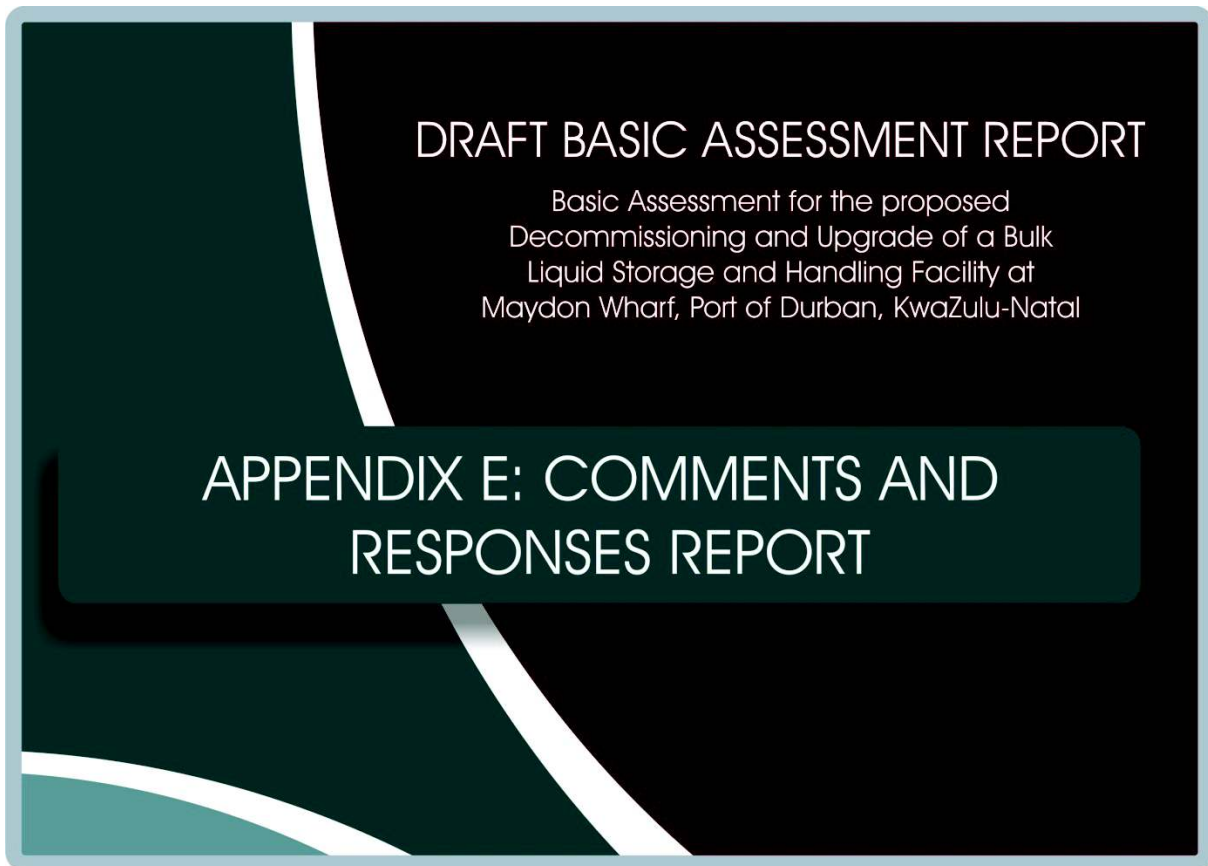


SECTION G: APPENDICES

Draft Basic Assessment Report for the proposed Decommissioning and Upgrade of a Bulk Liquid Storage and Handling Facility at Maydon Wharf, Port of Durban, KwaZulu-Natal



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1. Potential Impacts on Vegetation

No	Comment	From	Date	Response
1.1	<p>The Department of Agriculture, Forestry and Fisheries (DAFF) appreciates the opportunity given to review and comment on the Background Information Document (BID) for the above mentioned project.</p> <p>Based on the document received on 31/10/2014 the proposed site is surrounded by industries, however, the information provided is insufficient for the Department to make an informed decision. Should there be any vegetation within or adjacent to the proposed site, the Department request that a vegetation assessment is done, this study will assist in determining the impact that the development may have on indigenous vegetation. Further comments will be provided upon the receipt of the Draft Basic Assessment Report.</p> <p>This letter does not exempt you from considering other environmental legislation.</p> <p>Should any further information be required, please do not hesitate to contact this office.</p>	<p>Nandipha Sontangane, Forestry Regulations and Support (KZN), Department of Agriculture, Forestry and Fisheries</p>	<p>19 November 2014, Letter sent via fax and post</p>	<p>CSIR: The existing OTGC Storage Terminal, as well as the proposed area of expansion, is located in a transformed area, zoned for industrial activity within the Port of Durban. The adjacent Marine Training School property, which will be cleared for the expansion of the Storage Terminal, is completely transformed (i.e. hard surfaced) and does not contain any natural, indigenous vegetation.</p> <p>The existing OTGC Storage Terminal is divided by a disused rail servitude that is dominated by grasses and weeds. The rail servitude, which is the property of Transnet Freight Rail, will not be affected by the proposed project. In addition, Palm Trees occur along the boundary fence of the existing Storage Terminal, within the property of the Maydon Wharf Police Station. These trees will not be removed or impacted on by the proposed project.</p> <p>In addition, the existing OTGC Storage Terminal area includes trees, grasses and shrubs that were planted by the operator. The existing Storage Terminal area does not contain any naturally occurring vegetation. These trees include invasive alien species such as Mango (<i>Mangifera indica</i>), Avocado (<i>Persea Americana</i>), Frangipani (<i>Plumeria rubra</i>), and Yesterday Today Tomorrow (<i>Brunfelsia grandiflora</i>). During the construction phase, these invasive alien plants will be removed from the site in line with relevant specifications for the control and removal of these species.</p> <p>One indigenous Aloe (<i>Aloe ferox</i>) was planted (by the Terminal Operator) in the vicinity of the ablation facility and change room. If required, this Aloe will be rescued and relocated before any site clearing occurs. Permission will be obtained from the provincial authorities to remove this species. This is also addressed in the Draft Environmental Management Programme</p>

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No	Comment	From	Date	Response
				<p>(EMPr) (Appendix F of this Draft BA Report).</p> <p>Where possible, indigenous vegetation can be retained on site if they do not fall within the proposed area of construction and expansion, as the products planned to be stored at the terminal are not combustible (i.e. Molasses and Caustic Soda) and the others are not volatile to allow formation of vapours (i.e. Ethylene Glycol and Vegetable Oils).</p> <p>Based on the completely transformed nature of the proposed construction area, the presence of predominantly alien invasive plants, and the lack of natural vegetation, a Vegetation Assessment Study is not warranted as part of the Basic Assessment (BA) Process.</p>

2. Waste and Hazardous Materials Management

No	Comment	From	Date	Response
2.1	<p>Reference is made to the above-mentioned notice received by this Office on 04 November 2014.</p> <p>This Department would like the following to be addressed with regard to the proposed project:</p> <ul style="list-style-type: none"> - Management of general and hazardous waste material generated during the construction phase. This should include the storage of any material, chemicals, fuels, etc. on site. 	Neo Leburu, Water Quality Management, Department of Water and Sanitation (KZN)	12 November 2014, Letter sent via email and post	<p>CSIR: Waste management and waste related impacts are addressed in Section E of the Draft BA Report. In addition, waste management for the construction and operational phases of the proposed project are addressed in the Draft EMPr (Appendix F of this Draft BA Report), which includes mitigation measures for waste related impacts.</p> <p>During the construction phase, best practice will be followed with regards to waste management, such as the containment and immediate clean-up of any spillages; as well as the collection of chemical/oil wastes and disposal at an appropriate, licenced hazardous waste facility.</p>

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No	Comment	From	Date	Response
2.2	<p>Reference is made to the above-mentioned notice received by this Office on 04 November 2014.</p> <p>This Department would like the following to be addressed with regard to the proposed project:</p> <ul style="list-style-type: none"> - Sewage and wastewater management for the development, including the type of toilet facilities to be provided for construction workers must be addressed. 	Neo Leburu, Water Quality Management, Department of Water and Sanitation (KZN)	12 November 2014, Letter sent via email and post	<p>CSIR: Sewage and wastewater management are addressed in the Draft BA Report and Draft EMPr (Appendix F of this Draft BA Report). Normal sewage management practises will be implemented during the construction phase. To this end, OTGC will appoint a service provider to regularly empty portable sanitation facilities and correctly dispose of the material at an appropriate, licenced facility. Waste disposal slips or waybills will be kept on file (as proof of disposal) for auditing purposes. In addition, construction personnel will be made aware of sewage management practises as part of Environmental Awareness Training.</p> <p>During the operational phase, ablution facilities will be provided at the offices for the staff. These facilities will be connected to the municipal sewer system, similar to the current operations at the existing Storage Terminal.</p> <p>During the construction phase, best practice will be followed with regards to the management of wastewater, as included in the Draft EMPr.</p>

3. BA Process and Public Participation

No	Comment	From	Date	Response
3.1	<p>Please will you register eThekwin Municipality as an Interested and Affected Party and provide 4 hard copies and 4 CD copies of the Draft Basic Assessment Report once available for circulation/comment by the relevant Municipal Departments.</p> <p>Please acknowledge receipt of this email.</p>	Diane van Rensburg, EIA Hub, eThekwin Municipality	31 October 2014, email	<p>CSIR: Comment noted. The eThekwin Municipality were identified as a key stakeholder and were thus pre-included on the project database of Interested and Affected Parties (I&APs) and Organs of State at the outset of the BA Process. Refer to Appendix H.5 of this Draft BA Report for a copy of the current database of I&APs and Organs of State.</p> <p>Copies of the Background Information Document, including Letter 1 and a Comment and Registration Form, were sent to numerous representatives of the eThekwin Municipality, via registered post and email (where email addresses could be sourced and/or were available).</p>

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No	Comment	From	Date	Response
3.2	May you please resend the email to Diane.VanRensburg@durban.gov.za since she is the Hub for all EIAs.	Sabelo Nkosi, Senior Environmentalist: Biodiversity Impact Assessment, Environmental Planning and Climate Protection Department (EPCPD), eThekweni Municipality	31 October 2014, email	Electronic copies of the Draft BA Report will be provided to the eThekweni Municipality. In addition, copies of the Draft BA Report can be downloaded from the project website (http://www.csir.co.za/eia/OTGCTerminal/), and can also be accessed at the Durban Central Reference Library and Umbilo Library. CSIR: Comment noted. Numerous representatives of the eThekweni Municipality (including Ms. Diane van Rensburg and Mr. Sabelo Nkosi) were identified as key stakeholders and were thus pre-included on the project database of I&APs and Organs of State at the outset of the BA Process. Refer to Appendix H.5 of this Draft BA Report for a copy of the current database of I&APs and Organs of State. The email sent to all I&APs on 31 October 2014, informing them of the proposed project and the commencement of the BA Process, was also sent to Ms. Diane van Rensburg. A copy of this email is contained in Appendix H.4 of this Draft BA Report.
3.3	Okay and that letter should be addressed to Diane as she is the Hub for all EIAs. If I receive the letter, I will send it to Diane but keep that in mind for all future projects.	Sabelo Nkosi, Senior Environmentalist: Biodiversity Impact Assessment, EPCPD, eThekweni Municipality	31 October 2014, email	CSIR: Comment noted.
3.4	I received the hard copy of the BID application, would it be possible to email it to me in order for me to circulate it to the relevant Municipal Departments for comments. Your assistance regarding the above would be appreciated.	Diane van Rensburg, EIA Hub, eThekweni Municipality	5 November 2014, email	CSIR: The Background Information Document (together with Letter 1 and a Comment and Registration Form) was sent to I&APs via email (where email addresses could be sourced and/or were available) on 31 October 2014. The Project Initiation documents were also loaded on the project website on 30 October 2014.
3.5	I have sent the application out for comment and will provide consolidated comments on the BID in due course.	Diane van Rensburg, EIA Hub, eThekweni Municipality	6 November 2014, email	CSIR: Comment noted.

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No	Comment	From	Date	Response
3.6	On behalf of Lenny Naidoo please find attached documents.	Bhavna Bhana, Admin/Creditors Clerk, NCT Durban Wood Chips (Pty) Ltd	10 November 2014, email	CSIR: Comment noted.
3.7	Please register as an interested party.	Lenny Naidoo, Mill Manager, NCT Durban Wood Chips (Pty) Ltd	12 November 2014, email	CSIR: Comment noted. NCT Durban Wood Chips were identified as a surrounding landowner and were thus pre-included on the project database of I&APs and Organs of State at the outset of the BA Process. Refer to Appendix H.5 of this Draft BA Report for a copy of the current database of I&APs and Organs of State.
3.8	Reference is made to the above-mentioned notice received by this Office on 04 November 2014. This Department would like the following to be addressed with regard to the proposed project: - Environmental Management Programme (EMPr) must be compiled.	Neo Leburu, Water Quality Management, Department of Water and Sanitation (KZN)	12 November 2014, Letter sent via email and post	CSIR: A Draft EMPr has been compiled as part of the BA Process and is included in Appendix F of this Draft BA Report.
3.9	This Office awaits a copy of the Basic Assessment Report (BAR) in order to provide further comments. This reply does not grant any exemption from the requirements of any applicable Act, Ordinance, Regulation or Bylaw. Please do not hesitate to contact this Office should you have any concerns, comments or queries.	Neo Leburu, Water Quality Management, Department of Water and Sanitation (KZN)	12 November 2014, Letter sent via email and post	CSIR: Comment noted. A copy of the Draft BA Report will be provided to the Department of Water and Sanitation (KZN). In addition, the Draft BA Report will be placed at the Durban Central Reference Library and Umbilo Library, as well as on the project website (http://www.csir.co.za/eia/OTGCTerminal/).
3.10	Please register the South Durban Community Environmental Alliance. Please send hard copies and 4 x CD copies to the South Durban Environmental Alliance Offices at John Dunn House 224 Gouritz Crescent. We need a on site visit and a public meeting to be hosted at the closes community hall in Umbilo and the Bluff. Please can you send us the SDCEA the advertising you have placed in the media. I have copied others from the various communities to respond individually.	Desmond D'Sa, South Durban Community Environmental Alliance (SDCEA) Co-Ordinator	13 November 2014, email	CSIR: Comment noted. The SDCEA were identified as a key stakeholder and were thus pre-included on the project database of I&APs and Organs of State at the outset of the BA Process. Refer to Appendix H.5 of this Draft BA Report for a copy of the current database of I&APs and Organs of State. A response to this comment was sent to Mr. Desmond D'Sa, via email, on 19 November 2014. Refer to Appendix H.4 of this Draft BA Report for a copy of this email correspondence to the SDCEA.

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No	Comment	From	Date	Response
				<p>In relation to the request for hard copies of the report, kindly note that in the interests of running a cost-effective process and minimising use of paper, the CSIR are providing electronic copies of the Draft BA Report to I&APs via the project website, as well as distributing CD copies as required. In line with the 2010 EIA Regulations, copies of the Draft BA Report will be placed at the Durban Central Reference Library and the Umbilo Library, where all I&APs are welcome to access the hard copies if preferred. Four CD copies of the Draft BA Report will be provided to the SDCEA.</p> <p>An Open House Session will be held at the proposed project site during the 40-day review of the Draft BA Report. Details of the Open House Session will be provided in newspaper advertisements that will be published at the commencement of the 40-day comment period for the Draft BA Report. In addition, details will be provided in Letter 2, which will be sent to all I&APs on the project database.</p> <p>In order to notify and inform the public of the proposed project and to invite members of the public to register as I&APs, the project and BA Process were advertised in two provincial newspapers. One advertisement was placed in The Mercury (English) and the other advertisement was placed in the Isolezwe (isiZulu) on 31 October 2014. Copies of the advertisements and proof of placement are included in Appendix H.3 of this Draft BA Report.</p>
3.11	<p>Thanks for your email and attached docs.</p> <p>In this regard please find attached our comment and registration I&AP form duly completed by ourselves.</p>	<p>Stuart Collett, Managing Director, Protank t/a Indian Ocean Terminals</p>	<p>26 November 2014, email</p>	<p>CSIR: Comment noted. Indian Ocean Terminals were identified as a surrounding landowner and were thus pre-included on the project database of I&APs and Organs of State at the outset of the BA Process. Refer to Appendix H.5 of this Draft BA Report for a copy of the current database of I&APs and Organs of State.</p>
3.12	<p>Attached please find an unofficial/unsigned copy of the consolidated comments regarding the above mentioned application.</p>	<p>Diane van Rensburg, EIA Hub, eThekweni Municipality</p>	<p>1 December 2014, email</p>	<p>CSIR: Comment noted.</p>

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No	Comment	From	Date	Response
	I will forward a signed copy of the comments as soon as the letter has been signed by Management. Please acknowledge receipt of this email.			
3.13	eThekweni Water and Sanitation Department: Please register this Department as an Interested and Affected Party. In this regard please liaise with Precious Mbhele on 031-3118579 or email precious.mbhele@durban.gov.za.	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted. Numerous representatives of the eThekweni Municipality were identified as key stakeholders and were thus pre-included on the project database of I&APs and Organs of State at the outset of the BA Process. As requested, the Water and Sanitation Department of the eThekweni Municipality has been included on the project database. Refer to Appendix H.5 of this Draft BA Report for a copy of the current database of I&APs and Organs of State.
3.14	Should you seek clarification on any of the above issues, please contact the writer on telephone: 031 - 3117136 or via e-mail: diane.vanrensburg@durban.gov.za. In addition, the Department requests that a copy of the Environmental Authorisation be emailed to the same address.	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted. A copy of the Environmental Authorisation, should one be granted by the KZN DEDTEA, will be sent to the eThekweni Municipality at the email address provided. All I&APs on the database will be sent written notification (i.e. Letter 4) of the issuing of the Environmental Authorisation (should one be granted) and the associated appeal period. A copy of the Environmental Authorisation will be made available on the project website.
3.15	We should be able to submit comments within a few days.	Michele Schmid, Project Engineer, KZN Department of Transport	1 December 2014, email	CSIR: Comment noted.
3.16	Can you please give us a layout plan of the area or spot where the above will be, or whether it is on the verge open space or a park.	Jabulani Mdliniso, eThekweni Municipality	2 December 2014, email	CSIR: The conceptual layouts of the proposed project are provided in Appendix A and Appendix C of this Draft BA Report. Additional information is provided in the Project Description section of the Draft BA Report.
3.17	Attached please find the signed copy of the consolidated comments regarding the above mentioned application.	Diane van Rensburg, EIA Hub, eThekweni Municipality	3 December 2014, email	CSIR: Comment noted.
3.18	Please send further information as well as where the public meetings are going to be held. Thank you.	Desmond D'Sa, SDCEA Co-Ordinator	5 December 2014, email	CSIR: An Open House Session will be held at the proposed project site during the 40-day review of the Draft BA Report. Details of the Open House Session will be provided in newspaper advertisements that will be published at the

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No	Comment	From	Date	Response
				commencement of the 40-day comment period for the Draft BA Report. In addition, details will be provided in Letter 2, which will be sent to all I&APs on the project database.

4. Impacts on Bulk Infrastructure

No	Comment	From	Date	Response
4.1	<p>Reference is made to the above-mentioned notice received by this Office on 04 November 2014.</p> <p>This Department would like the following to be addressed with regard to the proposed project:</p> <ul style="list-style-type: none"> - Identification of impacts involved in the relocation of services (e.g. gas and oil pipelines, storage tanks, sewer and stormwater connections etc.) as well as mitigation measures. 	Neo Leburu, Water Quality Management, Department of Water and Sanitation (KZN)	12 November 2014, Letter sent via email and post	<p>CSIR: Comment noted. The Risk Assessment specialist study (Appendix D.2 of this Draft BA Report) includes an assessment of the potential risks of the proposed project to surrounding industries and infrastructure.</p> <p>It is important to note that no oil and gas pipelines will be relocated or affected as a result of this proposed project. The two existing pipelines that transport Molasses from the berths to the Storage Terminal will be inspected and will continue to be used if they are found to be in a good working condition. If not in a good working condition, these pipelines will be upgraded if required. The construction work will take place in the existing disturbed pipeline servitude. In addition, the existing sewer and stormwater infrastructure will be used as part of the proposed project.</p>
4.2.	<p>eThekwini Electricity Department:</p> <p>The H.V. Department has no objection however please note:</p> <ul style="list-style-type: none"> - The applicant must consult eThekwini Electricity's mains records (held in the drawing office at eThekwini Electricity Headquarters, 1 Jelf Taylor Crescent), for the presence of underground electrical services. In addition should any overhead line and/or servitude be affected, the specific permission of the Head: Electricity must be sought regarding the proposed development. - The relocation of MV/LV electrical services, if required in order to accommodate the proposed development, will be 	Diane van Rensburg, EIA Hub, eThekwini Municipality	1 December 2014, Letter sent via email	<p>CSIR: Comment noted. OTGC will contact the eThekwini Electricity Department to confirm and verify the presence of underground electrical services. OTGC will timeously obtain permission from the eThekwini Electricity Department should any electrical servitudes be affected by the proposed project. No overhead power lines will be affected by the proposed project.</p> <p>The proposed project will entail the decommissioning of a mini-substation currently located at the Marine Training School property, adjacent to the existing Storage Terminal. In addition, the substation located in the vicinity of the Worksop at the existing Storage Terminal will be relocated to another position within the upgraded facility. Refer to Appendix B.4 of this Draft BA Report for photographs of the substations. Appendix A.1 of</p>

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No	Comment	From	Date	Response
	carried out at the expense of the applicant.			this Draft BA Report shows the location of the existing substations.

5. Stormwater Management, Potential Spillages, Pollution and Sensitive Areas

No	Comment	From	Date	Response
5.1	<p>Reference is made to the above-mentioned notice received by this Office on 04 November 2014.</p> <p>This Department would like the following to be addressed with regard to the proposed project:</p> <ul style="list-style-type: none"> - Identification of any environmentally sensitive areas as well as possible impacts/pollution due to the proposed project and mitigation measures to be put in place should be clearly addressed. - Stormwater management on site both during and after construction must be addressed. - A spill contingency plan for the construction and operational phase. 	Neo Leburu, Water Quality Management, Department of Water and Sanitation (KZN)	12 November 2014, Letter sent via email and post	<p>CSIR and OIGC: A description of the affected environment is included in Section C of the Draft BA Report. Appendix A.7 of this Draft BA Report includes a map showing the environmental features surrounding the site. The existing Storage Terminal is located approximately 315 m to the west of the Port of Durban (i.e. Durban Bay Estuary), on reclaimed land. <u>It is important to note that the proposed project will not entail any dredging or construction activities within the port/bay itself (i.e. below the water mark).</u></p> <p>Furthermore, there are no environmentally sensitive features that occur on the actual proposed site. The site is completely transformed (i.e. hard surfaced) and does not contain any natural vegetation. The vegetation at the existing Storage Terminal has been planted by the operator. There is one indigenous Aloe (<i>Aloe ferox</i>) that was planted (by the Terminal Operator) in the vicinity of the ablation facility and change room. If required, this Aloe will be rescued and relocated before any site clearing occurs. According to the National Biodiversity Assessment (2011), the spatial data that intersects with the area surrounding the proposed project is the “remaining extent of threatened ecosystems” i.e. remaining Critically Endangered vegetation type (Northern Coastal Grasslands). However, it is important to note that the area located towards the east of the proposed project site, which is classed as “remaining extent of threatened ecosystems” in terms of the spatial data is completely transformed and industrialised.</p> <p>Impacts of the proposed project on the surrounding environment, as well as corresponding mitigation measures, are included in the Draft BA Report (Section E), Specialist Studies (Appendix D) and Draft EMPr (Appendix F).</p>

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No	Comment	From	Date	Response
5.2	<p>Coastwatch comments in collaboration with WESSA Durban Branch and Birdlife Port Natal on development applications in the eThekweni area and we have a particular interest where there is the potential for development to impact negatively on the function of Durban Bay, and estuarine system.</p> <p>EIA Ref: DM/0071/2014: Proposed Decommissioning and Upgrade of a Bulk Liquid Storage and Handling Facility, Maydon Wharf (Oiltanking Grindrod GC Terminals (PTY) Ltd - OTGC):</p> <p>While the tank farm is within a wholly transformed area designated for industrial use, and it is not immediately adjacent to the Bay waters, we are nevertheless concerned about pollution of Durban Bay, its ecological function being at tipping point as reported in the Situational Assessment Report for the Estuary Management Plan for the Bay. We are therefore interested in the following:</p>	<p>Carolyn Schwegman, Coastwatch KZN</p>	<p>26 November 2014, email</p>	<p>Recommendations for stormwater management and spill contingency during the construction and operational phases are included in the Draft EMIPr (Appendix F of this Draft BA Report). It is important to note that during the operational phase, if any spills occur on site or in the Port, the Port of Durban Oil Spill Contingency Plan will need to be adhered to. In addition, an Emergency Response Action Plan (ERAP) will be compiled and implemented by OTGC, prior to the commissioning of the proposed project. The ERAP will tie into the Response Plan of the Port of Durban.</p> <p>Furthermore, in terms of accidents and hazards, OTGC will conduct a Hazard and Operability Analysis (HAZOP) Study in parallel with the BA Process, prior to construction. This is in line with OTGC's design principles, regardless of whether or not a project is considered a Major Hazard Installation. The findings of the HAZOP Study will be incorporated into the Final BA Report, as well as the Risk Assessment.</p> <p>CSIR and OTGC: The existing Storage Terminal is located approximately 315 m to the west of the Port of Durban (i.e. Durban Bay Estuary), on reclaimed land. <u>The proposed project will not entail any dredging or construction activities within the port/bay itself (i.e. below the water mark).</u></p> <p>In terms of potential spillages and overflows, it is important to note, OTGC will place pollution and spill contingency equipment at the berths when products are being discharged from the vessels and transferred to the Storage Terminal during the operational phase. In addition, hazardous spills are not likely during the operational phase as petroleum products will not be stored at the Storage Terminal.</p> <p>At the Storage Terminal, bunding will be constructed around the aboveground storage tanks to minimize any risks associated with product spills. The bunding will be designed to comply with or exceed the requirements of the South African National Standards (SANS) specifications (particularly SANS 10089). The bunding will</p>

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No	Comment	From	Date	Response
	<ul style="list-style-type: none"> - Stormwater. Containment and disposal of potentially contaminated runoff; - Spills and overflows. How is this managed and are the waters of the Bay at risk from contamination during abnormal operating circumstances that may occur? <p>Thank you for information and we look forward to receiving further information.</p>			<p>also be designed in line with Oiltanking and/or API standards and specifications. It is anticipated that the bund walls will be constructed of reinforced concrete and will extend up to 3 m in height.</p> <p>Furthermore, the floors of the bund areas will be sealed with impervious material and a dedicated system is also proposed for the drainage of the storage tanks. Pits for stormwater drainage will be installed outside and inside each bund area. The stormwater pits will be linked with valves. Each valve will be kept closed in the event of potential tank failure. If the stormwater is clean, it will be discharged to the municipal stormwater system. On the other hand, if the stormwater is not clean (as a result of a potential spillage), it will be transferred to the separator system and will thereafter only be discharged to the stormwater system once it is ascertained that the water is clean.</p> <p>It is also proposed at the conceptual design phase, that the aboveground storage tanks will be equipped with a Radar Tank Gauging (RTG) system, which will control the amount of material being stored in each tank. This will prevent tank overfilling and bund overfilling. The aboveground storage tanks will also be equipped with a leak detection system and a high level alarm, which will be linked to the body tank valve. The body tank valve will automatically shut down if the alarm is triggered.</p> <p>Recommendations for stormwater management and spill contingency during the construction and operational phases are included in the Draft EMPr (Appendix F of this Draft BA Report). It is important to note that during the operational phase, if any spills occur on site or in the Port, the Port of Durban Oil Spill Contingency Plan will need to be adhered to. In addition, an ERAP will be compiled and implemented by OTGC, prior to the commissioning of the proposed project. The ERAP will tie into the Response Plan of the Port of Durban.</p>

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No	Comment	From	Date	Response
5.3	<p>Issues or concerns regarding the proposed project:</p> <ul style="list-style-type: none"> - Pollution from Tank Farm activities <p>(Note the above is not meant to be an exhaustive list).</p>	<p>Stuart Collett, Managing Director, Protank t/a Indian Ocean Terminals</p>	<p>26 November 2014, Comment and Registration Form, sent via email</p>	<p>Furthermore, in terms of accidents and hazards, OTGC will conduct a HAZOP Study in parallel with the BA Process, prior to construction. This is in line with OTGC's design principles, regardless of whether or not a project is considered a Major Hazard Installation. The findings of the HAZOP Study will be incorporated into the Final BA Report, as well as the Risk Assessment.</p> <p>CSIR and OTGC: Kindly refer to the responses provided to Comments 5.1 and 5.2 above.</p>
5.4	<p>Environmental Planning and Climate Protection Department:</p> <p>This Department has reviewed the Background Information Document (BID) submitted for the above project and has a number of reservations regarding the detail of this project and downgrading of this application from Scoping and Environmental Impact Assessment (EIA) to Basic Assessment.</p> <ul style="list-style-type: none"> - This Department has concerns regarding the storage and handling of Caustic Soda on the site. The proposed storage will constitute a new activity for the site as previous liquids handled on the site were non-hazardous. Given the high level of development surrounding the site, the risk is notable. Furthermore, the Caustic Soda will constitute the largest product, by volume, stored on the site. Typically such storage requires a scoping and EIA to be carried out. - Similarly, the proposed pipelines from the upgraded facility to the port are of significant concern given the likely scale of the earthworks required, the proximity to the Durban Bay Estuary and the nature of the products being handled. While the BID mentions the need for an additional six pipelines to be installed in the servitude no 	<p>Diane van Rensburg, EIA Hub, eThekweni Municipality</p>	<p>1 December 2014, Letter sent via email</p>	<p>Risk Specialist: Preliminary assessments show that Caustic Soda solution is only a corrosive hazard, i.e. its effects are only experienced when splashed on a person or released into water. The tanks will be located in bunds and the loading facilities will have drainage to a sump with a pump. Therefore, any spillage will be contained and recovered. Operating personnel will wear personal protective equipment and emergency drench showers will be provided in the event of splashing. The area will be secured to prevent unauthorised access.</p> <p>The risks of excavations required for the proposed pipelines (in terms of cable routings, and safe excavations) are generally addressed in the Risk Assessment specialist study (Appendix D.2 of this Draft BA Report).</p> <p>The risks from a major release accident have been addressed in the Risk Assessment specialist study (Appendix D.2 of this Draft BA Report).</p> <p>CSIR: OTGC were issued with a Liquid Bulk Terminal Operator Licence, in terms of Section 57 (1) and Section 65 of the National Ports Act (Act 12 of 2005), by Transnet National Ports Authority on 18 July 2013 (effective from 1 June 2013 to May 2035). The licence was previously issued to Grindrod Tank Terminals on 19 July 2012;</p>

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Port of Durban, KwaZulu-Natal

No	Comment	From	Date	Response
	<p>detail is provided in the layout as to the precise alignment of the pipes or the volume of the excavations required. This Department remains concerned that the required level of excavation needed to install the six new pipelines is notably significant and may not warrant the downgraded status of this Listed Activity.</p> <p>- In light of the above, this Department requires a full copy of the motivation provided to the Department of Economic Development, Tourism and Environmental Affairs (DEDTEA) regarding the downgrading of the application. This Department reserves the right to apply to the DEDTEA to withdraw the downgraded status of this project.</p> <p>- Notwithstanding the above concerns, this Department requires that the potential impacts and risks of the development to the Durban Bay Estuary be specifically addressed as part of this application.</p>			<p>however OTGC later applied to transfer the licence to their name. Based on the licence issued by Transnet National Ports Authority, OTGC is permitted to store Liquid Bulk products at the Storage Terminal, that are non-flammable or that have a flash point of 60.5°C or above. In terms of the Operator Licence, OTGC are permitted to store Caustic Soda at the upgraded terminal.</p> <p>The impacts and risks to the industries surrounding the site, as a result of the storage and handling of Caustic Soda at the upgraded Storage Terminal have been assessed in this Draft BA Report, as well as the Risk Assessment (Appendix D.2 of this Draft BA Report). The specialist studies conducted as part of this BA Process have been subjected to the same level of impact assessment rigour as that of a Scoping and EIA Process.</p> <p>In terms of the proposed pipelines extending between the berths and the upgraded Storage Terminal, Appendix A of this Draft BA Report includes layouts and maps showing the routings thereof. The existing Storage Terminal is located approximately 315 m to the west of the Port of Durban (i.e. Durban Bay Estuary), on reclaimed land. The proposed project will not entail any dredging or construction activities within the port/bay itself (i.e. below the water mark). The (six) new pipelines will be approximately 500 m long and will be constructed within the existing 2 m wide servitude for the Molasses pipelines. The new pipelines will be installed aboveground within the boundary of the proposed terminal, and thereafter once it enters Port owned land (i.e. at point 29° 52' 39.30" S and 31° 0' 13.01" E), it will be installed below ground. It is estimated that a length of 310 m of the pipeline will be installed below ground at a depth of up to 2 m. Based on this, it is <u>estimated</u> that 1 240 m³ (310 m long x 2 m wide x 2 m deep) of material will be excavated in the road reserve and on the berths in order to install the new pipelines. This volume of excavation work is considered to be insignificant and is not likely to impact on the functioning of the estuary, as none of the excavations will occur within the estuary itself. Notwithstanding this, recommendations</p>

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Port of Durban, KwaZulu-Natal

No	Comment	From	Date	Response
				<p>for excavations and stockpiling management have been included in the Draft EMPr (Appendix F of this Draft BA Report).</p> <p>A copy of the motivation letter that was submitted to the KZN DEDTEA on 26 August 2014 to downgrade the project to a BA will be provided to the eThekweni Municipality with this Draft BA Report.</p> <p>The potential impacts of the proposed project on the Durban Bay Estuary have been addressed in the Draft BA Report (i.e. Section E). As mentioned above, no construction work will take place below the water mark. In terms of vessels entering the Port of Durban, the existing Storage Terminal receives Molasses via vessels once a month (based on the worst case). Molasses is seasonal, so under normal conditions, one shipment is received every four months. Once the Storage Terminal is upgraded, it is expected that the vessel traffic will increase to four vessels per month. In comparison to the existing shipping traffic within the Port of Durban, the increase in shipping traffic as a result of the proposed project is not considered to be significant. In addition, all ships entering the Port of Durban will abide by the rules of the Port Authority and should any spillages occur as a result of the transfer of product or accidents, the Port of Durban Oil Spill Contingency Plan will be adhered to. Furthermore, the Port Authority will continue to operate their vessel traffic system to limit the possibility of accidents occurring.</p>

6. Marine and Vehicle Traffic

No	Comment	From	Date	Response
6.1	<p>Issues or concerns regarding the proposed project:</p> <ul style="list-style-type: none"> - Congestion – Ships and traffic on Maydon Wharf and Maydon Road. <p>(Note the above is not meant to be an exhaustive list).</p>	Stuart Collett, Managing Director, Protank t/a Indian Ocean Terminals	26 November 2014, Comment and Registration Form, sent via email	<p>CSIR: The potential impacts of the proposed project on the Durban Bay have been addressed in the Draft BA Report. As mentioned above, no construction work will take place below the water mark. In terms of vessels entering the Port of Durban, the existing Storage Terminal receives Molasses via vessels once a month (based on the worst case). Molasses is seasonal, so</p>

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No	Comment	From	Date	Response
				<p>under normal conditions, one shipment is received every four months. Once the Storage Terminal is upgraded, it is expected that the vessel traffic will increase to four vessels per month (based on the worst case). In comparison to the existing shipping traffic within the Port of Durban, the increase in shipping traffic as a result of the proposed project is not considered to be significant. The frequency of the risk of potential spillages due to the minor increase in vessels may increase, however the overall significance of this risk is considered to be medium-low with the implementation of mitigation measures. In addition, all ships entering the Port of Durban will abide by the rules of the Port Authority and should any spillages occur as a result of the transfer of product or accidents, the Port of Durban Oil Spill Contingency Plan will be adhered to. Furthermore, the Port Authority will continue to operate their vessel traffic system to limit the possibility of accidents occurring.</p> <p>The impact of increased road traffic on the surrounding road network is addressed in the Traffic Impact Assessment (Appendix D.1 of this Draft BA Report).</p>
6.2	<p>Your letter dated 31 October 2014 refers.</p> <p>The application was received on 10 November 2014.</p> <p>You are advised that the application is in the process of being investigated and that you will be advised accordingly of this Department's comments.</p> <p>When communicating with this office, please supply the above mentioned file reference.</p>	<p>Mrs. J. Reddy, Manager: Road Infrastructure, Development and Management, Department of Transport (KZN)</p>	<p>24 November 2014, Letter sent via post</p>	<p>CSIR: Comment noted.</p>
6.3	<p>With reference to your application dated 31 October 2014, in connection with the abovementioned proposed upgrade of a Bulk Liquid Storage and Handling Facility application, I have to inform you that the Minister as the Controlling Authority as defined in the KwaZulu-Natal Roads Act No.4 of 2001, has in terms of section 21 of the said Act, no objections to the</p>	<p>Michele Schmid, Project Engineer, KZN Department of Transport</p>	<p>2 December 2014, Letter sent via post</p>	<p>CSIR: Comment noted.</p>

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No	Comment	From	Date	Response
	proposed application as represented in the Basic Assessment reference no. DM/0071/2014.			
	This correspondence does not grant authorization or exemption from compliance with any other relevant and applicable legislation.			
6.4	A late comment has been received from our Traffic Department which reads: "This Department will require a Traffic Impact Assessment for this application to be assessed." Please acknowledge receipt of the consolidated comments.	Diane van Rensburg, EIA Hub, eThekweni Municipality	3 December 2014, email	CSIR: Comment noted. The Traffic Impact Assessment is included in Appendix D.1 of this Draft BA Report.

7. Potential Impacts on Heritage

No	Comment	From	Date	Response
7.1	Thank you for notifying us about this development. You are required to lodge a formal application on the SAHRIS facility on www.sahra.org.za/sahris . Please note that Amafa charges a processing fee of R600. The banking details are on the cover sheet of the Form J as well as the top right hand corner of the Create Heritage Cases page on SAHRIS. You are also required to upload the proof of payment, site photos and location info in the fields provided. Ensure that you upload all the required documents as listed in the Need and Desirability Form J available in the permits/download forms section of the Amafa website www.heritagekzn.co.za .	Bernadet Pawandiwa, Senior Heritage Officer, Amafa/Heritage KwaZulu-Natali	31 October 2014, email	CSIR: Amafa/Heritage KwaZulu-Natali was contacted telephonically on 6 and 7 November 2014 to discuss the proposed project and the uploading process. The proposed project was loaded onto the South African Heritage Resources Information System (SAHRIS) on 10 November 2014. An application was created and all necessary project information (including the Background Information Document, Letter 1, and Comment and Registration Form) was uploaded to the SAHRIS. The following Case Reference Number: 6747 was allocated to the proposed project. The Amafa/Heritage KwaZulu-Natali was informed of the Case Reference Number and uploading process on 10 November 2014, via email. Refer to Appendix H.4 of this Draft BA Report for a copy of this email correspondence to the Amafa/Heritage KwaZulu-Natali. In addition, the Need and Desirability Form (i.e. Form J) was downloaded from the Amafa/Heritage KwaZulu-Natali website, completed and accordingly submitted via SAHRIS. The completed form was also sent to Amafa/Heritage KwaZulu-Natali via email

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No	Comment	From	Date	Response
7.2	<p>The below email was forwarded to me by my colleague Ms. Galimberti, whom as of tomorrow will no longer be working for SAHRA. Please note all submissions to SAHRA need to be done through our SAHRIS platform. If you have not done so already, you will need to open up a case and upload all the necessary documentation. Once you have done so, please notify me and I will assign myself to your case and provide comment where it is needed.</p> <p>If you have any further queries, please do not hesitate to contact me.</p>	Tara Van Niekerk, Heritage Officer Maritime and Underwater Cultural Heritage Unit, South African Heritage Resources Agency (SAHRA)	31 October 2014, email	<p>on 10 November 2014. The relevant application processing fee was also paid.</p> <p>CSIR: SAHRA were contacted telephonically on 6 November 2014 to discuss the proposed project and the uploading process. The proposed project was loaded onto the SAHRIS on 10 November 2014. An application was created and all necessary project information (including the Background Information Document, Letter 1, and Comment and Registration Form) was uploaded to the SAHRIS. The following Case Reference Number: 6747 was allocated to the proposed project. The SAHRA was informed of the Case Reference Number and uploading process on 10 November 2014, via email. Refer to Appendix H.4 of this Draft BA Report for a copy of this email correspondence to the SAHRA.</p>
7.3	<p>Thank you for updating me, it was a pleasure.</p> <p>Once I've had a look through your case, I will get back to you.</p>	Tara Van Niekerk, Heritage Officer Maritime and Underwater Cultural Heritage Unit, SAHRA	11 November 2014, email	CSIR: Comment noted.
7.4	I've been looking through your case, does any of the development extend below the high water mark? If not then the case will only require comment from AMAFA.	Tara Van Niekerk, Heritage Officer Maritime and Underwater Cultural Heritage Unit, SAHRA	13 November 2014, email	<p>CSIR: The proposed project will entail construction activities in proximity to the Durban Bay estuary (i.e. Port of Durban). However, the proposed project will not entail any dredging or construction activities within the port/bay itself (i.e. below the water mark). Pipelines will be constructed within an existing transformed area, and will extend from the terminal to the berths at Maydon Wharf. The proposed Bulk Liquids will be imported via ship, piped to the terminal for storage and thereafter distributed within South Africa by road tankers.</p> <p>Based on this, the proposed project will not impact on any marine archaeology/heritage features below the water mark. As a result, Amafa/Heritage KwaZulu-Natal is the relevant authority that will need to provide comment on the proposed project.</p> <p>The above response was also sent to Ms. Tara van Niekerk on 13 November 2014 via email. Refer to Appendix H.4 of this Draft BA Report for a copy of this email correspondence to the SAHRA.</p>

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No	Comment	From	Date	Response
7.5.	Thank you for the update. The application is currently being reviewed. We will issue comment by the end of the day.	Bernadet Pawandiwa, Senior Heritage Officer, Amafa/Heritage KwaZulu-Natali	9 February 2015, email (via SAHRIS)	CSIR: Comment noted.
7.6.	<p>Final Comment:</p> <p>In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the KwaZulu-Natal Heritage Act (Act 4 of 2008)</p> <p>Attention: Oiltanking Grindrod Calulo Terminals (PTY) Ltd Unit 17, Victoria Junction, Green Point, Cape Town, 8001</p> <p>The Applicant is proposing to decommission and upgrade their existing Bulk Liquid Storage and Handling Facility (i.e. a Storage Terminal) at Maydon Wharf, within the Port of Durban. Bulk Liquids, such as Vegetable Oils, MEG (Ethylene Glycol), Caustic Soda and Molasses are planned to be stored in above ground storage tanks at the proposed terminal. Other associated structures and infrastructure (such as pipelines, bunding, a gantry, site office etc.) will be constructed. The proposed project will take place within the eThekweni Municipality, in KwaZulu-Natal.</p> <p>Thank you for your submission. It is noted that OTGC plans to demolish all existing buildings and infrastructure that occur within the proposed area of expansion and to clear the area for further development and further install pipelines between the upgraded terminal and the existing berths (i.e. Jetty 8 and Jetty 9 within the Port of Durban). The proposed area of development is a built-up area where whatever marine archaeological features and artefacts that may have existed in the area would have been disturbed during construction of the currently existing structures. While the disturbed nature of the site implies that there is no need for a full Heritage Impact Assessment, the developer should inform Amafa should they</p>	<p>Bernadet Pawandiwa, Senior Heritage Officer, Amafa/Heritage KwaZulu-Natali</p>	<p>9 February 2015, Letter (via SAHRIS)</p>	<p>CSIR: Comment noted. The Applicant will immediately inform the Amafa/Heritage KwaZulu-Natal if any faunal remains or any other objects of historical and heritage significance are found during construction and earthworks.</p> <p>At this point in the process and based on the dates that building plans were passed, the structures that are planned to be demolished are not older than 60 years. However, if during detailed engineering, it becomes evident that any of the structures earmarked for demolition are older than 60 years, an application will be lodged by the Applicant with the Built Environment Section of Amafa/Heritage KwaZulu-Natal (in terms of Clause 33 of the KwaZulu Natal Heritage Act (Act 4 of 2008)). The application, if required, will be lodged before any demolition or alteration is carried out.</p> <p>Based on preliminary research, the proposed project site does not occur within 50 m of any sites containing rock art.</p>

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Port of Durban, KwaZulu-Natal

No	Comment	From	Date	Response
	<p>unearth faunal remains and any other objects of historical and heritage significance such as military buttons and fossil finds.</p> <p>Furthermore, the developer should note that all structures older than sixty years are protected in terms of Clause 33 of the KwaZulu Natal Heritage Act, Act 4, 2008. An application to demolish structures should be lodged with the Amafa Built Environment Section for consideration and approval by the Council before such demolition or alteration is carried out. Considering the intention to demolish the existing structures, the developer is required to lodge an application with the Built Environment Section at Amafa should any of the structures and features be or be reasonably deemed to be over 60 years.</p> <p>Development can proceed as planned within the parameters of the recommendations and conditions stipulated in this record of decision.</p> <p>You are also required to adhere to the below-mentioned standard conditions:</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. Amafa should be contacted if any heritage objects are identified during earth-moving activities and all development should cease until further notice. 2. No structures older than sixty years or parts thereof are allowed to be demolished altered or extended without a permit from Amafa. 3. No activities are allowed within 50m of a site, which contains rock art. <p>Should you have any further queries, please contact the designated official using the case number quoted above in the case header.</p>			

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No	Comment	From	Date	Response
7.7	I've added the email into the tracking section and added a comment on the case as well. Let me know if there is anything further I can assist with.	Tara Van Niekerk, Heritage Officer Maritime and Underwater Cultural Heritage Unit, SAHRA	9 February 2015, email	CSIR: Comment noted. This comment was received from SAHRA in response to an enquiry submitted by the CSIR on 6 February 2015 (as included in Appendix H.6 of this Draft BA Report). The CSIR requested confirmation from SAHRA, that Amafa/Heritage KwaZulu-Natal is the regulatory commenting body for this BA Process.
7.8.	Please find attached the comment from SAHRA. This is available to you on your case id 6747.	Tara Van Niekerk, Heritage Officer Maritime and Underwater Cultural Heritage Unit, SAHRA	11 February 2015, email	CSIR: Comment noted.
7.9.	Final Comment In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) Attention: Oiltanking Grindrod Calulo Terminals (PTY) Ltd Unit 17, Victoria Junction, Green Point, Cape Town, 8001 The Applicant is proposing to decommission and upgrade their existing Bulk Liquid Storage and Handling Facility (i.e. a Storage Terminal) at Maydon Wharf, within the Port of Durban. Bulk Liquids, such as Vegetable Oils, MEG (Ethylene Glycol), Caustic Soda and Molasses are planned to be stored in above ground storage tanks at the proposed terminal. Other associated structures and infrastructure (such as pipelines, bunding, a gantry, site office etc.) will be constructed. The proposed project will take place within the eThekweni Municipality, in KwaZulu-Natal. The South African Heritage Agency would like to thank you for notifying us of the Proposed Decommissioning and Upgrade of a Bulk Liquid Storage and Handling Facility at Maydon Wharf, Port of Durban, KZN. Due to the proposed upgrade taking place above the high water mark, only a response from AMAFA as the provincial heritage authority will be required at this	Tara Van Niekerk, Heritage Officer Maritime and Underwater Cultural Heritage Unit, SAHRA	11 February 2015, Letter via email	CSIR: Comment noted. The proposed project will take place above the water mark. Kindly refer to the responses provided to Comments 7.1 – 7.8 above.

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Port of Durban, KwaZulu-Natal

No	Comment	From	Date	Response
	<p>point. SAHRA has no objections to the proposed development taking place as long as it is in adherence to the conditions set out in AMAFA's comment. Please note that if any changes are made to the upgrade and changes are proposed to take place below the high water mark, SAHRA needs to be notified immediately and further comment will be necessary.</p> <p>Furthermore, please do note the following:</p> <p>In terms of the National Heritage Resources Act, no 25 of 1999, heritage resources, including maritime and underwater cultural heritage sites older than 60 years lying in the territorial waters and maritime cultural zone falls under the protection of the act and is the responsibility of SAHRA.</p> <p>In terms of Section 35 of the NHRA Act 25 of 1999, these sites including shipwrecks or aeroplanes or any part thereof, may not be disturbed without a permit from the relevant heritage resources authority. In this case being the Maritime and Underwater Cultural Heritage Unit at SAHRA.</p> <p>Should you have any further queries, please contact the designated official using the case number quoted above in the case header.</p>			

8. Land Use and Planning

No	Comment	From	Date	Response
8.1	<p>Land Use Management Branch:</p> <ul style="list-style-type: none"> - The area is zoned harbour and therefore the bulk liquid storage is permitted. The decommissioning and upgrading is therefore permitted without Land Use Management involvement. 	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted.
8.2	Framework Planning Branch (eThekweni Municipality):	Diane van Rensburg, EIA Hub, eThekweni	1 December 2014, Letter	CSIR: Comment noted. As a pre-identified stakeholder, the eThekweni Municipality will be provided with electronic copies of

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No	Comment	From	Date	Response
	<ul style="list-style-type: none"> - In terms of the Central Spatial Development Plan (CSDP 2013/2014), the area in question is designated as Port Logistics. In view thereof, the Strategic Spatial Planning Branch (SSPB) has no major concerns to the proposal as it is in line with Port related activity. - This Branch would like to be kept informed of any new developments. 	Municipality	sent via email	the Draft BA Report for comment.
8.3	<p>This serves as a notice of receipt and confirms that your application has been captured in our electronic AgriLand tracking and management system. It is strongly recommended that you use the on-line AgriLand application facility in future. Detail of your application as captured:</p> <ul style="list-style-type: none"> - Type: EIA - Your Reference: MAYDON WHARF - Description: MAYDON WHARF - Dated: 2014/12/05 <p>Please use the following reference number in all enquiries:</p> <ul style="list-style-type: none"> - AgriLand Reference Number: 2014_12_0063 <p>Enquiries can be made to the above postal, fax or e-mail address.</p>	Barbara De Lange, Director: Land Use and Soil Management, Department of Agriculture, Forestry and Fisheries (National)	5 December 2014, Letter sent via email	<u>CSIR</u> : Comment noted.
9. Fire Risks and Health Impacts				
No	Comment	From	Date	Response
9.1	<p>Environmental Health Department (eThekweni Municipality):</p> <p>This Department will provide detailed comments/input during the Basic Assessment phase of the project once all specialist studies have been concluded.</p> <p>Notwithstanding the above, the company must apply for the following authorisation in parallel with the above process viz:</p>	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	<p><u>CSIR</u>: The specialist studies (Traffic Impact Assessment, Risk Assessment, Noise Impact Assessment and Visual Impact Assessment) have been completed and are included in Appendix D of this Draft BA Report.</p> <p>An Atmospheric Emission Licence (AEL) is not required as the proposed project will not entail the production of any of the products (i.e. Molasses, Caustic Soda, Vegetable Oils and MEG).</p>

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No	Comment	From	Date	Response
	<ul style="list-style-type: none"> - Scheduled Trade Permit/extension, in terms of the Scheduled trades and Occupations Bylaws. - Application for Atmospheric Emission Licence in terms of the NEM: Air Quality Act (39 of 2004). 			<p>The proposed project will only entail the storage and handling of the aforementioned products. The products that are proposed to be stored at the Storage Terminal are not classed as Petroleum Products, and as such do not trigger a Listed Activity in terms of the National Environmental Management: Air Quality Act (Act 39 of 2004), Government Notice 893 of 22 November 2013, Sub-category 2.4 (Storage and Handling of Petroleum Products).</p> <p>Furthermore, the approximately 100 KW boiler that will be installed at the upgraded Storage Terminal to heat water, is not defined as a "small boiler" in terms of Government Notice 831 ("Declaration of a small boiler as a controlled emitter and establishment of emissions standards") of 1 November 2013, in terms of the National Environmental Management: Air Quality Act (Act 39 of 2004). A small boiler is defined in terms of Government Notice 831 as "any boiler with a design capacity equal to 10 MW but less than 50 MW net heat input per unit, based on the lower calorific value used". As such the proposed boiler that OTGC are planning to install at the Storage Terminal is of a smaller capacity (i.e. 100 KW) and is therefore not classed as a controlled emitter.</p> <p>The Project Applicant will contact the Environmental Health Department of the eThekweni Municipality during the BA Process to confirm if a Scheduled Trade Permit/Extension is required for the proposed project in terms of the Scheduled Trades and Occupations Bylaws published by the eThekweni Municipality. The Project Applicant will duly apply for the permit, should such a permit be deemed necessary by the eThekweni Municipality.</p>
9.2	<p>Disaster Management:</p> <ul style="list-style-type: none"> - This Department will provide a comment once the risk assessment has been completed. 	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	<p>CSIR: The Risk Assessment specialist study has been completed and is included in Appendix D.2 of this Draft BA Report.</p>
9.3	<p>Fire Safety:</p> <p>This Department has no objection to the proposed project</p>	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	<p>Risk Specialist: Compliance with Major Hazard Installation (MHI) Regulations (if the proposed storage tanks are in proximity to existing MHIs or the facility itself is classed as a MHI) has been</p>

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Port of Durban, KwaZulu-Natal

No	Comment	From	Date	Response
	<p>subject to:</p> <ul style="list-style-type: none"> - Building plans being submitted for scrutiny to this Department. - Compliance with Major Hazard Installation Regulations in case the proposed storage tanks is in close proximity to existing MHI's or the facility itself will be an MHI. - Full compliance with the Interim Code Relating to Fire Prevention and Flammable liquids and Substances. - Full compliance of the proposed pipelines with the petroleum product or flammable gas pipeline in close proximity. - Compliance with road closure during construction period regarding response time for the brigade and other emergency services. - Full compliance with other applicable Legislative requirements. 			<p>addressed in the Risk Assessment specialist study (Appendix D.2 of this Draft BA Report). It should be noted that there are no MHIs in the close vicinity surrounding the site. Furthermore, preliminary assessments indicate that the proposed OTGC Storage Terminal installation will not qualify as a MHI.</p> <p>In terms of compliance with the Interim Code Relating to Fire Prevention and Flammable Liquids and Substances, fire risks for plant and Vegetable Oils will be extremely low (i.e. flash points are above 100 °C, so ignition is only possible if the bulk of the combustible liquids are heated to the flash point temperatures, and this is virtually impossible). Only basic fire protection to comply with the building regulation will be necessary in this regard.</p> <p>Full compliance of the "proposed pipelines with the petroleum product or flammable gas pipeline in close proximity" is not applicable as the materials that will be stored and handled at the Storage Terminal are not flammable, however some are only combustible (i.e. Ethylene Glycol, and Plant and Vegetable Oils). Furthermore, there are no flammable gas pipelines on- or close by (i.e. off-site).</p> <p>Compliance with road closure during the construction period in the event of emergencies and compliance with other applicable legislative requirements is addressed in the Risk Assessment specialist study (Appendix D.2 of this Draft BA Report).</p> <p>OTGC and CSIR: Building plans will be submitted to the Fire Safety Department of the eThekweni Municipality by OTGC subsequent to the issuing of an Environmental Authorisation (should one be granted by the KZN DEDTEA). The compliance of the proposed project with the Interim Code Relating to Fire Prevention and Flammable Liquids and Substances will be dealt with during the detailed engineering phase.</p>

SECTION G: APPENDICES

Draft Basic Assessment Report for the proposed Decommissioning and Upgrade of a Bulk Liquid Storage and Handling Facility at Maydon Wharf,
Port of Durban, KwaZulu-Natal

No	Comment	From	Date	Response
				<p>Furthermore, the proposed upgraded Storage Terminal will be developed in line with relevant international and national standards and legislation.</p> <p>A total of six new pipelines are planned to be installed between the berths and the upgraded Storage Terminal. Appendix A of this Draft BA Report includes layouts and maps showing the routings of the pipelines. Each pipeline will be approximately 500 m long, and will transfer Caustic Soda, Vegetable Oils and MEG to the upgraded Storage Terminal. The two existing pipelines that transport Molasses from the berths to the Storage Terminal will be inspected and will continue to be used if they are found to be in a good working condition. If not in a good working condition, these pipelines will be upgraded if required. No petroleum products or flammable gas will be transferred in the pipelines.</p>

10. General and Project Support

No	Comment	From	Date	Response
10.1	eThekweni Transport Authority: - No comment received.	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted.
10.2	Geotechnical Engineering Branch. - No geotechnical objections.	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted.
10.3	Coastal, Stormwater and Catchment Management. - This Department has no objections.	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted.
10.4	Durban Solid Waste: - This Department has no requirements for this proposal.	Diane van Rensburg, EIA Hub, eThekweni Municipality	1 December 2014, Letter sent via email	CSIR: Comment noted.