

APPENDIX H:

ADDITIONAL PUBLIC PARTICIPATION DOCUMENTATION (DIRECTLY AFFECTED LANDOWNERS)

NGQURA 16 MTPA MANGANESE RAIL

I, Heinrich Mulke, owner of the property
Honigneskloof, herewith give written confirmation that I have no objection to
123 P 9,
Transnet SOC Limited operating a borrow pit/s on the above-mentioned property.

An appropriate agreement in this regard will be entered into between Transnet SOC and myself.

Property owner's signature: H Mulke.
Date: 11/3/2013

For enquiries you are welcome to contact:

Evert Jacobs

Hatch

Tel: +27 (0)11-844 1508

Cell: +27 (0)82 326 9325

Email: ejacobs@hatch.co.za

Private Bag X4, Gallo Manor, 2052

Building 11, Harrowdene Office Park, Western Service Rd, Woodmead, JHB

Minutes of Meeting

14 March 2013

Transnet Capital Projects

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Those present +
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Meeting with Mr H Muller

DATE: 12 March 2013

LOCATION:

PRESENT: Anita Bron

Mr Mulcke

APOLOGIES:

ABSENT:

PURPOSE: Borrow-pit expansion on Sub 9 of Honig Nest Kloof no 123

ITEM

**ORIG. F/CAST RESP.
DATE**

AB thanked Mr Mulcke for his time and explained the purpose of the meeting.

AB stressed that her visit formed part of fulfilling the requirements to get environmental approval from the Department of Environment and that Transnet would have to visit Mr Mulcke to obtain land use permission and to discuss and agree on compensation for land use.

AB and Mr Mulcke studied the map to establish where the borrow pit area was.

Mr Mulcke confirmed that he had no objection to Transnet operating a borrow pit on his property. He confirmed that he would wait for Transnet's visit to finalise the agreement.

Mr Mulcke noted that Transnet's visit would have to include a visit to the area in question, to get an understanding of the requirements.

Mr Mulcke understood that Transnet would use their own access road.

Mr Mulcke will require Transnet to fence off the pit areas with a proper fence. The fence does not necessarily have to be demolished after borrow pit use, or it can be taken down as part

If you disagree with any information contained herein, please advise immediately.

ITEM

**ORIG. F/CAST RESP.
DATE**

of rehabilitation.

The fence will have to keep Mr Mulcke's cattle out. Mr Mulcke farms with cattle, and from time to time the cattle are left on the farm for grazing. This does not happen at specific times, but cattle are likely to graze there during the winter months.

AB asked whether anybody stayed on the farm. Mr Mulcke responded that nobody lived on the farm.

Mr Mulcke mentioned that the station house was occupied, but confirmed that the inhabitant did not work for him.

Mr Mulcke confirmed the following:

- No heritage resources had been found or were evident in the area
- No grave sites were in close proximity to the borrow pit area.
- No SA War battlefields were in the area
- No heritage objects and no rock art sites were evident in the area
- No research studies, historical or archaeological, had been conducted on the site or in its proximity
- No historical groups and local communities with historical interest groups visited the site

Mr Mulcke mentioned that Heuningskloof Station had won the prize for the most beautiful station for three consecutive years. Now nothing is left at that station – it is all gone.

Mr Mulcke signed the confirmation form. AB went through the BID with Mr Mulcke and left a copy of the BID with him.

AB confirms the next steps:

- The minutes of the meeting will be provided to Mr Mulcke. Mr Mulcke provided his son's email address for delivery of the minutes: hMulcke@mweb.co.za
- Transnet will contact Mr Mulcke to discuss land use and compensation
- Once Transnet and Mr Mulcke have reached an agreement, Hatch will be informed by Transnet
- Mr Mulcke will be informed about schedule – start at construction at borrow pit.

Mr Mulcke confirmed that he did not have any details of the other affected landowners.

AB thanked Mr Mulcke and adjourned the meeting.

Anita Bron

AB:lv

**Transnet Capital Projects
Ngqura 16 Mtpa Manganese Project**

**Background Information
Document for the Heuningneskloof Borrow
Pit**



Project background

Transnet (SOC) Limited (hereafter referred to as Transnet) is proposing to expand the existing manganese ore railway line from Hotazel in the Northern Cape to the Port of Ngqura in the Eastern Cape (Figure 1). The growing demand for manganese ore has resulted in the need to expand the capacity of the export corridor to 16 million tons per annum (Mtpa). The proposed expansion includes the following:

- Extension of several existing rail loops in the Northern and Eastern Cape;
- The installation of two new rail loops in the Northern Cape; and
- The construction of a new compilation yard near Hotazel in the Northern Cape.

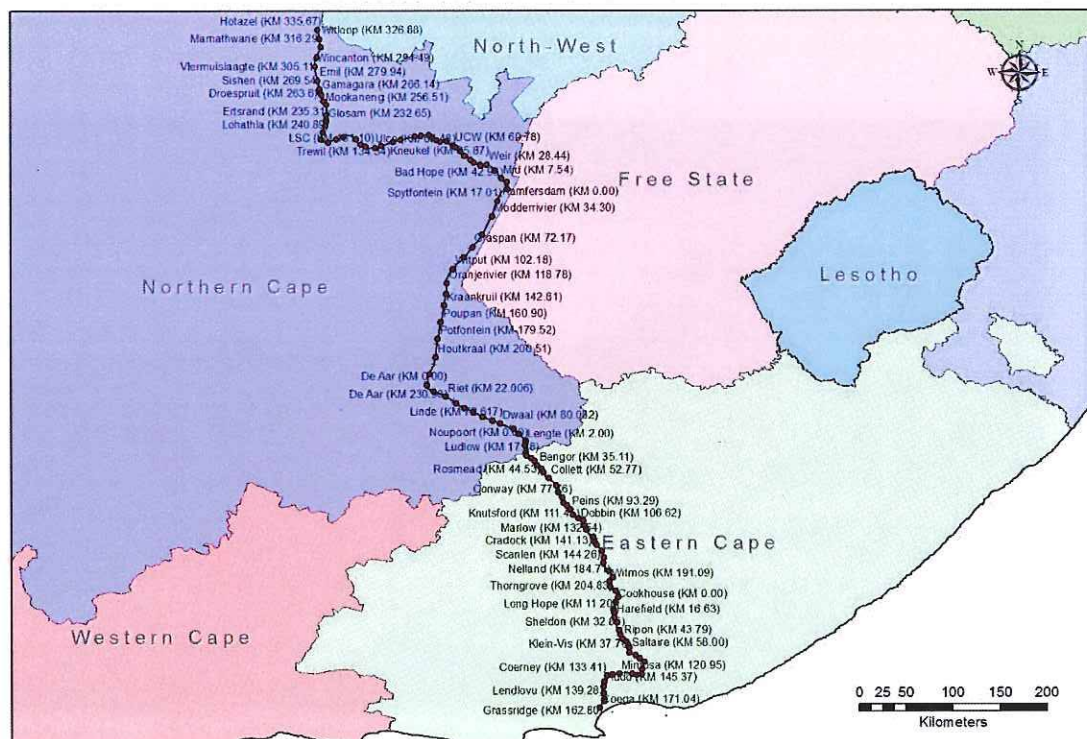


Figure 1: Railway line route from Hotazel in the Northern Cape to Coega in the Eastern Cape

As part of this project, borrow material for various civil and structural activities is required. Several borrow pit sites have been identified along the length of the line but for the purposes of this document, only the Heuningneskloof borrow pit will be discussed.

The Heuningneskloof borrow pit is located on the farms Honig Nest Kloof 123 (Ptn 9) and Witkop Laagte 124 (Ptn 1 and Ptn 4) adjacent to the existing Kimberley to De Aar railway line. A large section of this borrow pit is however, situated on privately owned land.

The Heuningneskloof borrow pit

Background

The Heuningneskloof borrow pit is located on the farms Honig Nest Kloof 123 (Ptn 9) and Witkop Laagte 124 (Ptn 1 and Ptn 4) adjacent to the existing Kimberley to De Aar railway line (Figure 2). A large section of this borrow pit is located within the boundaries of an existing borrow pit area (previously used for obtaining formation repair material) within the Transnet rail reserve. For the purposes of this railway upgrade, additional borrow material is now required and as a result of this the original pit's boundaries are proposed to be extended beyond the railway reserve onto the affected farm portions of Honig Nest Kloof 123 and Witkop Laagte 124 mentioned above. It is anticipated that approximately 2.5 ha of private land will be required for the extension of the pit.

Borrow pit dimensions

The borrow pit dimensions are as follows:

- Footprint (in hectares): Estimated at 4 ha (including the original borrow pit area of 1.5 ha)
- Maximum depth (in meters): 5m
- Anticipated volume (in cubic meters): 156 000 m³

Phases of the borrow pit's development

The main phases associated with borrow pit development include construction, operation, rehabilitation and closure. A brief description of each one of these phases is given below

Construction:

The borrow pit area will be staked out prior to vegetation clearing after which, the vegetation will be cleared from the site. Where topsoil is present, this will be stripped to a depth of 200 mm and stockpiled separately in piles.

Operation:

The borrow pit material will be excavated by means of ripping and loading with an excavator and then stockpiled before being loaded onto haul vehicles. The material will be transported along the existing gravel access road which runs adjacent to the railway line within the Transnet rail reserve.

Rehabilitation and closure:

The objective of this phase is to restore the disturbed area as closely as possible to its original state through rehabilitation. The material which cannot be used for the repair of the rail track formation will be used in the reshaping of the site during rehabilitation. Drainage outputs would also be provided to ensure that no water pools within the borrow pit excavations. The stockpiled topsoil will be spread evenly over the disturbed area to a depth of 100 mm where possible. The borrow pit sites would then be revegetated with suitable indigenous grass species.

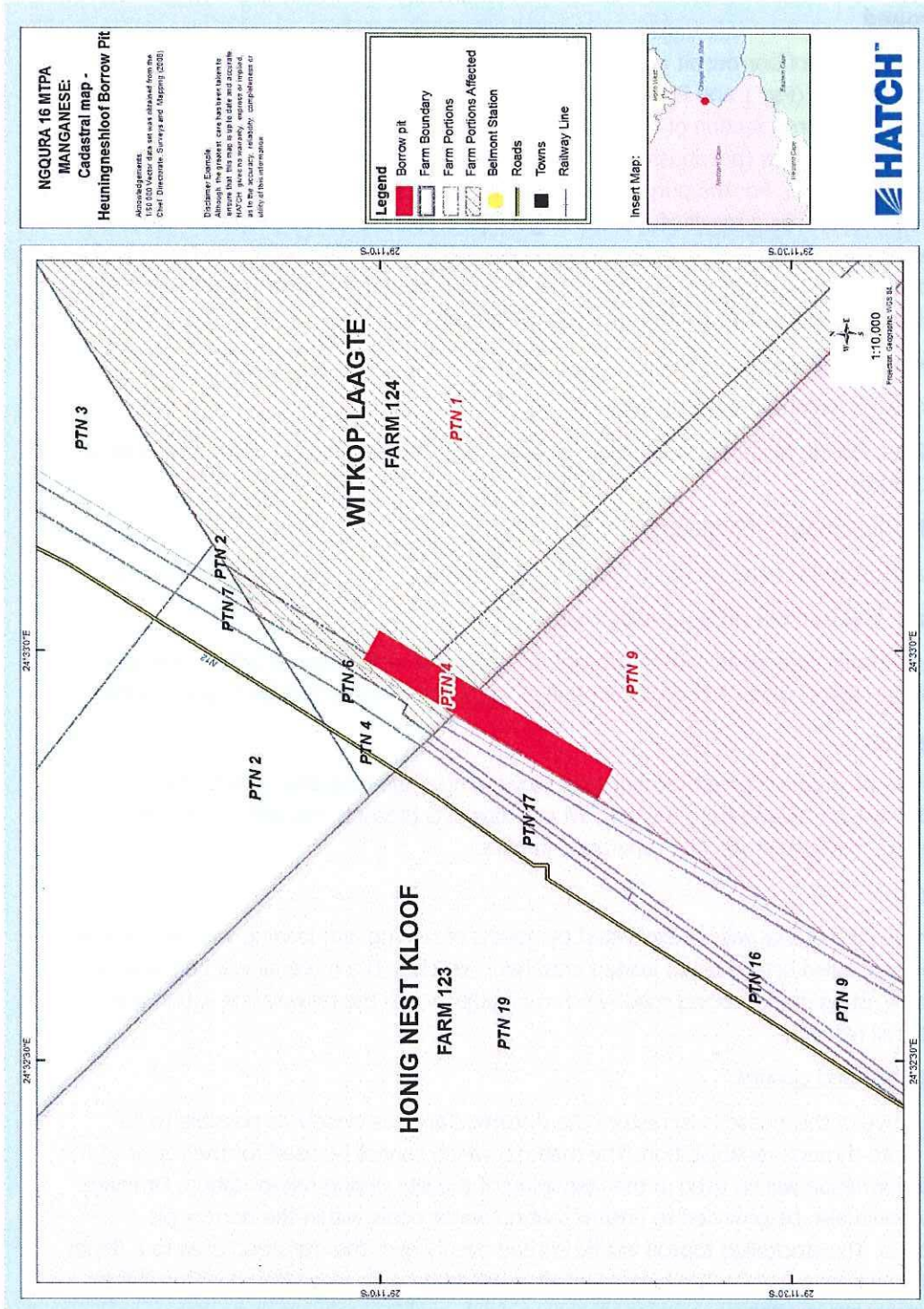


Figure 2: Farm portions affected by the proposed Heuningneskloof borrow pit

The borrow pit approval process

Environmental Management Plan (EMP)

The Department of Mineral Resources (DMR) is the authorising authority for borrow pit applications. As part of the authorisation process, Transnet is required to submit an Environmental Management Plan which includes information on the activities associated with the borrow pit's excavation to the point when it is rehabilitated at the end of its life. The EMP details impacts and mitigation measures for each borrow pit activity and also includes a committed amount which will be assigned for the rehabilitation of the borrow pit.

This document is available upon request.

Supporting documentation

Various documents are required as part of the EMP submission to the DMR. These include but are not limited to the following:

- An Environmental Impact Assessment (EIA) Report which was conducted for the area affected
- Various specialist's investigations conducted for the affected area as part of the EIA (this includes a impact assessment on potential heritage resources for the borrow pit area)
- Title deeds of the affected land portions
- Proof of engagement with the affect landowners
- A signed letter of consent from the affect landowners

In terms of the letter of consent, this is simply for the landowner to acknowledge that they have been informed and have no objection to the intention for Transnet to make use of their land.

No work will commence on the affected Landowner's property prior to the signing of a formal agreement between Transnet and the Landowner. This agreement will include details on compensation for the affected land portions.

The Public participation process

As part of the EMP documentation, the DMR requires that the affected landowners are contacted and consulted with regarding the proposed activities for the Heuningneskloof borrow pit. This document forms part of the information which will be relayed to the Landowner regarding Transnet's intentions. In addition to this, a meeting will be set up with each Landowner to discuss and minute any issues or reservations which the Landowner may have regarding the proposed borrow pit development. A comments form has been attached to this document for any additional comments which the Landowner may want to include following the meeting. These issues will be included in the EMP submission to the authorities.

COMMENT SHEET

March 2013

Should you have any additional concerns, queries, comments or suggestions regarding the proposed borrow pit, please note them below and return this comment sheet to Anita Bron of Hatch (Email: ABron@hatch.co.za)

Title and Name:			
Organisation:			
Telephone:		Fax:	
Cellphone:		Email:	
Postal Address:			

Comments:

Name

Signature

Date

Thank you for your valuable contribution

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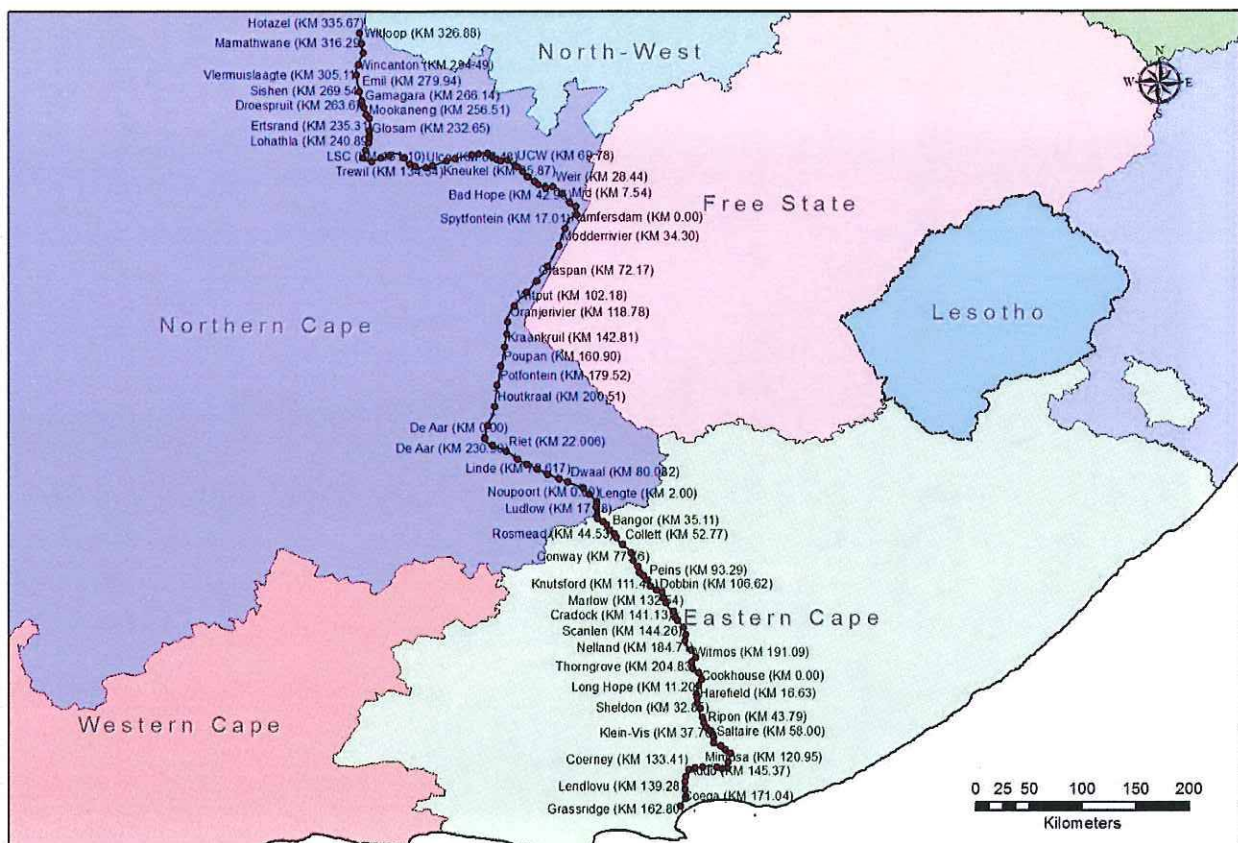


Figure 1: Railway line route from Hotazel in the Northern Cape to Coega in the Eastern Cape

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Borrow pit dimensions

The borrow pit dimensions are as follows:

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Phases of the borrow pit's development

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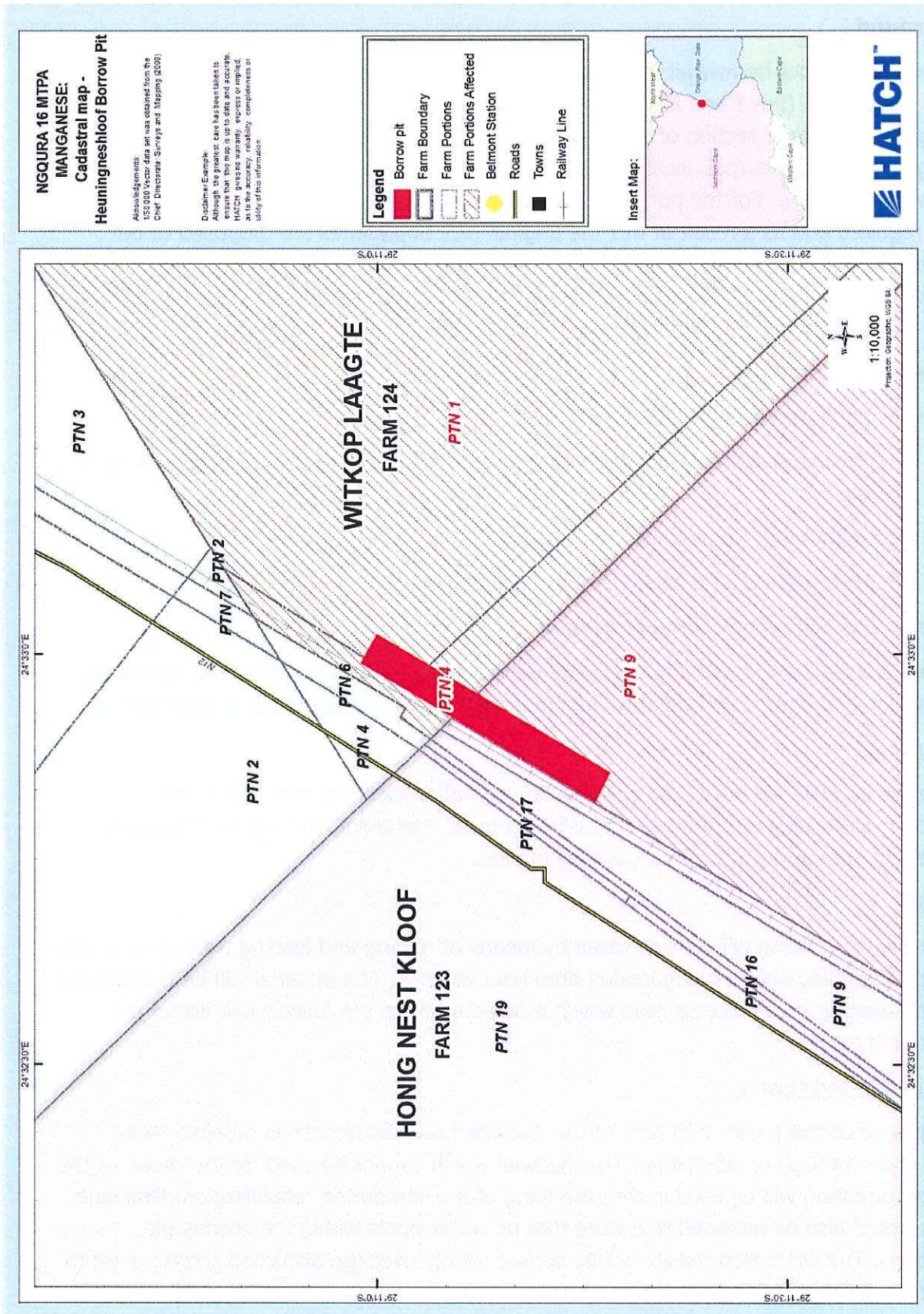


Figure 2: Farm portions affected by the proposed Heuningneskloof borrow pit

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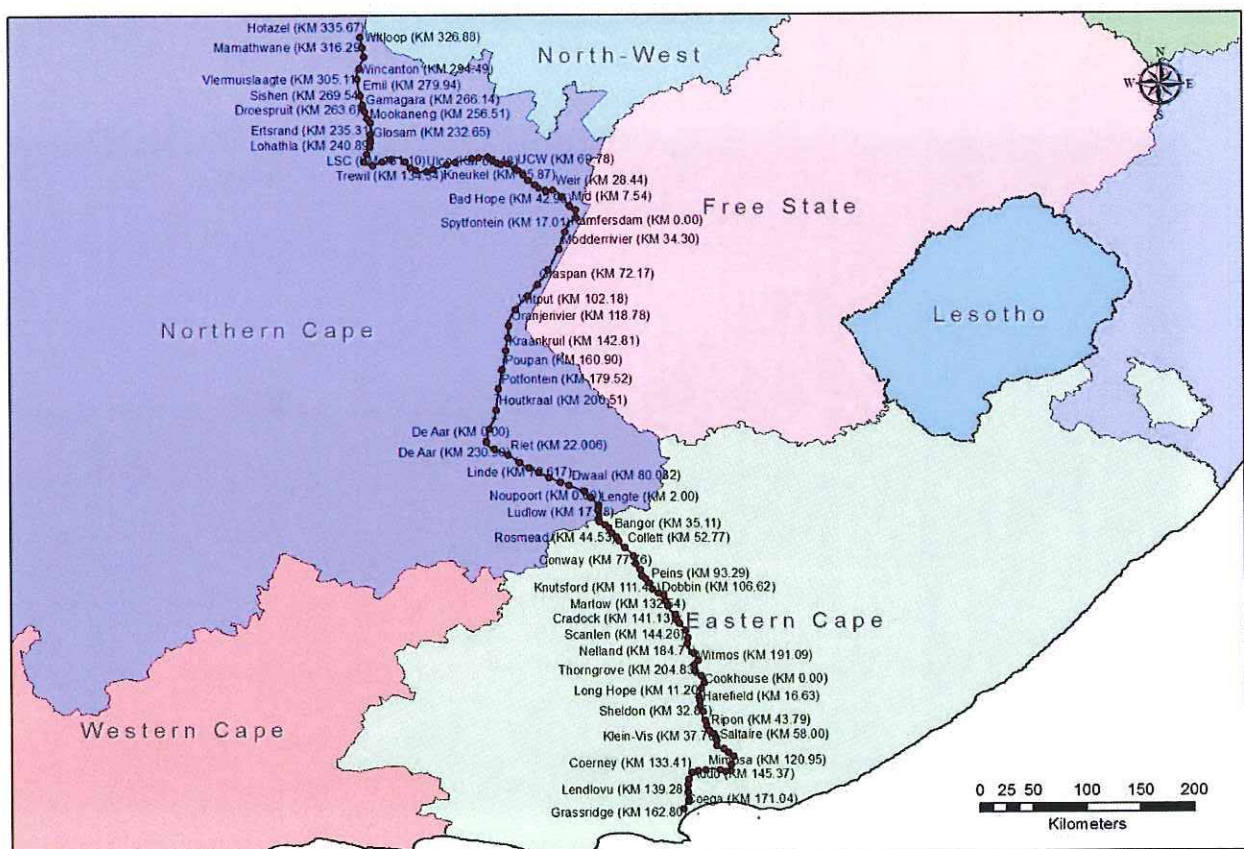


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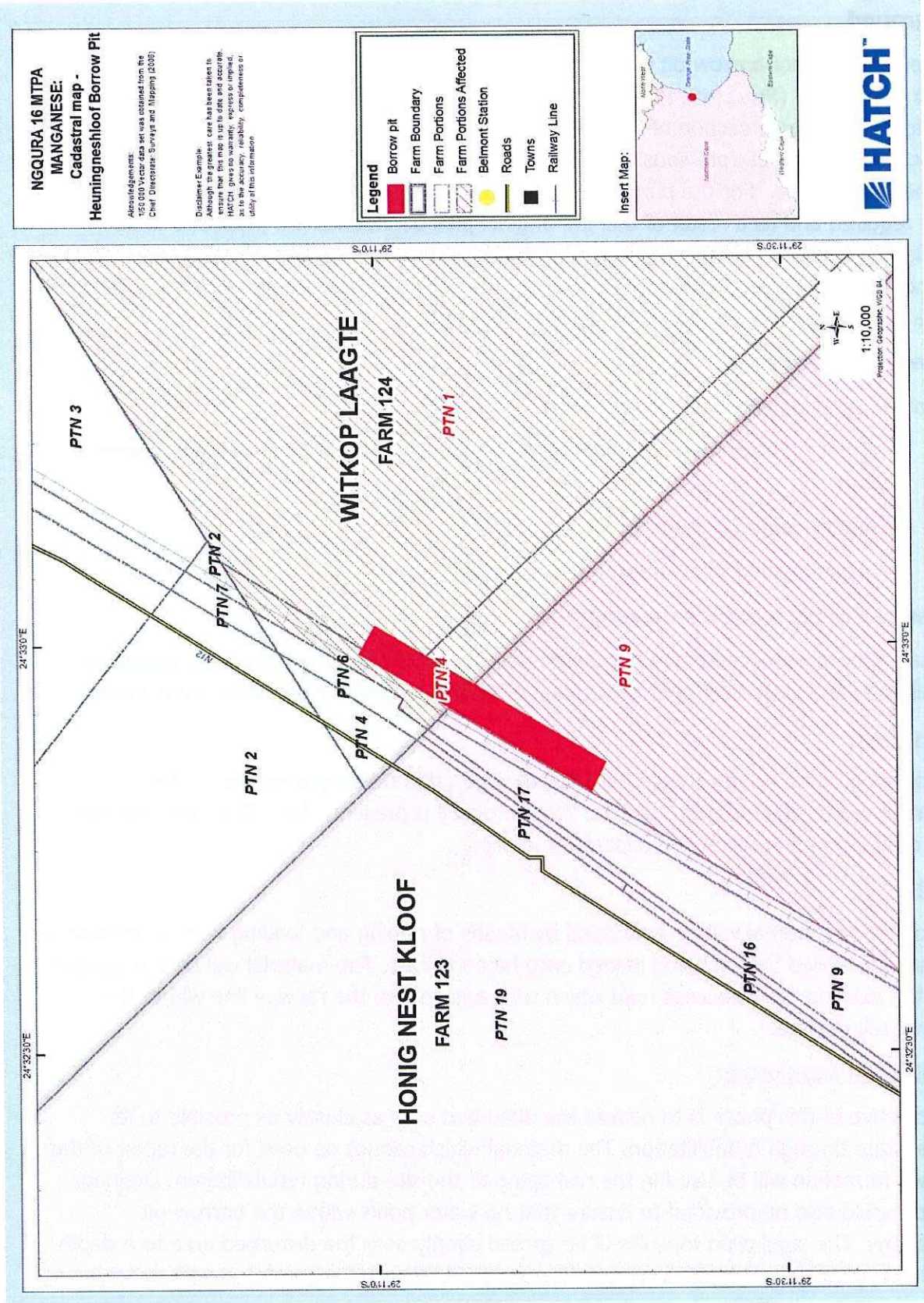


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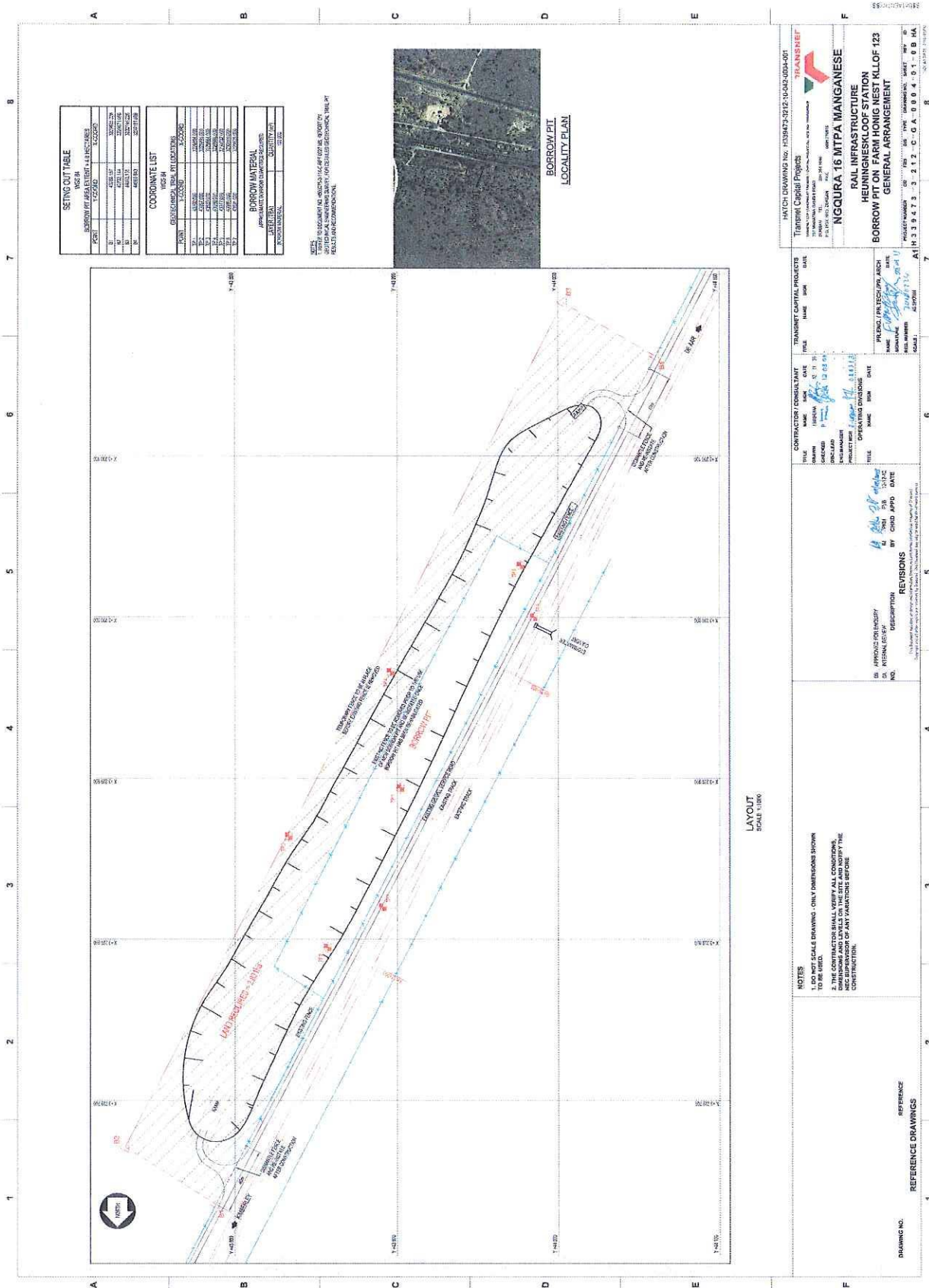


Figure 3: Borrow pit layout

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