042 233 8643	ilscw@samparks	A000 ELEMANT NATI AKE A000 P.O. Box 52 6105
NELUS WORMARANS TUSE MANENE + check details DONE ✓	SHAMWANI GAME RES. ANC. Status To delete Shamwani Game Reserve	AFU + Security CHAIR	082577148 042-2351508	0422351096 2351168	Conservation@Shamwani. com 10 RAILWAY PATRSON	SHAMWANI GAME RESERVE P.O. Box 91 Paterson 6130.
TP NOFEMBELE DONE ✓	LWAMKELA TRADING CC	MANAGER	0845163903	042 2351168	NP/A	PO BOX 56 PATRSON 6130

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

ATTENDANCE REGISTER

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
Mr. Mofembele	FITLON TRAINING CC	DIRECTOR	07397623885			Bobot.56 PATERSON / KIRKWOOD?
Mr. Andrew Williams	NONYONDA DEVELOPMENTS	MANAGER	0763802334 0866502984		a.williams@webmail.co.za	11 LINDA STREET NONYONDA TJITJE ABLE ...
Mr. Mngweni Nengweni	LULUTHO SKIIS TRAVEL	DIRECTOR	0738968788	042-2351168	LCES@webmail.co.za	263 QAMBA STR PATERSON 6130
S. H. MARTINISE	SUNSHINE RUSTERS MURRAY MUNICIPALITY (Mayor)	MAYOR	012551326	042-230069	revelo@sr.gov.za	P.O. Box 47 KIRKWOOD 6120

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

ATTENDANCE REGISTER

PATERSON

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
Miss Lynn Friend	ceega dev. corp.	Project Manager	0826110048		lynn.friend@ceega.co.za	
Mr. Donevin Lesch	~	~	0823303326		donevin@ceega.co.za	
MR. PETER INMAN	CDC	MANAGER ENERGY	0823205255		peter.inman@cega.co.za	
MR. EDEN J. AUGUST	KWARZENZELE CONTRACTORS	OWNER	0714168805	0422351689	edenj@vodamail.co.za	137 BREE STREET PATERSON 6130

Meeting minutes

Environmental Resources Management

Block A, Silverwood House
Silverwood Close
Steenberg Office Park
Steenberg, 7945

Telephone
Facsimile
Email

PUBLIC MEETING HELD IN COOKHOUSE ON 26 AUGUST 2008

Subject/Ref The proposed upgrade of Transnet Railway Line from Hotazel to the Ports of Ngqura and Port Elizabeth
Venue Cookhouse Town Hall, 6 Main Road, Cookhouse

Date of Meeting 26 August 2008

Present Community members and government officials

Distribution To all present at the meeting



1. WELCOME AND INTRODUCTION

Muller Coetzee of ERM facilitated the meeting. Muller Coetzee introduced himself as well as the other consultants accompanying him Werner Petrick, Project Manager of HMGJV; Saai Zaayman, Railway Engineer of R & H Railway Consultant; Daniel Rogatschnig and Janet Mkhabela, Environmental Consultants from ERM.

Muller Coetzee encouraged the stakeholders to be interactive and listen with an open mind. He also encouraged the audience to feel free to speak in their own languages (isiXhosa, English and Afrikaans), to ask for clarity when they do not understand and to use the opportunity to comment or ask question.

Janet Mkhabela of ERM explained to the attendees the stakeholder identification process for this project.

2. PRESENTATION

Daniel Rogatschnig of ERM gave a presentation outlining the key elements of the proposed upgrading and refurbishment as well as the EIA process. The presentation is attached in annex A of these minutes.

3 QUESTIONS AND OPEN DISCUSSION

3.1 Employment Opportunities

Vusimuzi Dinyi wanted to know where the estimated hundred unskilled workers would be sourced. Werner Petrick explained that all unskilled workers would be sourced in local communities close to the railway line. He also wanted to know if residents of Cookhouse would be able to get employment opportunities from other loop sites. Werner Petrick responded that all unskilled workers would be recruited all along the railway line using a recruitment agency; therefore, Cookhouse residents who go to the agency may find employment.

Muller Coetzee suggested that ERM could forward people's contact details to the agencies for their consideration when recruitment begins. He encouraged the attendees to complete their full details in the registration forms.

Meeting
minutes

3.2 Construction Schedule

Clh. Mankwent wanted to know the length of the employment offered by the project. Sasi Zaayman explained that construction time would differ based on the project area, it is predicted that per loop, the construction would take between three to five months to complete.

3.3 Permanency of the employment

Zola Tlesana wanted to know if there would be opportunities for permanent employment created by the project. Werner Petrick responded that there would be permanent employment opportunities created by the upgrade of the railway line but not many.

3.4 Training opportunities

Zola Tlesana wanted to know if Transnet was going to provide training for the youth so that they can have the necessary skills to do the work required, this includes post construction servicing of the railway line. Werner Petrick responded that such a suggestion had been made in the previous meetings and that it would be forwarded to Transnet for their consideration.

3.5 Number of loops for upgrading and construction

Mr Zandle wanted to know how many loops Transnet was planning to construct as well as if there would be employment opportunities for Cook House residents. Sasi Zaayman explained that the BID (background information document) has all the locations of the loops. There would be 29 loops (25 existing; 4 new) – 23 in the Eastern Cape and 6 in Northern Cape. Upgrade of 5 yards in Beaconsfield and Ronaldsvlei (both near Kimberley), Postmashburg, Mamathwane and Hotazel, new traction substation at Emri and refurbishment of an existing second line between Kimberley and De Aar. In Cook House, there is no planned construction; however, there would be employment opportunities in other construction sites close to the Cook House area.

3.6 The use of local sub-contractors

Ludu January wanted to know if local sub-contractors would be given opportunities to tender for the construction of the railway line. Werner Petrick explained that all constructors would need to tender for the work. In the previous meetings, stakeholders had suggested that provisions be made in the tender documents for big contractors to use local sub-contractors for the project. This suggestion was noted and would be forwarded to Transnet.

3.7 Stakeholder identification

Theobha Nshukumbini wanted to know whom the stakeholders for the project are and when would construction begin. Janet Mkhabela of ERM explained that the stakeholders for this project include national, provincial and local authorities; environmental, non-governmental organisations;

Meeting
minutes

communities residing in close proximities to the existing railway line, which include farmers or landowners who may be impacted by the project and anyone who is interested in the project.

3.8 Health and safety plan for workers

Ncumisa Magadla wanted to know if a clinic would be provided for the labourers for testing for manganese poisoning during the project. Werner Petrick explained that manganese is classified as a hazardous chemical; however, in this instance it would not be hazardous to anyone during transportation as it is sprayed with water before being transported. He continued to explain that manganese is hazardous to humans during its handling for example running and loading it. A dust study has also been commissioned to make sure that the manganese is not going to be hazardous to human health.

3.9 Sanitation facilities

Ncumisa Qolo wanted to know if Transnet is going to provide proper sanitation facilities in the construction camps. Werner Petrick explained that the legislation has set out strict construction camp regulations and these makes provisions for sanitation services.

3.10 Air pollution

Ncumisa Qolo wanted to know how Transnet plans to combat air pollution that would be created by the increased railway traffic. Werner Petrick responded that there would be no increase on air pollution as the trains are electrified and the manganese is sprayed with water before being transported.

4 OTHER MATTERS ARISING

Siyavuya suggested the refurbishing of the railway line between Cook House and Somerset East. He stated that when the railway line was still operational it provided easy access to Somerset East for the Cook House community. Muller Coetzee responded that the suggestion would be forwarded to Transnet.

5 WAY FORWARD

Muller Coetzee of ERM told the attendees that the meeting minutes would be forwarded to them. He also encouraged them to take comments sheets and send in any other comments they might have to ERM.

6 CLOSURE

The meeting was closed and Muller Coetzee thanked all present for their active participation and valuable input.

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

ATTENDANCE REGISTER

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
Mr. H. J. J. J. J.	LAND DIVISION		042 243 3513 082 899 0983	042 243 3513	henryjanita@p0163	P.O. Box 188 Seuruset - East.
MR L. NELSON						257 Cunliffehysk weekhouse.
S. J. J.						J. J. J.
S. J. J.						M. J. J.
S. J. J.			082 899 0983			

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

ATTENDANCE REGISTER

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
Nampumale				083 996 028		1151 Nyanga St Cookhouse
Madoka Twenty			0737670243			1111 Nyanga St Box 411 Cookhouse
Nomise Sontwalo						8. Hoop Street Cookhouse
Zoliswa Nomene						31 Spamer Goodhouse
Felie Kee						1291 emabani Cookhouse

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

ATTENDANCE REGISTER

Cookhouse

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
PHINDILE ERIC TWENTY Done	ANC	Chairperson	0734081877			181 Cwaka STA Cookhouse 5820
Dumiso Uvathi January Done	S.ACP	Member	0739909846			149 Mjongilestrs Cookhouse 5820
Mxolisi SANTI Done	ANC	Member	0783619007			Reynard Bhlaba str Cookhouse 5820.
Mziyakhe Feaniso JOHNSON Done	ANC	member	0733343922			453 BRANDWAGASK Cookhouse 5820
B. Koba Done	ANC		—			281 WAKA 568 BELAN
D. Nambiso Done	ANC		—			

Proposed Upgrade of the Transnet Railway Line between Hotazel and the Port of Ngqura

August 2008

ATTENDANCE REGISTER

Cookhouse

Title, First Name & Surname	Organisation Name	Position in Organisation	Telephone / Cellphone Numbers	Fax Number	Email Address	Postal Address
M.R. Kwekhwe Done	ANC	Member	— —	— —	— —	284 Lantane Al-Bungam Cookhouse
NOLUBAZALO MSIZI Done	ANCYL	"	082 47 26 203	—	—	863 GIMBERLSTE COOKHOUSE 5820
MNR I.S. NEL Done	NP	"	04224 72376	—	—	REINER WEG 5 Cookhouse
MRS SINDISWA KISWA Done	Sivene Constr.	Member	043- 7220628 OR 0835142545	043- 7220648	sivene@webmail. co.za	P.O. Box 3126 King William's Town 5800
Ncumisa Magadla Done	Sivene Constr	Member	043-7220 628 073 047 6130	043- 722 0648	Sivene@webmail. co.za	P.O. Box 3126 King William's Town