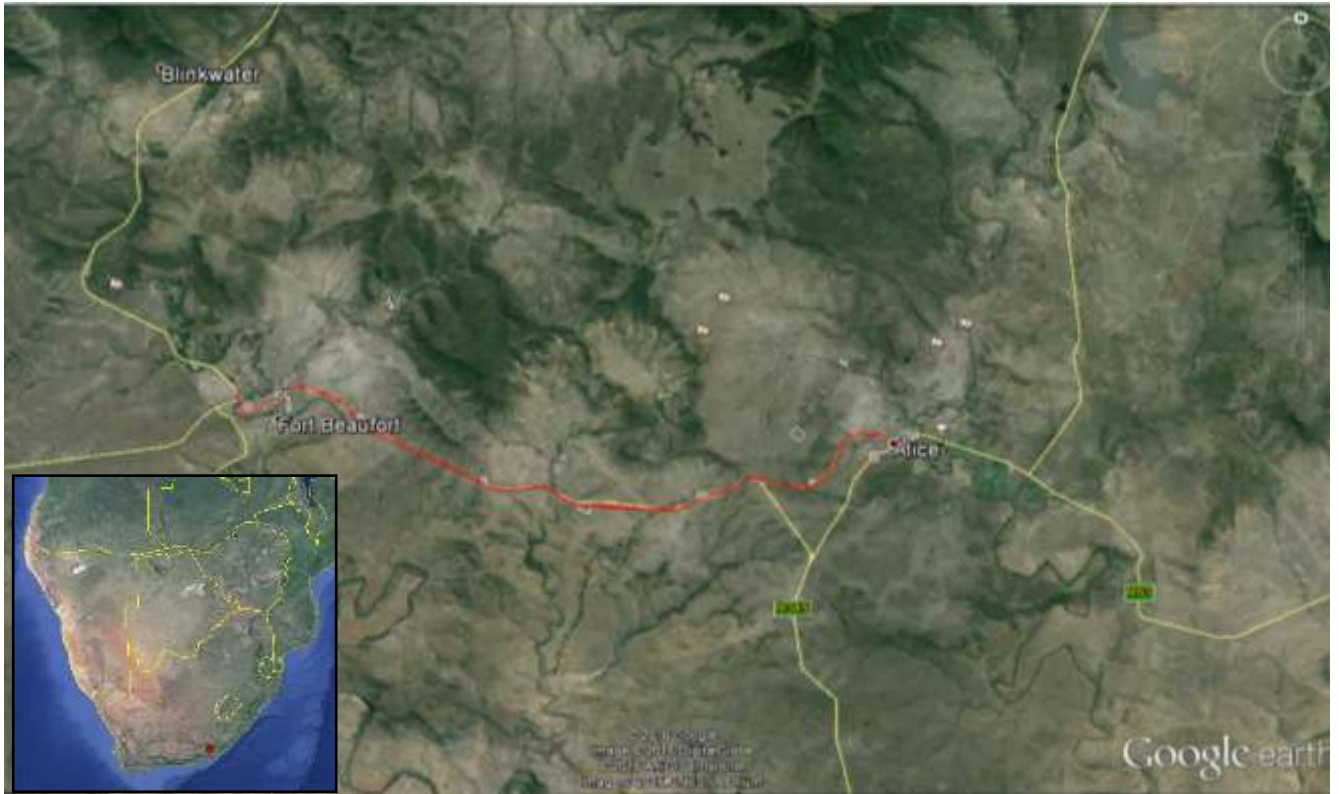


**ENVIRONMENTAL IMPACT ASSESSMENT: UPGRADE OF NATIONAL ROUTE R63 SECTION 13 AND ASSOCIATED MINING APPLICATIONS FROM FORT BEAUFORT (KM 35,77) TO ALICE (KM 58,86)**

**BACKGROUND INFORMATION DOCUMENT (BID) & INVITATION TO COMMENT**



*Return address for comments:*

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## AIM OF THIS DOCUMENT

The purpose of this document is to ensure that **people that are interested in or affected by the proposed project are provided with information about the proposal, the process being followed and provided with an opportunity to be involved** in the EIA process for the proposed Upgrade of National Route R63 Section 13 from Fort Beaufort (km 35, 77) to Alice (km 58, 86).

Registering as an **Interested and/or Affected Party (I&AP)** allows individuals or groups the opportunity to **contribute ideas, issues, and concerns relating to the project**. I&APs also have an opportunity to **review all of the reports and submit their comments** on those reports. All of the comments that are received will be included in the reports that are submitted to the Competent Authority.

## THE PROPONENT

The South African National Roads Agency SOC Limited (SANRAL) is an independent, statutory company registered in terms of the Companies Act. The South African government is the sole shareholder and owner of SANRAL. SANRAL provides finance, improves, manages and maintains the national road network in South Africa.

## THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

**EOH Coastal and Environmental Services (EOH)** was established in 1990 as a specialist environmental consulting company and has considerable experience in terrestrial, marine and freshwater ecology, the Social Impact Assessment (SIA) process, State of Environment Reporting (SOER), Integrated Waste Management Plans (IWMP), Environmental Management Programme (EMPr), Spatial Development Frameworks (SDF), public participation, as well as the management and co-ordination of all aspects of the Environmental Impact Assessment (EIA) and Strategic Environmental Assessment (SEA) processes. EOH has been active in all of the above fields, and in so doing have made a positive contribution towards environmental management and sustainable development in the Eastern Cape, South Africa and many other African countries. We believe that a balance between development and environmental protection can be achieved by skilful, considerate and careful planning.

## THE ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

According to the EIA regulations (2014) promulgated under the National Environmental Management Act (NEMA, Act No.107 of 1998) the potential impacts on the environment will have to be assessed in terms of the listed activities. The SANRAL National Route R63 Section 13 triggers listed activities (table 1) in terms of the NEMA EIA Regulations (2014) as per Government Gazette R983, R984 and R985, and as such requires the completion of a Full Scoping and Environmental Impact Assessment which will be undertaken in accordance with Regulation 6 of the EIA Regulations (2014). The competent authority for this application will be the National Department of Environmental Affairs (DEA).

The proposed National Route R63 Section 13 road upgrade occurs within 32 metres of numerous watercourses and within 500 metres of numerous wetlands. Water use licensing will therefore be required, in terms of the National Water Act (Act No.36 of 1998) from the Department of Water and Sanitation (DWS), for all of the water crossings along the National Route R63 Section 13.

The development of various mining sites for building material during the construction phase of the R63 Section 13 road upgrade will trigger listed activities in terms of Regulation 27 of the Mineral and Petroleum Resources Development Act (MPRDA, Act No. 28 of 2002) and will therefore require the submission of a mining application to the Department of Mineral Resources (DMR). The mining sites also trigger listed activities in terms of NEMA EIA Regulations (2014) as per Government Gazette R984 and require the completion of a separate Full Scoping and Environmental Impact Assessment which will be undertaken in accordance with Regulation 6 of the EIA Regulations (2014). The competent authority for this application will be the DMR.

**Table 1: Listed Activities which require Environmental Authorisation for the road upgrade section.**

<b>LISTING NOTICE 1: Activities require a Basic Assessment</b>
<b>LISTED ACTIVITIES</b>
GN R. 983: 12 a and c (iii), (vi), (xii) The development of – (iii) bridges exceeding 100 square metres in size; (vi) bulk storm water outlet structures exceeding 100 square meters in size; (xii) infrastructure or structures with physical footprint of 100 square metres or more; Where such development occurs- (a) within a watercourse; and/or (c) within 32 metres of a watercourse, measured from the edge of a watercourse.
GN R. 983: 19 (i) The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from- (i) a watercourse.
GN R. 983: 24 (ii) The development of – (ii) a road with a reserve wider than 13, 5 metres, or where no reserve exists where the road is wider than 8 metres
GN R. 983: 56 (i), (ii) The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre- (i) where the existing reserve is wider than 13, 5 metres; and/or (ii) where no reserve exists, where the existing road is wider than 8 metres.
<b>LISTING NOTICE 2: Activities require a Full Scoping and Environmental Impact Assessment</b>
<b>LISTED ACTIVITIES</b>
GN R. 984: 27 The development of- (i) a national road as defined in section 40 of the South African National Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998); (iii) a road with a road reserve wider than 30 metres (iv) a road catering for more than one lane of traffic in both directions
<b>LISTING NOTICE 3: Activities require a Basic Assessment</b>
<b>Listed Activities</b>
GN R. 985: 12 a (ii), (iv) The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.  a) In the Eastern Cape province: (ii) Within critical biodiversity areas identified in bioregional plans; and/or (iv) On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning.
GN R. 985: 14 (iii) and (xii) (a) and (c) c (ii) ff, (iii) aa The development of – (iii) bridges exceeding 10 square metres in size; and/or (xii) infrastructure or structures with a physical footprint of 10 square metres or more; Where such development occurs – (a) within a watercourse; and/or (c) if no development setback has been adopted, within 32 metres of a watercourse, measured from the edge of a watercourse. c) In the Eastern Cape: (ii) Outside urban areas, in: (ff) Critical biodiversity areas or ecosystem service areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; and/or (iii) In urban areas: (aa) Areas zoned for use as public open space.
GN R. 985: 18 b (ii) ee (iii) cc The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre – b) In the Eastern Cape: (ii) Outside urban areas, in:

(ee) Critical biodiversity areas or ecosystem service areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; and/or  
 (iii) Inside urban areas:  
 (cc) Areas zoned for use as public open space.

**GN R. 985: 23 (iii) (a), (c) b (ii) ee**

The expansion of –

(iii) Bridges where the bridge is expanded by 10 square metres or more in size

Where such development occurs –

(a) within a watercourse; and/or

(c) if no development setback has been adopted, within 32 metres of a watercourse, measured from the edge of a watercourse.

b) In the Eastern Cape:

(ii) Outside urban areas, in:

(ee) Critical biodiversity areas or ecosystem service areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans.

**Table 2: Listed Activities which require Environmental Authorisation for the mining application section.**

**LISTING NOTICE 2: Activities (borrow pits) require a Full Scoping and EIR**

**LISTED ACTIVITIES**

**GN R. 984: 17**

Any activity including the operation of the activity which requires a mining right as contemplated in Section 22 of the Mineral and Petroleum Development Act, 2002 (Act No 28 of 2002), including associated infrastructure, structures and earthworks, directly related to the extraction of a mineral resource, including activities for which an extension has been issued in terms of section 106 of the Mineral and Petroleum Resource Development Act, 2002 (Act No. 28 of 2002).

**GN R. 984: 21**

Any activity including the operation of that activity associated with the primary processing of a mineral resource including winning, reduction, extraction, classifying, concentrating, crushing, screening and washing but excluding the smelting, beneficiation, refining, calcining or gasification of a mineral resource

**APPROACH TO THE EIA PROCESSES**

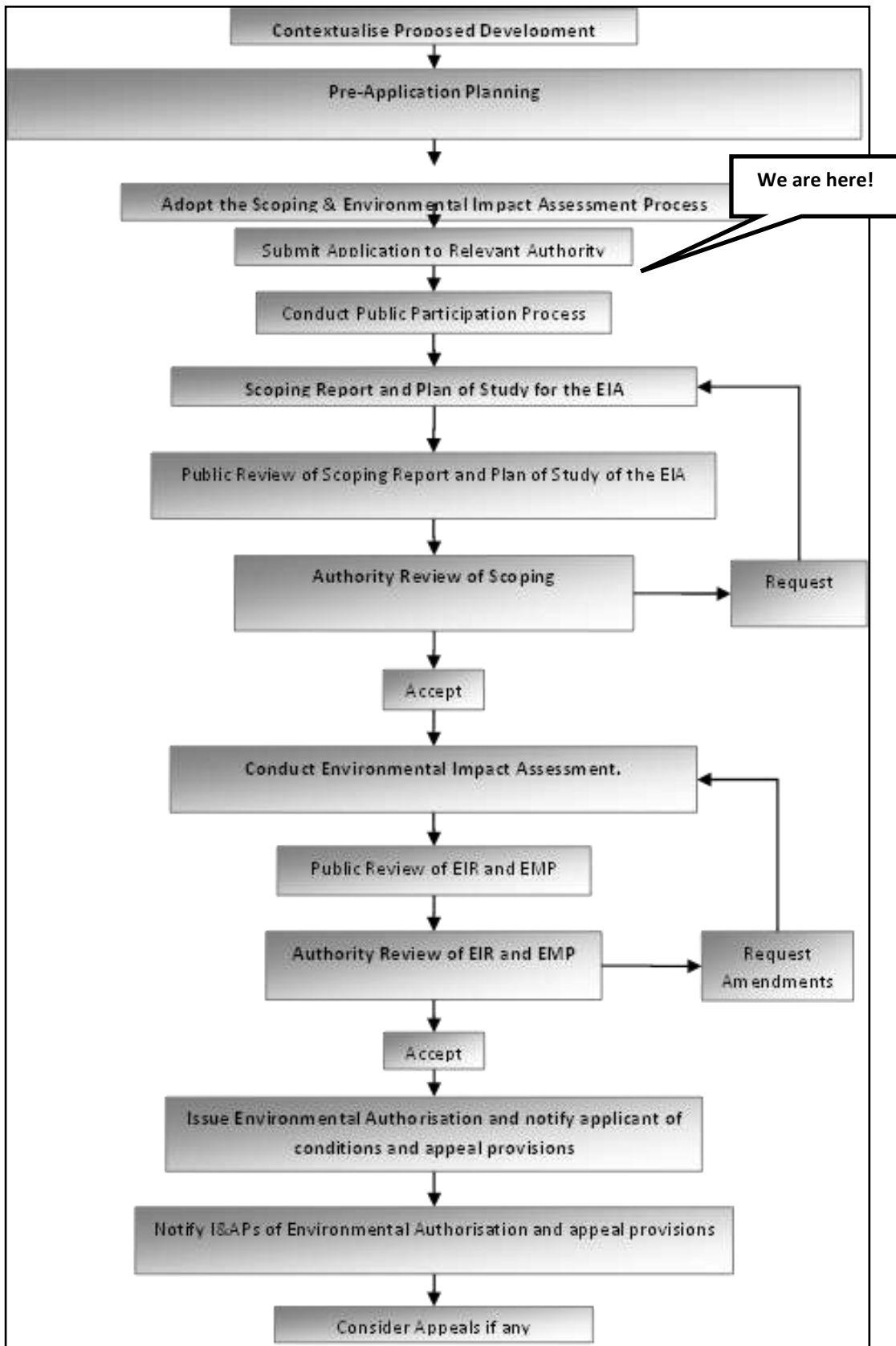
The EIA process required for the **road upgrade section** of the Proposed Upgrade of National Route R63 Section 13 From For Beaufort (Km 38, 77) to Alice (Km 58, 86) is a Full scoping and EIR.

The EIA process required for the **associated mining application section** of the Proposed Upgrade of National Route R63 Section 13 From For Beaufort (Km 38, 77) to Alice (Km 58, 86) is also a Full scoping and EIR.

Both these EIA processes are managed concurrently and in parallel, therefore the timelines will be similar for both.

SANRAL is exempted from submitting a full mining application to the DMR as per Section 106 of the MPRDA, therefore they are only required to submit an EMPr as part of their application. This can only be done after obtaining an Environmental Authorization from the DMR.

Below is an illustration on both processes and where we are currently.



## PROJECT DESCRIPTION

The project starts at the intersection between the R67 and the R63 on the section from Adelaide. The route follows the R63 in an easterly direction and continues through the town of Fort Beaufort towards Alice for approximately 23km. The project ends at the Galloway Bridge just before the four-way stop entering the town of Alice.

The major aspects of this project include the following:

- Increasing road reserve width from 30m to a minimum of 50m wide,
- General widening of the existing road cross section for climbing lanes and 2.5m surfaced shoulders. The main carriageway is 6,4m and needs to be increased to 12,4m. The total width with the addition of passing lanes will be 14,6m.
- Substantial vertical and horizontal geometric improvements from generally a 80km/h to 100/120km/h design speed,
- Rehabilitation of pavement structure on existing alignment and construction of new pavement on new alignment, all for which suitable material will need to be sourced,
- Cut faces (existing and new) requiring stabilisation,
- Widening and/or new construction of existing bridges, agricultural underpass and drainage structures.
- Opening of a new Hard Rock Quarry
- Opening of 7 new borrow pits.

## POTENTIAL IMPACTS AND BENEFITS

EOH will assess the impacts of the proposed activity on the environment. Impacts will be assessed for the various alternatives; including the preferred alternative and the “No-Go” alternative. Impacts will be assessed for the planning and design phase, construction phase and operational phase.

## HOW CAN YOU BE INVOLVED?

A Public Participation Process (PPP) is being conducted as part of the environmental process for both the road upgrade as well as the borrow pit applications. The aim of the PPP is to allow everyone who is interested in, or likely to be affected by the proposed development to provide input into the process.

The Public Participation Process includes:

- Advertisement in The Daily Dispatch;
- Onsite Signage;
- Circulation of the BID (*this document*) to all identified I&APs and stakeholders;
- Comments period;
- Review of the reports by all registered I&APs and stakeholders; and a
- A public meeting (*If required*).

If you consider yourself an interested and/or affected person/party, it is important that you become and remain involved in the PPP. In order to do so please follow the steps below in order to ensure that you are continually informed of the project developments and will ensure your opportunity to raise issues and concerns pertaining to the project.

**STEP 1:** Please register by responding to our notification and invitation, with your name and contact details (details provided on cover page and below). As a registered I&AP you will be informed of all meetings, report reviews and project developments throughout the EIA process.

**STEP 2:** Register by returning the slip at the back of this document to EOH.

**STEP 3:** Attend any meetings that may be held during the EIA process. As a registered I&AP, you will receive an invitation to attend such meetings.

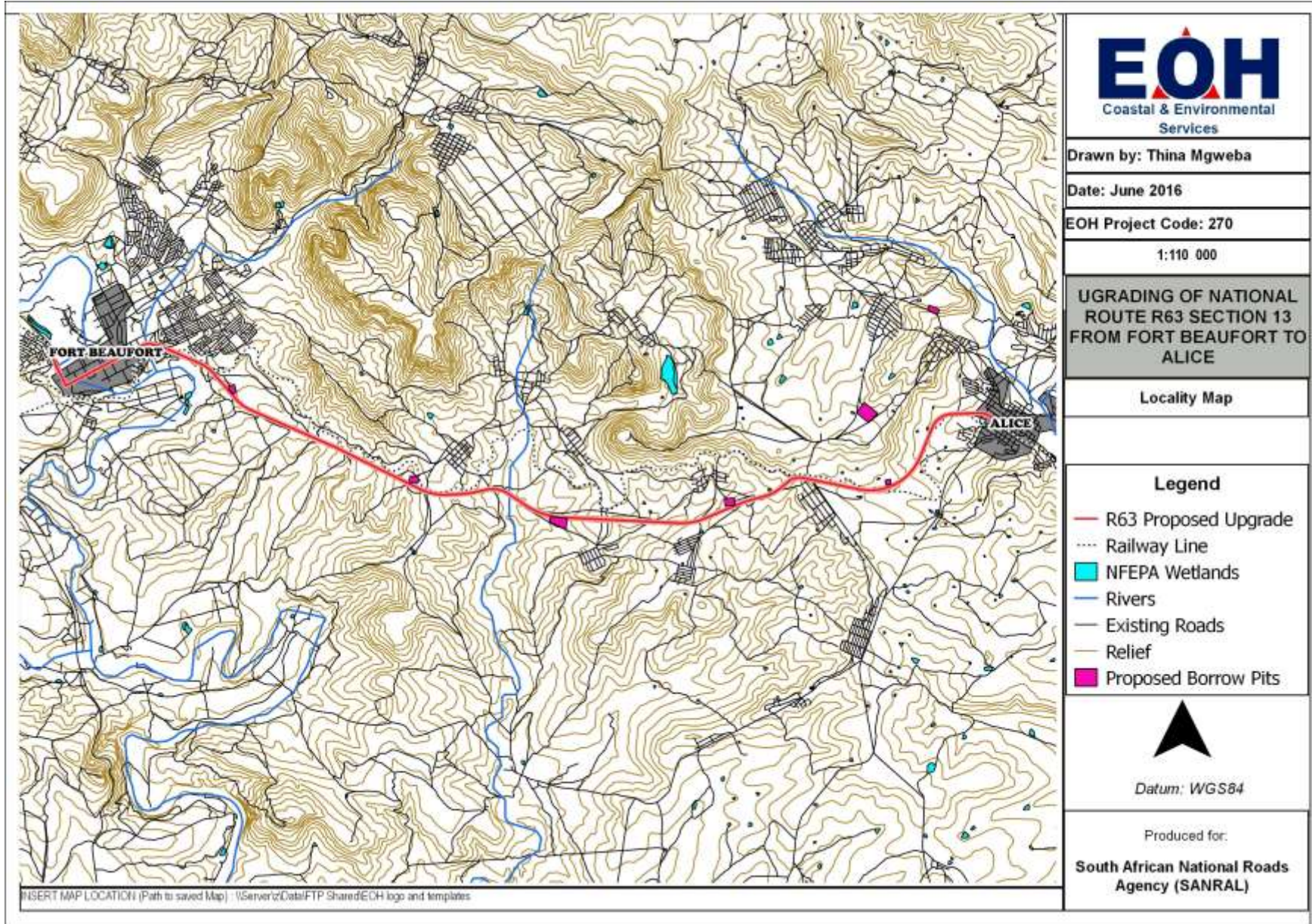
EOH is required to engage with all private and public parties that may be interested and/or affected by the proposed road upgrade, in order to distribute information for review and comment in a transparent manner.

In the same light, it is important for I&APs to note the following:

1. In order for EOH to continue engaging with you, please ENSURE that you register on our database by contacting the person below.
2. As the EIA process is regulated by specific review and comment timeframes, it is your responsibility to submit your comments within these timeframes.

Please send your enquiries and/or comments to:

**Roy De Kock**  
**25 Tecoma Street,**  
**Berea, East London, 5214**  
**P.O Box 8145,**  
**Nahoon, East London, 5210**  
**Tel: (043) 726 7809/8313**  
**Fax: (043) 726 8352**  
**Email: [roy.dekock@eoh.co.za](mailto:roy.dekock@eoh.co.za)**





**I hereby wish to register as an Interested and Affected Party (I&AP) for the proposed  
Upgrade of National Route R63 Section 13 and associated mining application from Fort Beaufort  
(km 38,77) to Alice (km 58,86) EIA process**

Name & Surname:

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Organisation:

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Postal Address:

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Email:

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Phone #:

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Fax #:

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My initial comments, issues or concerns are:

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Other individuals, stakeholders, organisations or entities that should be registered are:

Name & Surname:

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Organisation:

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Postal address:

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Contact details:

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Please return details to: **Roy De Kock**: P.O. Box 8145, Nahoon, East London, 5210

Telephone: (043) 726 7809 | Fax: (043) 726 8352 | Email: [roy.kock@eoh.co.za](mailto:roy.kock@eoh.co.za)