



## KWAZULU-NATAL PROVINCE

ECONOMIC DEVELOPMENT, TOURISM  
AND ENVIRONMENTAL AFFAIRS  
REPUBLIC OF SOUTH AFRICA

### DIRECTORATE:

ENVIRONMENTAL SERVICES

Private Bag X454, PIETERMARITZBURG, 3200

Moses Mabhida Building, 330 Langalibalele Street, Pietermaritzburg, 3200

Tel: 033 341 4830 Fax: 033 341 0986

Enquiries: Dumisani Gwede  
Imibuzo :  
Navrae :

Telephone: 036 634 5000  
Ucingo :  
Telefoon :

Private Bag : X9905  
Isikhwama Seposi : Ladysmith  
Privaat Sak : 3370

Reference : DC23/0017/2021  
Inkomba :  
Verwysing:

Fax :  
iFeksi :  
Faks :

Date :  
Usuku :  
Datum :

25 October 2022

### Fax Transmission

#### Masonite Africa (Pty) Ltd

Broomcliffe Road

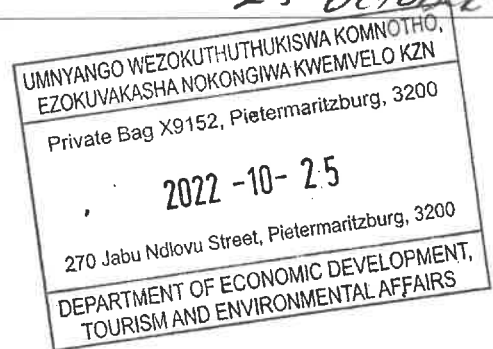
Estcourt

3310

Attention : Wessel Jacobs

Tel : 083 777 006

Email : [WJ@wjcap.com](mailto:WJ@wjcap.com)



Dear Sir

**DC23/0017/2021: ENVIRONMENTAL AUTHORIZATION THE PROPOSED ESTCOURT INTER-MODAL TERMINAL ON ERF 367 AND ERF 776, BROOMCLIFFE STREET, ESTCOURT, INKOSI LANGALIBALELE LOCAL MUNICIPALITY, UTHUKELA DISTRICT MUNICIPALITY, KZN.**

The KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs has **authorized** the abovementioned project. A copy of the environmental authorisation and reasons for the decision are attached herewith.

#### 1. ENQUIRIES

##### Please note:

- All queries regarding this application for environmental authorisation (including the Department's decision) must be directed to the official of this Department with contact details provided on the letterhead above.
- **Only** queries regarding appeals must be submitted to the Office of the MEC (details provided below).



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### **2. NOTIFICATION OF DECISION ON APPLICATION**

In accordance with regulation 4(2) of the EIA Regulations 2014, the applicant must in writing **within 14 days** of the date of this decision ensure that:

- a. All registered interested and affected parties are provided with access to this decision and the reasons for the decision; and,
- b. The attention of all registered interested and affected parties is drawn to the fact that an appeal may be lodged against the decision in terms of the National Appeal Regulations 2014, if such appeal is available in the circumstances of the decision.

### **3. APPEALS**

In accordance with regulation 4(1) of the National Appeal Regulations, 2014 an appellant must submit an appeal to the appeal administrator and a copy of the appeal to the applicant, any registered interested and affected party and organ of state with interest in the matter with 20 days from the date of notification of this decision (with the timeframe extension as indicated under section 2 (above)).

An appellant must comply with regulation 4(2), take the requirements of Annexure 3 of Government Notice No. R. 650 (dated 05 June 2020) into account and submit the appeal in writing, on the form obtainable from the Appeal Administrator and **by post, fax, e-mail or hand delivery** to the following address:

**The Appeal Administrator,  
Office of the KwaZulu-Natal MEC for Economic Development, Tourism & Environmental Affairs**

<b>POSTAL/ E-MAIL/ TELEPHONE</b>	<b>PHYSICAL:</b>
Private Bag X9152 PIETERMARITZBURG 3200 Tel: 033 264 2651 / 081 731 7361  E-Mail: <a href="mailto:haresh.inderlall@kznedtea.gov.za">haresh.inderlall@kznedtea.gov.za</a> (Haresh Inderlall)	Room 218.23, 2 <sup>nd</sup> Floor 270 Jabu Ndlovu Street <b>PIETERMARITZBURG</b> 3201

### **4. COLLECTION OF ORIGINAL ENVIRONMENTAL AUTHORISATION**

**The original environmental authorisation will be hand delivered.**

Yours faithfully

for. Head of Department:

**Signed by: Mr Dumisani Gwede**

**Designation: District Manager**

**KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs**

cc: Dan Mkhwanazi; Environmental Agency; [enviroAgency@gmail.com](mailto:enviroAgency@gmail.com)

## Environmental Authorisation

For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomcliffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.



**KWAZULU-NATAL PROVINCE**

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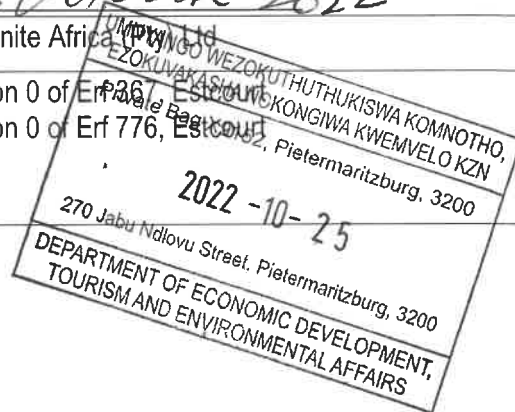
## Environmental Authorisation

In terms of regulation 327 of the  
Environmental Impact Assessment Regulations, 2017

**Project Title: The Proposed Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomcliffe Street, Estcourt,  
Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.**

**Local Municipality: Inkosi Langalibalele Local Municipality**

Application number:	DC23/0017/2021
NEAS Number	KZN/EIA/0001693/2021
Date of issue:	25 October 2022
Authorisation holder:	Masonite Africa (Pty) Ltd
Location:	Portion 0 of Erf 367, Estcourt Portion 0 of Erf 776, Estcourt



DG

## Environmental Authorisation

For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

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### Scope of Project

The project entails the removal of 405 m<sup>3</sup> hazardous products and waste which was previously used as inputs in the old Masonite Plant to manufacture various woods products from processed wood logs. The site will be utilised as an Inter-modal terminal that will transport minerals, such as chromite, manganese, ore and platinum by trucks onto rail wagons. The infrastructure will be demolished for the establishment of a Container handling facility that will transfer containers from rails to trucks from Durban to the rest of South Africa via the N3 toll route.

A copy of the layout plan is attached as **Annexure 3** of this environmental authorisation.

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### For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomcliffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

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### Decision

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the Environmental Impact Assessment Regulations, 2014, the **KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs** (Hereafter referred to as the (“Department”))

### Grants environmental authorization

to:

(herein after referred to as “the authorization holder”)

#### Masonite Africa (Pty) Ltd

Broomcliffe Road

Estcourt

3310

Attention : Wessel Jacobs

Tel : 083 777 006

Email : [WJ@wjcap.com](mailto:WJ@wjcap.com)

to undertake the following activities (hereafter referred to as “the activities”) as described in section 1 below.

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## Environmental Authorisation

### For

**Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.**

### 1. Activities authorized and location of activity

The following activities in Listing Notice 1 of the EIA Regulations 2014 and Listing Notice 2 of the EIA Regulations 2014 are triggered by the abovementioned project:

#### 1.1. Description of activities and location

Component (or phase) of the project	Listing Notice/ Activity No.	21 Digit Surveyor General code
The site consists of the following existing materials and waste: a. Caustic: 100 m <sup>3</sup> b. Paint: 40 m <sup>3</sup> c. Sulphuric acid: 70 m <sup>3</sup> d. Aluminium sulphate: 50 m <sup>3</sup> e. Linseed oil: 80 m <sup>3</sup> f. Wax: 40 m <sup>3</sup> g. Bitumen: 15 m <sup>3</sup> , h. Asbestos (3 tons).	<b>Listing Notice 1 Activity 31</b> The decommissioning of existing facilities, structures or infrastructure for— (i) any development and related operation activity or activities listed in this Notice, Listing Notice 2 of 2014 or Listing Notice 3 of 2014.	NOFS04020000036700000 NOFS04020000077600000
Handling of 200 000 tons of bulk chrome, and other minerals.	<b>Listing Notice 2 Activity 4</b> The development and related operation of facilities or infrastructure, for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of more than 500 cubic metres.	

As described in the Final Environmental Impact Assessment Report (Final EIAR) dated September 2022, the activities authorized must only be carried out at the location as described in 1.2 below.

#### 1.2. The Co-ordinates and Physical address of authorised activity:

Location:	Latitude(S)			Longitude(E)		
Portion 8	28°	59'	59.412"	29°	51'	49.563"

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## Environmental Authorisation

### For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

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## 2. Conditions of Authorization

This Environmental Authorization is subject to the conditions set out below:

**2.1. Period of Validity:** The listed activities authorized must commence within **ten (10) years** from the date of issue and activity must be concluded not later than ten (10) years. If commencement of the authorized activity or any of the authorized activities does not occur within that period, this authorization lapses.

2.1.1 If the proponent anticipates that commencement of the activity would not be before the date stipulated in 2.1, an application for extension of the commencement date must be lodged with this Department prior to its expiry date.

### 2.2. Environmental Audit Report

2.2.1 The environmental audit reports must be prepared in Compliance with *Appendix 7 of GNR 326 amended EIA Regulations 2014*.

2.2.2 The environmental audit report must indicate:

2.2.3.1 The date of the audit;

2.2.3.2 The name of the auditor; and

2.2.3.3 The outcome of the audit in terms of compliance with the environmental authorisation conditions as well as the requirements of the EMPr.

2.2.3 Records relating to monitoring and auditing must be kept on site and made available for inspection to any relevant and competent authority in respect of this development.

2.2.4 The following records must be kept on site for the Department officials if required:

2.2.4.1 The Environmental Authorisation from this Department;

2.2.4.2 The Environmental Management Programme (EMPr);

2.2.4.3 The construction layout plans;

2.2.4.4 Photographic records of before, during and post construction; and

2.2.4.5 All communications detailing changes of design that will have environmental implications.

### 2.3 Environmental Management Programme

2.3.1 The Environmental Management Programme (EMPr) compiled by Environmental Agency dated September 2022 for the construction, operational and rehabilitation phases of this project as submitted

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## Environmental Authorisation

### For

**Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.**

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for the environmental authorization of this project complies with section 24N of NEMA and Appendix 4 of the EIA Regulations, 2017. This EMPr is hereby **approved** and must be implemented.

2.3.2 The EMPr must be kept on site during construction phase of the development.

#### 2.4 Monitoring and Reporting to the Department

2.4.1 The holder of the authorization must appoint an Independent Environmental Control Officer (ECO) for the construction and post-construction phase of the development to ensure that the mitigation and rehabilitation measures referred to in this authorisation and EMPr are implemented.

2.4.2 The details of appointed ECO must be forwarded to the Department in writing at the address indicated in 3.4 herein.

2.4.3 The ECO must be appointed before commencement of any land clearing or construction activities. The ECO responsibilities among others include:

2.4.3.1 Responsible for keeping records of both compliance and non-compliance.

2.4.3.2 Developing a complaints register and keep all records of complaints received.

2.4.3.3 Conduct environmental audits every two (02) weeks during the construction phase;

2.4.3.4 Provide environmental awareness training for site managers and staff;

2.4.3.5 Provide support and advice, to the Engineer regarding environmental issues;

2.4.3.6 Compile monthly environmental audit reports for construction and (One) 1 post construction audit report.

2.4.3.7 Performing all tasks assigned to the ECO in the approved EMPr's;

2.4.3.8 Ensuring the holder of the environmental authorization is enforcing all the conditions contained in the EA and approved EMPr; and,

2.4.3.9 Providing guidance/advice that ensures implementation of environmental management measures and adherence with environmental legislation/regulations.

2.4.4 Should the ECO be changed at any time, this must be communicated in writing to the Department within **14 (fourteen)** calendar days of the appointment of the new ECO.

2.4.5 All requirements for the management, monitoring and reporting of impacts for all phases of the project must be as specified in the EMPr.

2.4.6 The holder of the environmental authorization must submit environmental audit reports to this Department as per the time intervals specified below. The reports must be addressed to the Control



## Environmental Authorisation

### For

**Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.**

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Environmental Officer, CME Component as per the contact details specified in 3.4 herewith. The intervals for the environmental audit reports are as follows:

2.4.6.1 One (01) environmental audit report monthly during construction; and

2.4.6.2 A post construction environmental audit report. This report must be submitted within sixty (60) days from the date that the construction activities are completed.

### 2.5 Written notice of the commencement of the construction phase

2.5.1 Not less than **seven (7) days** written notice must be given to the Department that the construction phase will commence. Commencement for the purposes of this condition includes site preparation. The notice must include a date on which it is anticipated that the construction will commence.

### 2.6 Availability of this environmental authorization

2.6.1 A copy of this environmental authorization must be kept by the authorization holder on site where the activities will be undertaken during construction phase. The authorisation must be produced to any authorised official of the Department who requests to see it and must be made available for inspection by any employee or agent of the holder of the authorisation who works or undertakes work on site.

### 2.7 Notification of Interested and Affected Parties

2.7.1 The applicant must, in writing, and within **14 (Fourteen) days**, of the date of the decision of the application ensure that:

2.7.1.1 All the registered and affected parties are provided with access to the decision and the reasons for such decision and;

2.7.1.2 The attention of all registered and affected parties is drawn to the fact that an appeal may be lodged against the decision in terms of the National Appeals Regulation, if such appeal is available in the circumstances of the decision.

### 2.8 Construction phase

2.8.1 The development must comply with a Layout Plan as attached in Annexure 3 here within.

2.8.2 Any proposed deviations from the original layout must be approved by this Department prior to its implementation.

2.8.3 The South East portion of the site that will be developed and decommissioned must be demarcated.

2.8.4 All chemicals on site must be stored, handled and disposed of as per Material Safety Data Sheet.

## Environmental Authorisation

### For

**Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.**

- 2.8.5 Contaminated building rubble must be collected and disposed of to hazardous registered landfill site.
- 2.8.6 Attenuation ponds must be developed to contain contaminated stormwater and must be lined.
- 2.8.7 Stormwater management plan around the facility must be constructed to separate clean and contaminated water.
- 2.8.8 Contaminated water must be intercepted and treated prior discharge into the environment.
- 2.8.9 Post the demolition and decommissioning of the building, contamination of soil must be investigated and should there be any contamination of soils. Remediation need to be conducted.
- 2.8.10 Spill kit must be readily available onsite.
- 2.8.11 Plant indigenous vegetation on all areas disturbed by the development.
- 2.8.12 All waste generated on the site must be stored in a demarcated area, recycled and if not must be disposed of in registered landfill site;
- 2.8.13 All waste be bins must be labelled on site to ensure proper disposal.
- 2.8.14 Burning and burying of waste is prohibited.
- 2.8.15 No polluted water or grey water must be disposed-off to the natural environment.
- 2.8.16 Dust suppression by regular water spraying must be done.
- 2.8.17 Noise reducing instruments such as silencers and side flaps must be installed on vehicles and machinery.
- 2.8.18 All the hazardous asbestos must be removed by a suitable qualified person, wearing appropriate protective equipment and must be disposed of to a registered hazardous landfill site.
- 2.8.19 Hazardous substances must be clearly demarcated, stored on impermeable surfaces and banded. If spillages occur they must be removed immediately to avoid any excessive pollution to soil and underground water.
- 2.8.20 All hazardous waste must be disposed of to a registered Hazardous Disposal Site. Safe waste Disposal certificate must be kept onsite.
- 2.8.21 Should any recent remains be found on site that could potentially be human remains, the South African Police Service as well as the Institute must be contacted. No SAPS official may remove remains (recent or not) until the correct permit/s have been obtained.

## Environmental Authorisation

### For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

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#### 2.2 Operational phase

- 2.2.1 The applicant must comply with the operational phase EMPr as approved by the Department.
- 2.2.2 Clean Storm water must be diverted into the stormwater channels.
- 2.2.3 Polluted water must not come into contact with clean water.
- 2.2.4 Erosion causing activities must be controlled in such a manner that prevents erosion setting off on site.
- 2.2.5 An alien invasive management plan must be established to control and monitor the infestation of alien species.
- 2.2.6 Storm water attenuation must be maintained on site.
- 2.2.7 All machinery on site must be checked monthly for leaks and cracks.
- 2.2.8 All Waste must be disposed in a registered landfill site.

### 3. GENERAL

#### 3.1. Compliance with conditions of this authorisation

In terms of section 24F of the National Environmental Management Act, 1998 (Act No. 107 of 1998), no person may commence with an activity listed in terms of section 24(2) (a) or (b) of the Act, unless the competent authority has granted an environmental authorization.

#### 3.2. Understanding the conditions of this authorization

It is the responsibility of the authorization holder to understand the conditions of this authorization. Any queries regarding this environmental authorization must be submitted in writing to the Department (contact details in section 3.4).

#### 3.3. Amendments to the project / EMPr

- 3.3.1. Any changes to, or deviations from, the project description set out in this authorization must be approved, in writing, by the Department before such changes or deviations may be effected.
- 3.3.2. Any subsequent amendments to the approved EMPr must also be submitted to the Department for review. The amendments must only be implemented after being approved by the Department.

## Environmental Authorisation

For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

### 3.4. Contact details of the Department

The following contact details for the Department must be used for all reports, notices etc. which must be submitted to the Department:

Department of Economic Development, Tourism and Environmental Affairs

Private Bag X9905

LADYSMITH

3370

Fax No: 036 634 1977

Attention: Control Environmental Officer: Compliance Monitoring and Enforcement, uThukela District

3.5. This environmental authorization does not exempt you from compliance with other applicable legislation.

Date of environmental authorization: *25 October 2022*

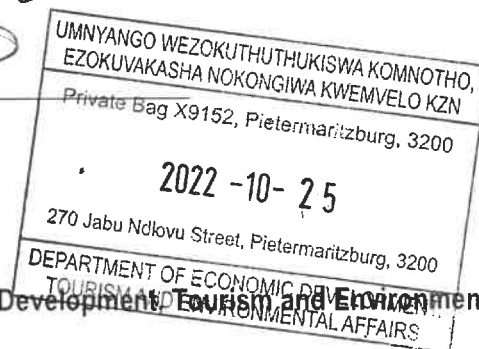


for: Head of Department: Mr N. Nkotwana

Signed by: Mr Dumisani Gwede

Designation: District Manager

KwaZulu-Natal: Department of Economic Development, Tourism and Environmental Affairs



## Environmental Authorisation

For

Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

### Annexure 1: Reasons for Decision

#### 1. Information considered in making the decision.

In reaching its decision, the Department took, *inter alia*, the following into consideration -

- a) Application form dated 14 December 2021.
- b) The Final EIR dated September 2022.
- c) The comments received from the organs of state and interested and affected parties as included in the FEIR dated September 2022.
- d) Mitigation measures as proposed in the Final EIR dated September 2022 compiled by Environmental Agency have been incorporated in the EMPr.
- e) The findings of the site visit undertaken by Onwabile Ndzumo, Nozipho Mthembu, Yonela Ndamase officials of this Department and the EAP Mr Dan Mkhwanazi Environmental Agency, Loyd Chizororo from Bee and Berv and the applicant Mr Hein Smith from Masonite on 02 June 2021.

#### 2. Key factors considered in making the decision

##### a) Final Environmental Impact Report dated 16 September 2022.

- i) The FEIR dated September 2022 compiled by Environmental Agency complies with the requirements of the EIA Regulations, 2014 as amended.
- ii) The FEIR dated September 2022, compiled by Environmental Agency included a description of the environment that may be affected by the activity and the manner in which the physical, biological, social, economic and cultural aspects of the environment may be affected by the proposed activity;
- iii) The methodology used in assessing the potential impacts identified in the FEIR dated September 2022.
- iv) The findings and recommendations of the specialist studies conducted as part of the assessment.
- v) The proposed activities will be of a low impact with a proper implementation of the recommendations and mitigations in the Final Environmental Impact report.

- ##### b) Geohydrological Assessment by Joubert Bulasigobo dated October 2022 as incorporated in the Final EIAR. The site is mainly underlain by sediments and shales of the Adelaide and Estcourt Subgroups of the Beaufort Group or on sediments of the Tarkastad Subgroup. The site area is classified as a minor aquifer region, five (5) existing boreholes were found within the Masonite Africa (Pty) Ltd facility and no existing NGA

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## Environmental Authorisation

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**Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.**

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Data (DWS) boreholes are located close to Masonite Africa (Pty) Ltd. According to qualitative Groundwater impact assessment, the impact risk of the Masonite Africa proposed activity on groundwater quality is classified as class 2 with a low impact, therefore it can be concluded that the proposed activity facility has a low impact on the groundwater quality. The water level onsite on average is 3.5 mbgl, with minimum water level of 2.65 and maximum water level recorded is 4.65 mbgl. The groundwater flow direction at the Masonite Africa site facility is toward the Klein Boesmanspruit on the northern side of Masonite Africa area.

#### Recommendations were

- The proposed activity facility has a low impact on the groundwater quality.
- Quarterly monitoring of groundwater levels and quality.
- Index 4 for the study area indicate that a low level of groundwater protection is required.
- The aquifer is classified as least in terms of vulnerability.
- Design containment facility to reduce permeability of the plant footprint. Capture seepage in interception trenches before it leaves the site. Continue with groundwater monitoring.
- Design water management system to contain 1 in 50 year rainfall event.
- Design discard facility for minimum permeability of the footprint.
- Spill kit readily available, environmental awareness, machinery regularly services and daily pre-start check.
- Removal and handling of contaminated soils according to waste management procedure.
- Minimise any possible contamination of surface and groundwater.
- Impact on available groundwater resources and water levels in the area.
- Leaks and pollution impacting the quality of the groundwater.
- Formulate and implement a design that will ensure the least impact on the environment.

#### c) Public participation:

1. The Draft Scoping Report and Draft EIR was circulated into the public domain for a 30-day, as an integral component of the Public Participation Process as identified by the National Environmental Management Act (Act 107 of 1998) EIA. During the legislated 30-day Public Participation Process (PPP), the Draft EIR was circulated to all identified I&APs and organs of state for comment and responses (Refer to I&AP database).

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2. The public participation process complies with the requirements of Chapter 6 of the EIA Regulations, 2017 and the comments from the organs of state and interested and affected parties have been included in the EIR dated 19 September 2022.
3. A notice advertising the proposed development was published in English in the Estcourt on 06 April 2022.
4. The Scoping report and Draft EIR were circulated to the following Departments for review and comments; Uthukela District Municipality, Inkosi Langalibalele Local Municipality, KZN Department of Transport, Ezemvelo KZN Wildlife, Amafa/Heritage KwaZulu Natal and Transnet.
5. Comments received from the Interested and affected parties (I&AP's) and the issues that were raised were responded to.
6. A community meeting was held on 11 April 2022 at the Estcourt Golf Club.
7. A site notice board which was written in English was placed strategically along the Broomcliffe road.
8. ***This Department is satisfied that this application has met the requirements of Regulation 39 of the EIA Regulation of the Government Notice No. 326 of EIA Regulations as amended. During the Public Participation Process, no person expressed the view that the proposed activity will negatively affect them.***

#### d) Socio-economic impact

The proposed Estcourt Inter Modal Terminal (EIT) is located in Estcourt on an industrial/commercial site which has been existing for the past 70 odd years. The EIT is located 200 km from the Durban Harbour and is ideally located for a rail-road exchange, 400 km from Johannesburg. It is connected to the Gauteng province via the N3 and the rail network will be utilised to handle containers, minerals and other special goods. The EIT will connect South Africa's busiest seaport, the Durban harbour, with other inland terminals. The project Anticipated CAPEX values is R 250 million. New skilled employment opportunities created in the construction phase of the project will be 110 and new unskilled employment opportunities created in the construction phase of the project will be 100 and new skilled employment opportunities created in the operation phase of the project will be 20 and new unskilled employment opportunities created in the operation phase of the project will be 30.

## Environmental Authorisation

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Estcourt Inter-Modal Terminal on Erf 367 and Erf 776, Broomciffe Street, Estcourt, Inkosi Langalibalele Local Municipality, Uthukela District Municipality, KZN.

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**e) Need and desirability:**

The Estcourt Inter-Modal Terminal is located 200 km from Durban Harbour and is ideally located for a rail-road exchange and 400 km away from Johannesburg. The rail network will handle containers, minerals and other special goods. The EIT will make a small but important contribution to solving the traffic challenges on the N3 Toll Route. The overloading of trucks is an endemic problem on the N3 and contributes to accidents, damage to the road and loss of taxes for on the toll fees lost. Therefore containers carried on the trains belong will contain minerals that will be imported after being unpackaged and loaded into bulk ships as they are.

**f) Alternatives:**

**Design and Technology Alternatives**

Design Option 1: Mixed product warehousing (preferred)

The EIT proposes that containers and a variety of minerals be handled on the Masonite site. Containers will have a wide range of goods in them mainly from import but a fair amount for export depending on the economic activity and requirements of clients. Minerals export is the main aspect of this option and impacts arising from this are dealt with in detail.

Design Option 2: Single-product warehousing

This option considers only one product warehousing, in the EIT case, either containers only or chromite as the only mineral being handled on this site. It must be noted that the container on site is the primary consideration and will initially form the majority of activities on site. This is because container handling is easier to set up and clients have been secured for this activity.

Technology Option 1: Rail and Road

This option analyses the use of road and rail and the interchange between the two modes of transport. Both modes offer advantages and disadvantages to the client. Depending on the type of goods being transported, clients choose their preferred mode based a few considerations such as perishability, delicacy, supply-demand fluctuations, and volumes. The EIT prefers the interchange between rail and road modes of transport as a hybrid mix. This maximizes the cost savings for the client and minimizes costs associated with access to the Durban Harbour.

Technology Option 2: Rail only



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The use of rail as the only mode of transport in this project is the consideration for this option. It assumes that there was a demand for rail transport, and that Estcourt was used as a major exchange point. Rail transport has shown that it is too slow for container handling requirements, as evidenced by progressive decline in rail use. Even traditional bulk mineral transportation for export has ditched rail in favour of road transport. The proposal to establish the terminal based solely based on rail only as means of transport. For this reason, this option is discussed same as in the No-go option.

### Site Alternatives

#### Site Option 1: Masonite Site (Preferred site)

The Masonite site is located just on the edge of the Estcourt CBD. It's an old site used by Masonite Africa (Pty) Ltd for wood processing from the 1950s until early 2000s. It has 6,7ha of warehouse space that was used for manufacturing, but has since been cleared of machinery and unsafe buildings. This site has existing railway track that was used to bring in wood logs and ship out finished products. Most of the finished products were transported by road trucks. Currently the site and its buildings are not in use.

#### Site Option 2: Ford Dunford Site

This site is a farm that would have to be purchased at the agreed price. The farm is vacant except for the farmhouse. A 2-ha warehouse would be built on the farm to accommodate containers and minerals for handling. The investment is estimated at R550 million which includes land, access roads and connections to the municipal services such as water, electricity and sewer.

#### Site Option 3: Loskop Road Site

This site is located 2 km from the Masonite site, on the Loskop Road going west, just before the Little Bushman's River bridge. Like the Ford Dunford Site, it has similar characteristics and issues. This site is a farm that would have to be purchased at the agreed price. The farm is vacant except for the farmhouse. A 2 ha warehouse would be built on the farm to accommodate containers and minerals for handling. The investment is estimated at R550 million which includes land, access roads and connections to the municipal services such as water, electricity, and sewer.

### Layout alternatives

#### Layout Option 1: Two-Two-One Access (2-2-1) (preferred)

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The proposed layout is presented in the Appendix of this document and proposes 2 entrances and 2 exits from the Masonite site for trucks and one access for rail hence 2-2-1. This layout integrates the existing internal access roads with the rail track. There is no need for a new rail track. This option requires input from the Traffic Department of the ILLM.

Layout Option 2: Two-One-One Access (2-1-1)

Two accesses for trucks, one exit for trucks and one access for rail. This option is similar to 2-2-1 access but has 1 less exit. It assumes that the exit is usually easier and does not cause traffic in the internal and streets of the area. This is likely true for the Masonite site. Both these 2-options need input from the traffic department of the ILLM.

Layout Option 3: One-One-One Access (1-1-1)

This layout has one entrance for trucks, one exit for trucks, and one access for rail.

### Activity alternatives

Activity Option 1: Estcourt Inter-Modal Terminal (EIT) (Preferred)

The need and desirability of the EIT has been well documented in this report and forms the basis for choosing this option. The summary of advantages and disadvantages are listed below.

Activity Option 2: Mini-Factories

The second option considered is the subdivision of the warehouse into mini-factories and sub-leasing to individual small businesses in the retail, manufacturing, service or other industries. This is absent in Estcourt. This activity works well in major Metropolitan (e.g., Jacobs in Durban) areas where there is a bigger industry (e.g., Motor manufacturing) that is supplied by smaller components suppliers and is linked to the export or import (Durban harbour). Estcourt town has Nestle as its main factory. Nestle factory the second one in KZN; the other is located in Durban. Nestle has its input as agriculture produced coffee beans farmed in Weenen. Their size is small, has few ingredients, and is not planning to expand in light of the changes in the beverage market in the world. There is no other meaningful manufacturing activity in Estcourt.

Activity Option 3: Warehousing

The warehousing involves using trucks to bring goods, repackaging as required and sending goods off to clients. The warehousing uses same number of trucks since the volume of goods does not change. The warehousing is the added service that EIT would add to its services offering to clients. For this reason,

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warehousing will not be analysed for advantages and disadvantages, suffice to say that it was exercised and implemented together with the preferred activity 1 above.

#### **g) No-Go Option**

The no-go option is a legal requirement in the EIA process. The option analyses the possibility that says what if the EIT be not approved, not implemented, or cancelled due to a variety of reasons. It basically assumes that the current status quo remain what are the consequences of such.

#### **h) Objectives of integrated environmental management:**

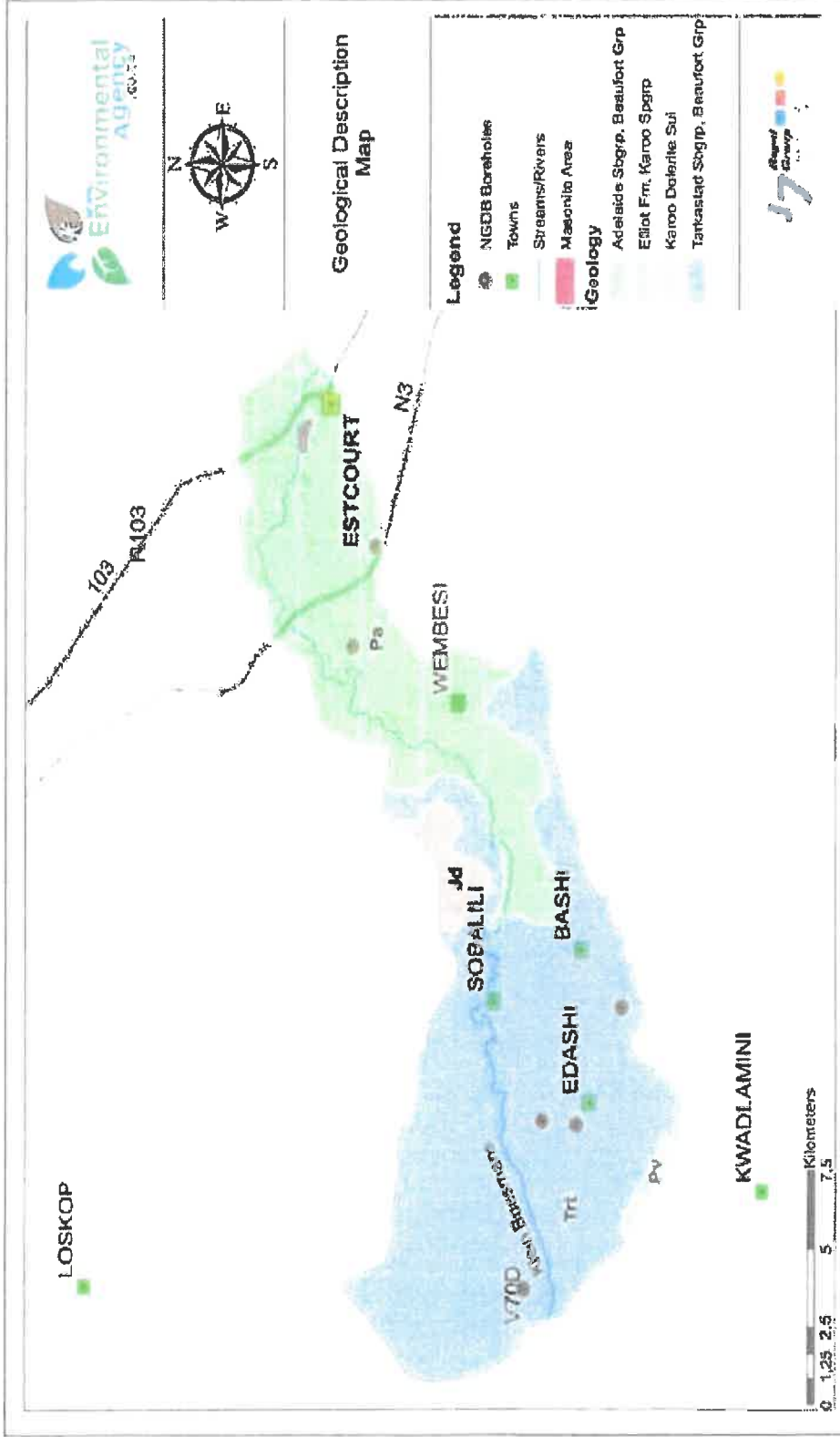
In view of the above, the Department is satisfied that, subject to compliance with the conditions contained in the environmental authorisation, the proposed activity will not conflict with the general objectives of the integrated environmental management laid down in Chapter 5 of the National Environmental Management Act, 1988 and that any potentially detrimental environmental impacts resulting from the proposed activity can be mitigated to acceptable levels. The application is accordingly granted.

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## ANNEXURE 2: Locality

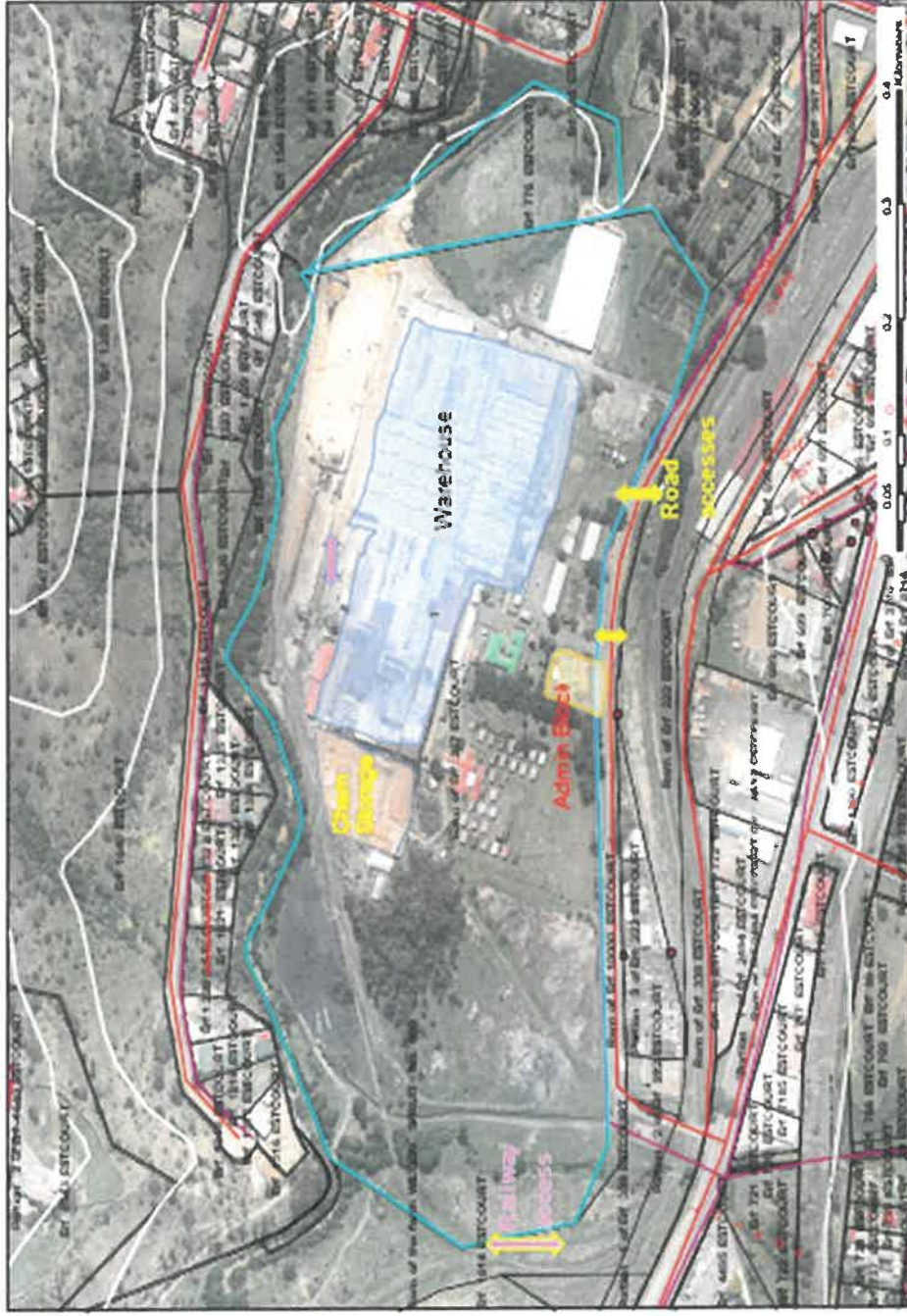


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## ANNEXURE 3: Layout Plan



Layout Plan showing Warehouse, Chemical Storage, Road and Railway access and Administration Block.

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		<b>INKOSI LANGALIBALELE MUNICIPALITY: MASSOURE APPLS LTD ESTCOURT</b>	<b>Date created: 04 November 2021</b> <b>By G18 Intern</b>
		<b>Legend</b>	
		Contour Line	
		Water Pipeline	
		ELM Registered	