

Case ID: 1358



Date: 11 November 2010

Ref: S0329/LRV

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Dear Dr Jerardino,

**NOTIFICATION OF SCOPING REPORT
THE PROPOSED DEVELOPMENT OF THE LIGHT MOTOR REFUELING STATION
FOR KOLOMELA MINE**


The Scoping Report for the Development of the Light Motor Refueling Station for Kolomela Mine (Sishen South Mine) is now completed. Please find enclosed the copy of the Scoping Report for review.

If you have any comments or question on the reports, please forward these to Zama Khumalo at Synergistics Environmental Services at the following contact details:

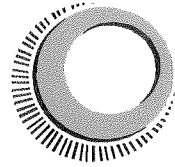
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Please note that the deadline for comments is the 11 December 2010. All comments will be addressed and sent to the Northern Cape Department of Environment Affairs and Nature Conservation for their consideration.

For Synergistics Environmental Services


Zama Khumalo
BA (Geography)

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Synergistics Environmental Services (Pty) Ltd
South Africa Registered No. 2003/030216/07



SISHEN IRON ORE COMPANY PTY LTD

KOLOMELA MINE (SISHEN SOUTH MINE)

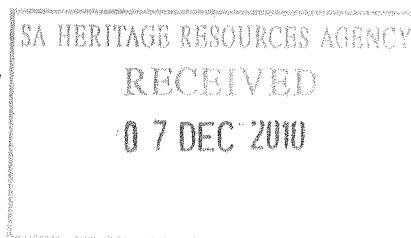
**THE PROPOSED DEVELOPMENT OF THE LIGHT
MOTOR REFUELING STATION FOR KOLOMELA MINE**

ENVIRONMENTAL SCOPING REPORT



Synergistics
Environmental Services

Project Number: S0329
Report Number: S0329/LRV
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Date: November 2010
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KOLOMELA MINE
THE PROPOSED DEVELOPMENT OF THE
LIGHT MOTOR VEHICLE REFUELING STATION FOR KOLOMELA MINE

SCOPING REPORT

EXECUTIVE SUMMARY

Introduction

Sishen Iron Ore Company (Pty) Ltd is intending to develop a Refueling station for the mine's light utility vehicles. The Refueling station will be located within Kolomela Mine property which is located 12 km south west of Postmasburg and 85 km south of the existing Sishen Mine.

An environmental impact assessment (EIA) is required for the proposed development in terms of the EIA Regulations Government Notice 387 of 21 April 2006 published under Chapter 5 of the National Environmental Management Act (No. 107 of 1998). Synergistics Environmental Services (Pty) Ltd has been appointed as the independent environmental consultant responsible for undertaking the environmental impact assessment (EIA) for the proposed development. This Scoping Report forms the first report of the EIA process and presents environmental issues and concerns identified and the plan of study for future work to be undertaken in the impact assessment phase of the project.

Project Description

The Refueling station will have a capacity to store 46 000 litres of fuel; there will be two underground tanks each with a capacity to store 23 000 litres, these tanks will each store diesel and petrol. Small quantities of lubricants will be kept in the storehouse. The Refueling area will be provided with the following protection measures to prevent groundwater contamination:

- The tank will be coated with glass reinforced polyester as per SANS 1535:2007 edition 2.3;
- The excavation where the tanks will be stored will be lined with 40 micron HDPE liner;
- Inside the lined excavations will be two off observation wells. These wells will be 110 mm slotted PVC sleeves so that leaks can be detected;
- A pump will be inserted at the manhole to pump out any liquid should there be a leak.

The unloading of fuel from road tankers will be the responsibility of the fuel suppliers' personnel. Fuel will be delivered once a week by fuel tankers, there will be one delivery of Unleaded 95 Octane petrol and one delivery of diesel. Due to the underground nature of the storage tanks, both tanks will be gravity fed.

The Refueling station will occupy an approximate area of 2 800 m² and will be provided with concrete flooring sloping towards a wash water sump. The contents of the sump will be piped in a 100 mm diameter galvanized steel pipe for approximately 150 m to the mine's wash bay oil separator. Here oil will be separated from the waste water that will be reused at the main vehicle wash bay area; the oil will be removed for disposal as hazardous waste as per the mine's waste management system.

Public Issues and Concerns

Neighbouring farmers, authorities and the general public were consulted during the scoping phase by means of newspaper advertisements, site notices and distribution of information letters. Two responses were received and are detailed below:

- The requirements of article 7. (3) b of Regulation 9238: Conservation of Agriculture Resources, 1983 (Act 43 of 1983) were brought to the attention of the developer. This section provides requirements for the protection of natural agricultural resources.*
- A question was raised on where the Refueling station would be located and whether it would be privately owned.*

Anticipated Environmental Impacts

Key environmental issues associated with the development of the Refueling station have been identified in the scoping assessment. These are summarised below:

- Potential contamination of surface water and groundwater due to accidental leakage of storage tanks;*
- Fire risks due to the storage of flammable goods.*

Further Work

Based on the scoping process, a specialist opinion will be required from a groundwater specialist to provide input on the potential risks to groundwater and on mitigation measures. The specialist will also be required to review the monitoring network and groundwater monitoring parameters. An EIA will be undertaken to assess the significance of impacts that have been identified during the scoping process and measures to mitigate potentially significant impacts will be recommended.

TABLE OF CONTENTS

1.	INTRODUCTION	1
	1.1 Project Overview	1
	1.2 Project Location	2
	1.3 Terms of Reference	2
2.	LEGISLATIVE FRAMEWORK	4
3.	APPROACH AND METHODOLOGY	7
	3.1 Objectives	7
	3.2 Information Collation	7
	3.3 Public Consultation	9
	3.3.1 Compilation of IAP Database.....	9
	3.3.2 Press and Site Advertisements.....	9
	3.3.3 Notification of Landowners and Stakeholders	9
4.	PROJECT DESCRIPTION	10
	4.1 Project Motivation	10
	4.2 Project Description	10
	4.3 Site Design and Layout	11
	4.4 Consideration of Alternatives	13
	4.4.1 No-Go Alternative.....	13
	4.4.2 Activity Alternatives	13
	4.4.3 Site and Design Alternatives.....	13
	4.5 Infrastructural Requirements	14
	4.5.1 Access Road	14
	4.5.2 Water Requirements	14
	4.5.3 Power Supply	14
	4.6 Labour and Staff Requirements	14
	4.7 Project Schedule	14
5.	BRIEF DESCRIPTION OF THE AFFECTED ENVIRONMENT.....	15
	5.1 Regional Setting.....	15
	5.2 Climate	15
	5.3 Topography	15
	5.4 Soils and Geology.....	15
	5.5 Groundwater.....	16
	5.6 Surface Water	16

Figure 8.1:	EIA Process	27
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LIST OF TABLES

Table 2.1:	List of Applicable Legislation and Guidelines Consulted	4
Table 6.1:	Summary of Public Issues and Concerns	21
Table 7.1:	Summary of Potential Impacts associated with the development of the Refueling station	23
Table 8.1:	Criteria for assessing significance of impacts	29
Table 8.4:	EIA Team	31

LIST OF APPENDICES

APPENDIX A:	PUBLIC PARTICIPATION INFORMATION
A1	IAP DATABASE
A2	PROOF OF PRESS AND SITE NOTIFICATION
A3	INFORMATION LETTER
A4	PROOF OF NOTIFICATION
A5	CORRESPONDANCE RECEIVED
APPENDIX B:	SITE CO-ORDINATES
APPENDIX C:	LAYOUT OF THE REFUELING STATION

KOLOMELA MINE
THE PROPOSED DEVELOPMENT OF THE
LIGHT MOTOR VEHICLE REFUELING STATION FOR KOLOMELA MINE

SCOPING REPORT

1. INTRODUCTION

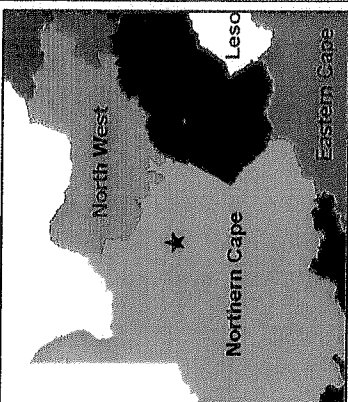
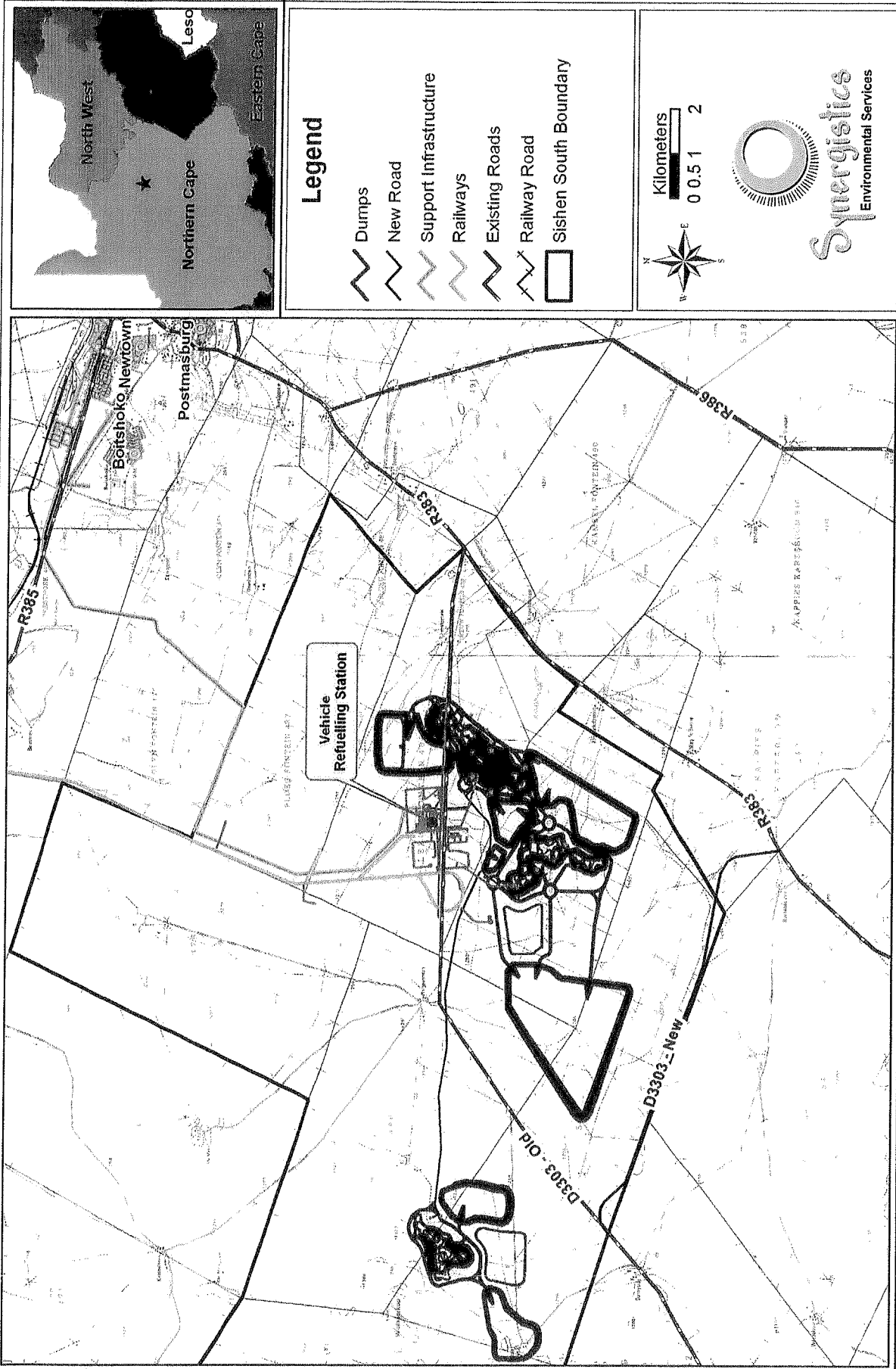
1.1 Project Overview

The Sishen Iron Ore Company (Pty) Ltd part of Kumba Iron Ore Ltd is proposing to develop a Refueling station for light utility vehicles at the Kolomela (formerly Sishen South Mine) located 12 km southwest of Postmasburg and 85 km south of Sishen Mine in the Northern Cape (Refer to Figure 1). The Refueling station is required to store fuel during the operation of the mine for supply to utility vehicles.

The Refueling station will have a capacity to store a total of 46 000 litres of fuel, which will be stored in two 23 000 litre tanks. One tank will be used for diesel and the other for petrol. The tanks will be coated with glass reinforced polyester and a 40 micron HDPE line will be provided underneath the tanks. Small quantities of lubricants will also be kept at the Refueling station.

The construction of filling stations including associated structure and infrastructure is captured in sub-regulation 3 in Regulation 387 of the National Environmental Management Act No 107 of 1998 as an activity that cannot commence without environmental authorisation. Synergistics Environmental Services (Pty) Ltd has been appointed as independent environmental consultants responsible for undertaking the scoping and environmental impact assessment required in support application for environmental authorisation.

This scoping report forms part of the environmental impact assessment (EIA) for the construction of the Refueling station by the Sishen Iron Ore Company (Pty) Ltd.



Legend

- Dumps
- New Road
- Support Infrastructure
- Railways
- Existing Roads
- Railway Road
- Sishen South Boundary

Kilometers

0 0.51 2

Location of the Light Motor Vehicle Refuelling Station.

S0329

Coordinate System: Spheroid: WGS84, Datum: Central Meridian, Unit: CO

Legislation	Regulations / Guidelines	Description / Requirement	Project Implication
National Heritage Resources Act No. 25 of 1999	Assessment & Mitigation of Archaeological & Paleontological Heritage Resources as Requirements for mining and Prospecting.	Provides guidance for miners on management of heritage resources.	Cognisance to be given to the guidelines for Scoping and EIA process to be followed.
National Environmental Management: Biodiversity Act No. 10 of 2004	Section 56	Allowance for the publishing of lists of protected species.	No lists have been published under this section of the Act to date. Reference is to be made to literature and other published texts for lists of red data species.
Conservation of Agricultural Resources Act No. 43 of 1983.	GN 280 of 13 March 2001.	Lists declared weeds and invaders as Category 1, 2 and 3 plants. Landowners are legally responsible for the control of alien invasive plants on their properties.	Ongoing weed management will be required in the development area.
National Environmental Management: Biodiversity Act No. 10 of 2004.	Chapter 3	Control of alien and invasive species.	Ongoing weed management will be required in the development area.
National Veld and Forest Fire Act No. 101 of 1998		Prohibition of fires when fire danger is high.	Fire management as part of environmental management plan.

3. APPROACH AND METHODOLOGY

3.1 Objectives

The objectives of the scoping study were to:

- Collate project and baseline environmental information;
- Identify interested and affected parties and environmental authorities as well as stakeholders that may have an interest in the project;
- Identify alternatives for the proposed development (if any);
- Inform landowners, authorities, stakeholders, interested and affected parties (IAPs) of the proposed project;
- Engage stakeholders and identify their issues and concerns;
- Engage environmental authorities and confirm legal and administrative requirements;
- Identify and describe potential environmental issues associated with the proposed project; and
- Identify the nature and extent of further investigations and specialist input required for the EIA.

3.2 Information Collation

The data sources used in the scoping assessment are listed in Table 3.2 below

	Sources of Information
Project Description	Consultations with Sishen South Project Team and BVI Engineers (Sishen South Project Engineers)
Identification of Alternatives	Consultations with Sishen South Project Team
Climate	Report: Sishen South, Environmental Scoping Report and the result of consultation with affected parties (Synergistics, November 2005). Report: Sishen South Iron Ore Project. Environmental Impact Assessment Report/Environmental Management Programme (Golder Associates, January 2006).
Topography	Topocadastral Maps 1 2822 BD Beeshoek & 2822 BB Mamaghodi BB
Geology and Soils	Report: Sishen South Environmental Scoping Report and the result of consultation with affected parties (Synergistics, November 2005). Report: Sishen South Iron Ore Project. Environmental Impact Assessment Report/Environmental Management Programme (Golder Associates, January 2006).
Groundwater	Report: Sishen South Environmental Scoping Report and the result of consultation with affected parties (Synergistics, November 2005). Report: Sishen South Iron Ore Project. Environmental Impact Assessment

3.3 Public Consultation

3.3.1 Compilation of IAP Database

A database of Interested and Affected Party (IAPs) was established during the initial public participation process for development of Kolomela Mine. This database has subsequently been updated on an ongoing basis and was used for this application. Letters giving notification were submitted to the IAPs together with response sheets. Press adverts were also placed in newspapers inviting IAPs to register for the project. Two additional IAPs have been registered as a result of this process. Appendix A1 contains the IAP database

3.3.2 Press and Site Advertisements

Press advertisements were placed in either English or Afrikaans in the following newspapers:

- Kalahari Bulletin : 10 September 2009 in English; and
- Volksblad: 10 September in Afrikaans

Two notices were placed on site. Notices were also placed at the Spar Supermarket in Postmasburg Town. These notices were in both English and Afrikaans. One response was received from the press and site advertisement process.

Appendix A2 contains proof of press notification.

3.3.3 Notification of Landowners and Stakeholders

Written notices were sent via registered post and were also faxed and emailed in accordance with sub regulation 56 2(b) to the surrounding landowners. Notices were also sent to the mayor and municipal manager of Siyanda District Municipality and Tsantsabane Local Municipality. The following government departments were notified of the project:

- Northern Cape Department of Mineral Resources;
- Northern Cape Department of Agriculture, Land Reform and Rural Development;
- South African Heritage Resources Agency in Cape Town; and
- Northern Cape Department of Environment and Nature Conservation (application for environmental authorisation)

The written notices contained information on the proposed development and included a response sheet aimed at eliciting public comment. IAPs were afforded 30 days to provide comments. One comment from the Department of Agriculture, Land reform and Rural Development was received. Details of the comment are given in Table 6.1. Proof of notification is given in Appendix A4

The Refueling station will occupy an area of 2 800 m² and will be provided with concrete flooring with a slope towards a wash water sump. The contents of the sump will be piped in a 100 mm diameter galvanized steel pipe for approximately 150 m to an oil separator located at the mine's wash bay . Waste water will be reused at the main vehicle wash bay area and the oil removed and disposal as hazardous waste.

Should there be any emergency fires on site, these will be extinguished using hand held dry powder extinguishers which will be kept at the corners of the facility. In addition to this the mine has an emergency fire fighting truck that can assist during fire emergencies and a subsurface fire water ring main.

4.3 Site Design and Layout

The Refueling station will be located in a roofed area and will comprise of two underground tanks each tank will be provided with petrol and diesel dispenser. The dispensing area will have a concrete surface. Two ventilation pipes will extend from the two underground tanks. For the management and monitoring of contamination two 100 diameters PVC pipes will be constructed for each tank in order to monitor spillages, should any spillages occur these will be removed via access from the manhole. A pump will be inserted in the manhole to remove spillages.

Figure 2: Layout of the Refueling Station (Refer to Appendix C)

4.4 Consideration of Alternatives

4.4.1 No-Go Alternative

Light utility vehicles operating at Kolomela Mine will require fuel during operation. Should the construction of the Refueling station not be undertaken, the use of filling stations in Postmasburg Town will be required. This alternative is not preferred as it will result in increased traffic on public roads and thus pose an increased safety risk. Since vehicles will be used at the mine. It is not considered practicable to travel to Postmasburg for Refueling as this will result in unnecessary costs and loss of productive time. Refueling within the mine property will be safe and convenient and is not expected to result in increased environmental impacts as a result of the design measures that will be put in place for safety and environmental protection.

4.4.2 Activity Alternatives

An alternative to constructing the filling station is to use the filling station in Postmasburg Town. This alternative is not preferred as it will result in increased traffic on public roads and thus pose an increased safety risk. Since vehicles will be used at the mine. It is not considered practicable to travel to Postmasburg for Refueling as this will result in unnecessary costs and loss of productive time. No other activity alternatives were considered feasible for the development. Exemption is thus being sought from consideration of activity alternatives.

4.4.3 Site and Design Alternatives

The Refueling area was initially planned to be placed on the site of the current construction fuel supply area (Refer to Figure 2), this facility will continue to be used for operation. This area was not preferred as it would require the use of existing aboveground storage tanks and this will pose a safety risk due to the possibilities of explosions and fires inherent with above ground tanks. The Refueling site will be located adjacent to the future store area (Refer to Figure 2) and will have underground tanks.

An exemption from the assessment of alternatives will be applied for with the Northern Cape Department of Environment and Nature Conservation as there are no feasible alternatives for the development. This is further motivated by the fact that since this development forms part of the greater Kolomela Mine development any site within the infrastructure development area can be expected to have similar impacts on the environment.

5. BRIEF DESCRIPTION OF THE AFFECTED ENVIRONMENT

5.1 Regional Setting

Kolomela Mine is located 12 km south west of Postmasburg town in Tsantsabane Local Municipality within the jurisdiction of Siyanda District Municipality in the Northern Cape Province. The Mine is approximately 85 km south of the existing Sishen Mine and 12 km south west of Beeshoek Mine (Refer to Figure 1).

5.2 Climate

Postmasburg is a low rainfall area with the annual mean rainfall of approximately 455 mm. The average summer temperature is approximately 30 °C and winter temperatures are about 20 °C. During these same periods the mean daily minima ranges from 15 °C to 2 °C, respectively.

At Kolomela Mine the prevailing wind direction is from east-northeast and west-southwest with frequent winds from east and west. Night time is associated with calm winds and the strong winds blow northwest and east to east-south-eastern direction and weak winds may blow west-north-west and north-west.

The greatest contributor to current dust fallout in the area is operation activities at Beeshoek Mine and construction activities at Kolomela Mine.

5.3 Topography

The majority of the mining area slopes gently to the south west. Drainage from the area naturally migrates towards an ephemeral system which flows across the mining area, referred to as the Welgevondenspruit. However, stormwater management measures proposed for Kolomela Mine will prevent any drainage from the plant area, including the refuelling station, from entering the natural environment. Run-off will report to a pollution control dam located to the south -west of the ore processing plant.

5.4 Soils and Geology

In the Postmasburg area, the oldest rocks of the Transvaal Supergroup form a carbonate platform sequence (i.e. dolomites with minor limestone, chert and shale) known as the Campbell Rand Subgroup. The upper part of the Transvaal Supergroup comprises a banded iron formation unit (i.e. the Asbestos Hills Subgroup), which has been conformably deposited on the carbonates (Golder Associates, 2005).

5.7 Land Use

The dominant land use surrounding the Sishen South Mine is agricultural which includes the grazing of sheep, cattle, game and goats. Immediately north of Kolomela Mine is Beeshoek Mine which is involved in the production of iron ore. Other land uses include residential and Postmasburg town is located 12 km north of Kolomela Mine. There is a provincial road (R383) that lies east of Kolomela Mine.

The refueling station will be located within the area that is currently being developed for the Sishen South infrastructure area where the administration offices and the processing plant and other support infrastructure will be located. The refueling station will be opposite the mines temporary fuel storage area and adjacent to the construction storage area. Areas that are not used for infrastructure or mining activities at the mine are currently used for the farming of sheep and cattle.

5.8 Flora

The Postmasburg area falls within an area described as Griqualand West Centre of Endemism, this is an area with unusually high occurrence of species with very restricted distributions. Centres of endemism are important because it is these areas, which, if conserved, would safeguard the greatest number of endemic plant species. They are extremely vulnerable as relatively small disturbances in a centre of endemism may easily pose a serious threat to its many range-restricted species. The uniqueness of the area is recognised in the latest description of vegetation types in South Africa (according to Mucina and Rutherford, 2004) which classifies the vegetation in the area as Postmasburg Thornveld which is restricted to this area.

There are two vegetation types that are endemic to Griqualand Centre of Endemism i.e. the Kalahari Plateau Bushveld and the Kalahari Mountain Bushveld. Detailed study of the Kolomela Mine's mining area has showed different vegetation from the surrounding areas. The vegetation at the Sishen South area is classified as the Postmasburg Thornveld which is restricted to the south of Postmasburg.

The site designated for the development of the refueling station falls within the area which has been cleared for infrastructure development at the Sishen South Mine. There is thus no existing vegetation at the refueling station site.

5.12 Cultural Heritage

The region is known to be rich in archaeological heritage resources, particularly indigenous mining activities. A Heritage Impact Assessment was conducted by Mr David Morris of McGregor Museum for the Environmental Impact Assessment for the Sishen South Mine to determine the presence of archaeological artefacts. Stone Age material mainly Pleistocene Age was found on the fringes of the pans on farms Ploegfontein, Strydfontein, Leeuwfontein and Klipbanksfontein. No archaeological material was observed near the Refueling station.

The study revealed that the mining development will not have a significant impact on the archaeological material in the area.

5.13 Visual Environment

The landscape character is relatively flat with undulating topography, broken by seasonal watercourses and numerous small pans. The area has semi-arid vegetation with a moderately sloping ridge, Wolhaarkop, which is 1448.6m above sea level.

The visual environment of the region has become a highly disturbed landscape with the development of Kolomela Mine. Other visually intrusive features include Beeshoek Mine north of Kolomela Mine and the R383.

5.14 Social and Economic Environment

5.14.1 Socio-Economic Profile

The most important economic activity in the area is mining. The major mining operation is Assmang's Beeshoek Mine. Small-scale diamond and iron ore mining operations also occur in the area. Beeshoek Mine has an estimated remaining life of less than 5 years, many of the personnel will however be relocated to Assmang's new mining operations in Kathu, namely Khumani Mine.

According to the Socio-Economic Impact Assessment conducted by Golder Associates (2005) a large proportion of the Postmasburg population are retrenched mine workers, who have basic skills in the industry. However, only 27% of the local population have attained grade 12 or higher. Unemployment in Postmasburg is estimated at approximately 27%. There is a significant backlog in terms of the provision of housing and services within the lower income areas in Postmasburg and there is a need for development in the area.

6.3 Synthesis of Issues Raised

Table 6.1 below provides a list of IAP's contacted together with the comments received and project response

Table 6.1: Summary of Public Issues and Concerns

IAP NOTIFIED		COMMENT / ISSUE RAISED	PROJECT RESPONSE
Mr	Nico Toerien (Department of Agriculture)	Attention must be given to the Requirements of the Section 7.1 and 3 (b) of Regulation 9238 of the Conservation of Agriculture Resources, Act 43 of 1983. The requirements are summarised as 7(1) vegetation in vlei, marsh/ water sponge or within the flood area of a watercourse or within 10 meters horizontally of a flood area must not be cleared in a manner that will damage natural agriculture. 3(b) no land user must cultivate any land within the flood area of a watercourse or within 10 metres horizontally outside the flood area.	The refueling station will be located within the area already designated under the mining right for the development of the mine plant infrastructure. No additional disturbance will be required.
Mr	Hennie Van Rensburg	On which property will the filling station be located	The Refueling station will be located within the Kolomela Mine on farm Strydfontein 614 in Postmasburg
Mnr	Christo Bredenhann	Will the filling station be a commercial station	The Refueling station will be private station servicing Kolomela Mine's light utility vehicles
Mnr	Jim Bredenkamp	No comment received	
Mnr	Chris Bredenkamp	No comment received	
Mr	Rudie Erasmus	No comment received	
Mnr	Rassie Erasmus	No comment received	
Mnr	Wynie Lubbe	No comment received	

7. ANTICIPATED ENVIRONMENTAL IMPACTS

Potential impacts associated with the refueling station are summarised in Table 7.1. Comment on how the impact is to be addressed and the requirements for further investigation in the EIA phase are also given.

Table 7.1: Summary of Potential Impacts associated with the development of the refueling station

IMPACT	IMPACT SOURCE	COMMENT / FURTHER WORK
Topography		
Change in the natural topography.	Construction of the Refueling station at Kolomela Mine	The construction of the Refueling station at Kolomela Mine will not result in significant change in topography as the area is currently being developed into the Mine infrastructure area
	Excavation of trenches for the underground storage tanks	The construction of the Refueling station at Kolomela Mine will not result in significant change in topography as the area is currently being developed into the infrastructure area however measures to ensure that the excavations are refilled upon decommissioning of the tanks
Geology and Soils		
Contamination of soils	Accidental spillage of chemicals during construction and operations	Final design of the Refueling station to allow for the containment of spillages EMP to include measures for the storage and handling of chemicals including hydrocarbons (fuels, oils, greases) and other hazardous chemical substances
Groundwater		

IMPACT	IMPACT SOURCE	COMMENT / FURTHER WORK
		and included in EMP.
Decrease in ambient air quality	Release of petrol and diesel vapour	Final design of the refueling station is to ensure that levels of vapour released do not pose a health hazard for the operator
Noise		
Increase in ambient noise levels.	Movement of vehicles and machinery during the construction phase	Receptors to be identified and measures included in EMP to reduce impacts.
	Blasting for underground tanks	EMP to include measures to manage impacts to surrounding landowners
Cultural Heritage		
Possible exposure and disturbance of archaeological material	Excavations for the underground storage tanks.	Measures for management and protection of heritage resources during excavations are to be included in the EMP
Visual Environment		
Disturbance of natural views.	Construction of the Refueling station at Kolomela Mine's infrastructure area	The refueling station will be constructed within Kolomela Mine's infrastructure area and will be surrounded by other service infrastructure. Significance of this impact will be assessed and mitigation will be developed depending on severity. It is not expected that the construction of the refueling station will result in an increase to the current disturbance to the natural views.
Social & Economic Environment		
Reduction in safety risk due to use of roads	Use of the mine's Refueling station rather than filling stations in Postmasburg Town	Positive impact, utility vehicles are to use the mine's Refueling station at all times.
Safety		

8. PLAN OF STUDY FOR ENVIRONMENTAL IMPACT ASSESSMENT

8.1 Process and Schedule

The proposed EIA process, public consultation activities, and the associated timeline are shown in Figure 8.1. The assessment process has been developed to ensure that it complies with the EIA regulations and the associated guidelines (see Section 3).

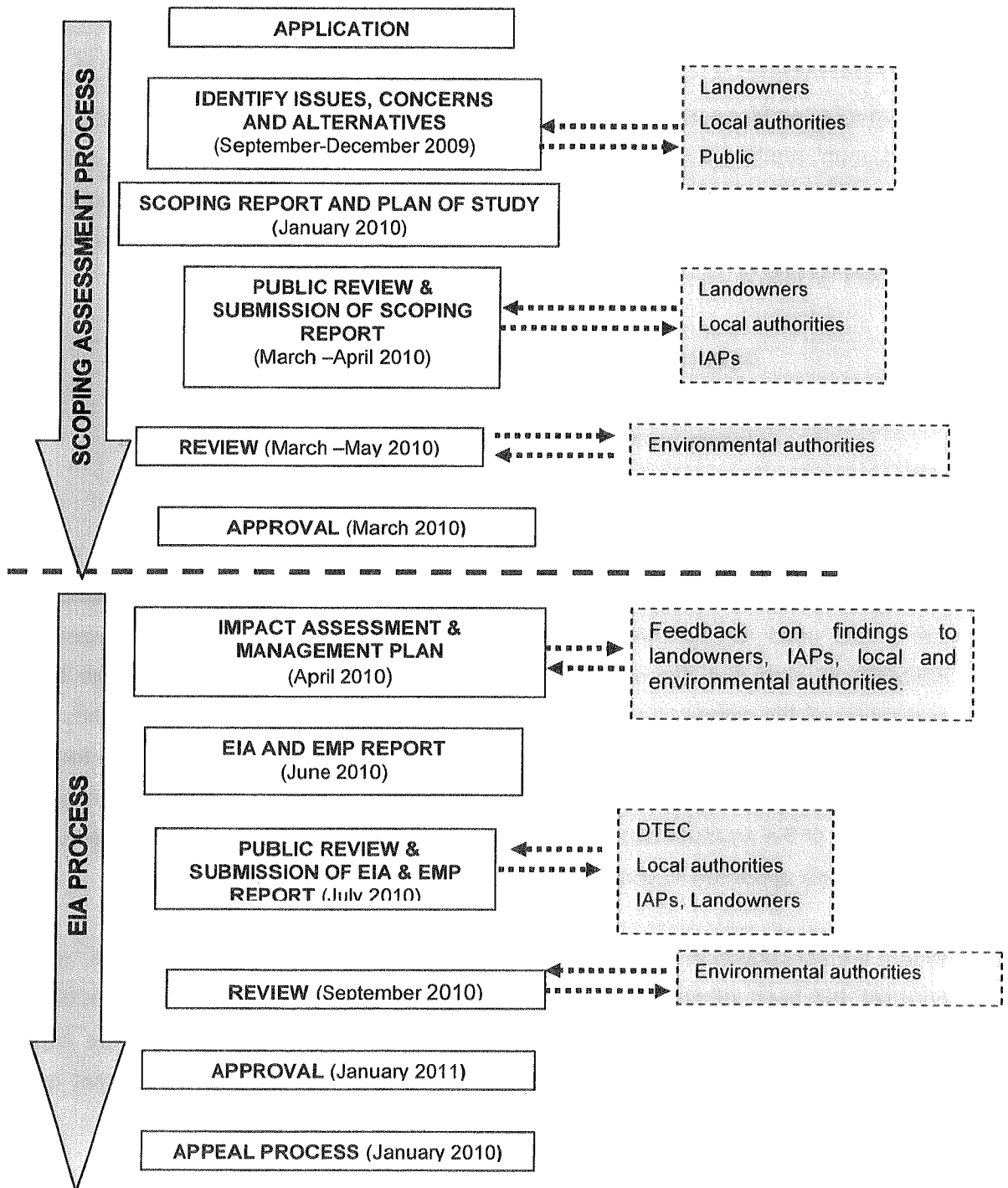


Figure 8.1: EIA Process

Consideration has also been given to the phase of the project during which the impact occurs. The phase of the development during which the impact will occur has also been noted to assist with the scheduling and implementation of management measure.

Table 8.1: Criteria for assessing significance of impacts

SEVERITY CRITERIA

INTENSITY = MAGNITUDE OF IMPACT	RATING
Insignificant: impact is of a very low magnitude	1
Low: impact is of low magnitude	2
Medium: impact is of medium magnitude	3
High: impact is of high magnitude	4
Very high: impact is of highest order possible	5

FREQUENCY = HOW OFTEN THE IMPACT OCCURS	RATING
Seldom: impact occurs once or twice	1
Occasional: impact occurs every now and then	2
Regular: impact is intermittent but does not occur often	3
Often: impact is intermittent but occurs often	4
Continuous: the impact occurs all the time	5

DURATION = HOW LONG THE IMPACT LASTS	RATING
Very short-term: impact lasts for a very short time (less than a month)	1
Short-term: impact lasts for a short time (months but less than a year)	2
Medium-term: impact lasts for the for more than a year but less than the life of operation.	3
Long-term: impact occurs over the operational life of the Refueling station	4
Residual: impact is permanent (remains after closure of the Refueling station)	5

EXTENT = SPATIAL SCOPE OF IMPACT/ FOOTPRINT AREA / NUMBER OF RECEPTORS	RATING
Limited: impact affects the facility footprint area	1
Small: impact extends outside of the footprint area but limited to Kolomela Mines infrastructure area	2
Medium: impact affects the Kolomela mining right area	3
Large: impact affects large area / occurs within a broader area than the mining right area i.e. neighbouring properties and communities (Tstantsabane)	4
Very Large: The impact affects the entire region i.e. extends beyond the neighbouring properties and the Tsantsabane municipal area	5

PROBABILITY

PROBABILITY = LIKELIHOOD THAT THE IMPACT WILL OCCUR	RATING
Highly unlikely: the impact is highly unlikely to occur	0.2
Unlikely: the impact is unlikely to occur	0.4
Possible: the impact could possibly occur	0.6
Probable: the impact will probably occur	0.8
Definite: the impact will occur	1

- **High Confidence:** mitigation measure easy and inexpensive to implement.
- **Medium Confidence:** mitigation measure expensive or difficult to implement.
- **Low Confidence:** mitigation measure expensive and difficult to implement.

8.4 Specialist Studies

Where the EAP does not have sufficient expertise or information in a particular field to adequately assess the impacts, specialists in those fields will be appointed to provide the necessary information required to facilitate the EIA.

Specialist opinion will be sought from a groundwater specialist to provide input on the risk to groundwater and to mitigation measures. The specialist will also be required to review the monitoring network and groundwater monitoring parameters.

8.5 EIA Team

The environmental assessment practitioners and specialists that will be involved in the EIA process are given in Table 8.4.

Table 8.2: EIA Team

Name	Qualifications	Affiliation	Project Role
Kerry Fairley	BSc Honours (Botany) Pr. Sci. Nat CEAPSA	Synergistics	EAP Project Management Review of Report
Zama Khumalo	BA (Geography)	Synergistics	Assistance with: Project Management Compilation of Reports Client Liaison Authority Liaison Public Consultation
Gerhard Steenekamp		Groundwater Complete	Provide specialist input on groundwater contamination potential

COMPILED BY:



1 April 2010

Zama Khumalo

Date

Environmental Consultant

Synergistics Environmental Services (Pty) Ltd

AUTHORISED BY:



1 April 2010

Kerry Fairley

Date

Pr.Sci.Nat.

Synergistics Environmental Services (Pty) Ltd

APPENDIX A: PUBLIC PARTICIPATION INFORMATION

Appendix A1: IAP Database

Appendix A2: Proof of Press Notification

Appendix A3: Information Letter

Appendix A4: Proof of Notification

Appendix A5: Correspondence from IAPs

KOLOMELA MINE'S LIGHT REFUELLING AREA IAP DATABASE

Title	First Name	Last Name	Company / Farm	E-Mail	Address	Town	Code	Telephone	Fax	Cellphone
Mnr	Christo	Bredenhann	Sunnyside		PO Box 797	Postmasburg	8420	053 313 1385 053 313 1035	053 313 1542	082 371 4717
Mnr	Jim	Bredenkamp	Wolhaarkop	jim@jimbo.co.za	PO Box 780	Postmasburg	8420	053 313 2534	053 313 1101	083 679 7333
Mnr	Chris	Bredenkamp	Klipbanksfontein	chris@klipbanksfontein.co.za	PO Box 90	Postmasburg	8420	053 313 2074	086 502 5995	083 294 8386
Mr	Rudie	Erasmus	Kameelhoek 476		PO Box 57	Postmasburg	8420	053 313 0360 / 053 313 1904	053 313 0360	083 654 7032
Mnr	Rassie	Erasmus			P O Box 134	Postmasburg	8420	053 313 1957	053 313 0360	073 160 9977 / 083 229 5145
Mnr	Wynie	Lubbe	Wildealsput		PO Box 79	Postmasburg	8420	053 313 0366	053 313 0366	083 654 1150
Mnr	Dries	van der Walt	Kalkfontein		PO Box 558	Postmasburg	8420	053 313 0294 / 053 313 0174	053 313 1391	
Mnr	Johan	van Zyl	Kameelfontein	manqz@lantic.net	Posbus 416	Postmasburg	8420	053 313 0174	053 313 0174	073 361 1941
Mnr	Johan	Viljoen	Soetfontein		PO Box 526	Postmasburg	8420	053 313 0982	053 313 0595 / 086 519 2033	082 850 6341
Mnr	Albertus	Viljoen	Soetfontein	aviljoen@soetfontein.co.za	PO Box 314	Postmasburg	8420	053 313 1949	053 313 0595 / 086 519 2033	082 808 4168
Mnr	Andre	van Wyk	Aucampsrus 447		PO Box 306	Postmasburg	8420	053 311 4635	053 311 4635	082 821 2727
Mnr	Japie	Botma		botmaj@yanwall.co.za/ anwall@kimberley.co.za	P O Box 294	Kimberley	8800	053 830 2900	053 830 2936	082 821 9466
Mev	Mimi	Swart	Die Ghaap newspaper, Rate Payers Association		PO Box 777	Postmasburg	8420	053 313 1217	053 313 1217	083 292 2540
Mnr	Willie	Uys	Lomoteng Boerevereniging	0845174913@vodamail.co.za	PO Box 508	Postmasburg	8420	053 321 4268	053 321 4268	084 517 4913
		Kotze								
Mnr	Johan		Johan Kotze Prokureurs					053 313 0512	053 313 1948	082 705 3169 729 005 455
Mr	Jimmy	Moloto	Tsantsabane Local	jimnymoloto@yahoo.com						
Mnr	Alex	Mostert	Beeshoek Mine	alexm@assmang.co.za	P O Mancorp Mine	Beeshoek	8423	053 311 6339	053 311 4642	
Mnr	Hennie	van Rensburg	Engen Oil						Hennie.vanRensburg@engenoil.com	
Authorities										
Mrs	Hazel	Mothibi	Mayor - Postmasburg	hazel.mothibi@ignet.co.za	PO Box 5	Postmasburg	8420	053 313 7300	053 313 1602	083 471 0078
Rev	Moses	Moselane	Municipal Manager	Tsantsabane_MM@ignet.co.za	PO Box 5	Postmasburg	8420	053 313 7300	(053) 313 1602	082 773 7001
Ms	M.Y	Ramovha	DWA	Ramovham@dwa.gov.za	Private Bag X6101	Kimberley	8300	(053) 802 0515	(053) 832 1206	
Mr	Samuel	Willemse	Ward 5 councillor:Tsantsabane Local Municipality		PO Box 5	Postmasburg	8420	533 133 548	(053) 313 1602	
Mr	Thatele	Itumeleng	Siyanda District Municipality	it@siyanda.gov.za/pm@siyanda.gov.za	Private Bag X6039	Upington	8800	054 337 2800	054 337 2888	
	Ntuli	Miroperene	Siyanda District Municipality	kjm@siyanda.gov.za/mo@siyanda.gov.za	Private Bag X6039	Upington	8800	054 337 2800	(053) 833 1516 / 054 337 2888	
Mrs	N.J	Torien		ntoarien@agri.ncape.gov.za	P O Box 52	Upington	8800	(054) 337 8000	(054) 337 8001	
Mr	Moerane	Rebone	Northern Cape Department of Agriculture	rmoerane@kim.agric.za						
Dr	Mndaweni	Jerry	Department of Minerals and Energy Kimberley	jerry.mndaweni@dme.gov.za / natasha.arends@dme.gov.za	Private Bag X6093	Kimberley	8300	053 830 0900 / 0840	053 832 5631	824653524
Mr	Antonieta	Jerardino	Archaeology, Palaeontology & Meteorites Unit South African Heritage Resources Agency	ajerardino@sahra.org.za	PO Box 4637	Cape Town	8000	27 (0)21 462 4502	27 (0)21 462 4509	

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KENNISGEWINGS

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KENNISGEWING VAN DIE OMGEWINGSIMPAK-EVALUERINGSPROSES
Ontwikkeling van 'n hervullingstasie by die Sishen-Suid Myn, Postmasburg, Noord-Kaap.

Die Sishen Iron Ore Company (Edms) Bpk beoog om 'n hervullingstasie te ontwikkel vir ligte voertuie by die Sishen-uid Myn, omtrent 12 km suid van Postmasburg. Die hervullingstasie sal bestaan uit twee tenks van 46 000 liter elk met 'n gekombineerde kapasiteit van 92 000 liter. Die twee tenks sal onderskeidelik vir die stoor van diesel en petrol wees. Klein hoeveelhede olie en ghries sal ook by die fasiliteit gestoor word.

Die konstruksie van vulstasies is 'n gelyste aktiwiteit onder Regulasie 387 van die Omgewingsimpakregulasies, van die Nasionale Wet op Omgewingsbestuur (Nr. 107 van 1998), en die aktiwiteit vereis dus 'n volledige omgewingsimpakstudie. Die omgewingsimpakstudie sal onderneem word volgens Deel 3 van Regulasie 385. Goedkeuring sal van die Noord-Kaapse Department van Toerisme, Omgewing en Bewaring (verw. no. NC/SIY/TSA/POST07/24/2009) gevra word.

Synergistics Environmental Services (Edms) Bpk is as onafhanklike omgewingskonsultante aangestel vir die projek. Indien u as 'n belangstellende en belanghebbende party wil registreer, of verdere inligting wil ontvang, kontak asseblief:

Synergistics Environmental Services (Pty) Ltd
Zama Khumalo
Tel. 011 807 8225
Faks 011 807 8226
E-pos: zama@synergistics.co.za
Posadres: Posbus 1822, Rivonia, 2128

Antwoord asseblief voor 25 September 2009 op hierdie advertensie.

KENNISGEWING VAN DIE OMGEWINGSIMPAK-EVALUERINGSPROSES
Ontwikkeling van 'n vliegveld en helikopterlandingsareas by die Sishen-Suid-myn, Postmasburg, Noord-Kaap.

Die Sishen Iron Ore Company (Edms) Bpk beoog dit om 'n vliegveld en twee helikopterlandingsareas te bou by die Sishen Suid-Myn. Die vliegveld gesamentlik met een van die helikopterlandingsareas sal op die plaas Welgevonden 476 wees en die tweede helikopterlandingsarea op die plaas Strydfontein 614, naby Postmasburg in die Noord-Kaap. Die beoogde vliegveld sal ongeveer 2,1 km lank wees en 300 m breed. Albei die helikopterlandingsareas het 'n deursnee van ongeveer 14 m. Die vliegveld en helikopterlandingsareas sal gebruik word vir die privaat opstyg en land van persone betrokke by die myn.

Die konstruksie van lughawes en vliegvelde sowel as geassosieerde aktiwiteite is gelys onder Regulasies 386 en 387 van die Omgewingsimpakregulasies, van die Nasionale Wet op Omgewingsbestuur (Nr 107 van 1998), en die aktiwiteit vereis dus 'n volledige omgewingsimpakstudie. Goedkeuring sal van die Noord-Kaapse Department van Toerisme, Omgewing en Bewaring (verw. no. NC/TSA/SIY/TOS06/23/2009) gevra word. Synergistics Environmental Services (Edms) Bpk is as onafhanklike omgewingskonsultante aangestel vir die projek.

Indien u as 'n belangstellende en belanghebbende party wil registreer, of verdere inligting wil ontvang, kontak asseblief:

Synergistics Environmental Services (Pty) Ltd
Divan van der Merwe
Tel. 011 807 8225
Faks 011 807 8226
E-pos: divan@synergistics.co.za
Posadres: Posbus 1822, Rivonia, 2128

Reageer asseblief voor 25 September 2009 op hierdie advertensie.

BETRIEKINGS

MGT Ouditeur

Ons benodig die dienste van 'n administratiewe beambte/ontvangsdame asook 'n boekhoudster.

Die suksesvolle kandidaat moet oor die volgende eienskappe beskik:

- onder druk kan werk
- akkuraat en presies wees
- eie inisiatief kan gebruik
- oor die nodige ondervinding beskik.

Indien u nie gekontak word voor 21 September 2009 nie, was u aansoek onsuksesvol.

Faks: 086 524 9834

KENNISGEWINGS

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS:

CONSTRUCTION OF THE LIGHT VEHICLE REFUELLING STATION FOR THE SISHEN SOUTH MINE

Sishen Iron Ore Company (Pty) Ltd is planning to develop a refuelling station for light motor vehicles to be used at the Sishen South Mine located approximately 12 km south-west of Postmasburg in the Northern Cape. The refuelling station will have a capacity to store 92 000 litres of fuel. Two underground tanks each with a capacity to store 46 000 litres will be installed for the storage of diesel and petrol. The tanks will be kept in a concrete chamber to contain any spillages that may occur on site. Small amounts of lubricants and oils will also be stored on site.

The construction of filling station is listed under regulation 387 of the National Environmental Management Act No 107 of 1998 as an activity that cannot commence without environmental authorisation. An environmental impact assessment process will be undertaken in terms of Part 3 of Regulation 386. An application for environmental authorisation has been submitted to the Northern Cape Department of Tourism, Environment and Conservation (Ref No. NC/SIY/TSA/POST07/24/2009).

Synergistics Environmental Services (Pty) Ltd has been appointed as independent environmental consultants responsible for undertaking the environmental assessment and conducting the public participation process. Should you wish to register as an interested and affected party or wish to receive further information on the project please contact:

Zama Khumalo
 Synergistics Environmental Services (Pty) Ltd
 Tel: 011 807 8226
 Fax: 011 807 8226
 Post: PO Box 1822, Rivonia, 2128
 E-mail: zama@synergistics.co.za



Please respond to this advert before 25 September 2009.

NOTIFICATION OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS:

Development of an Airfield and Helipads for the Sishen South Mine, Postmasburg, Northern Cape

Sishen Iron Ore Company (Pty) Ltd proposes to develop an airfield and two helipads at the Sishen South Mine located 12km south-west of Postmasburg. The airfield will be approximately 2,1 km long and 300 m wide. The airfield will consist of administration buildings, an apron and an area where aeroplanes can be refuelled. The airfield will be located on the north-eastern corner of the Farm Weigevonden 476. There will be two helipads, one located at the airfield and the other near the administration buildings. The two helipads will each have a diameter of 14 m.

The undertaking of the above-mentioned activities for the landing, parking and maintenance of aircraft including airports and runways is listed under Regulation 386 and 387 of 21 April 2006 published in terms of Chapter 5 of the National Environmental Management Act (No. 107 of 1998). Synergistics Environmental Services (Pty) Ltd has been appointed as independent environmental consultants to commence an Environmental Impact Assessment process for the development. Environmental authorisation will be sought from the Northern Cape Department of Environment and Nature Conservation (Ref No. NC/TSA/SIY/TOS06/23/2009).

Should you require to register as an interested and affected party, or wish to receive further information please contact:

Synergistics Environmental Services (Pty) Ltd
 Divan van der Merwe
 Tel: 011 807 8225
 Fax: 011 807 8226
 E-mail: divan@synergistics.co.za
 Postal address: PO Box 1822, Rivonia, 2128



Please respond to this advert before 25 September 2009.

Att Zama
 From: Retha-Marie Hall (Kalahari Bulletin)



Date: 9 September 2009
Ref: S0329/Light Vehicle Refuelling Station

Attention: Interested and Affected Party

PO Box 1822
Rivonia, 2128
Tel: +27 (0)11 807 8225
Fax: +27 (0)11 807 8226
synergy@synergistics.co.za

Zama Khumalo
zama@synergistics.co.za

Dear Sir/ Ma'am

**NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS:
DEVELOPMENT OF THE LIGHT VEHICLE REFUELING STATION FOR THE SISHEN SOUTH
MINE**

INTRODUCTION

Sishen Iron Ore Company (Pty) Ltd proposes to develop a light vehicle refuelling station at the Sishen South Mine located 12 km southwest of Postmasburg (Refer to Figure 1). The refuelling station will be required to supply fuel for the operation of light motor vehicles on the mine. The station will have a capacity to store 92 000 litres of fuel. The station will have two underground tanks each with a capacity to store 46 000 litres of diesel and petrol. Small amounts of lubricants and oils will also be stored on site. These tanks will be contained in a concrete chamber to contain any spillages that may occur on site. A leakage detection system will be installed to monitor the integrity of tanks. The refuelling station will have a concrete pavement and will be provided with a roof top.

PROJECT LOCATION

The refuelling station will be located within the Sishen South Mine which is located approximately 12 km southwest of Postmasburg and 85 km south of the existing Sishen Mine. Within the Sishen South Mine the refuelling station will be located at the mine's main infrastructure area opposite the temporary fuel depot (Refer to figure 1). The area where the refuelling station will be located has been cleared as part the site clearance that was undertaken for the main infrastructure area.

HOW WILL THE PROJECT AFFECT YOU?

The storage of dangerous goods such as petrol and diesel below ground has a potential to contaminate groundwater and stormwater as well as compromise safety if not managed properly. Measures will be put in place to ensure the management and protection of groundwater, stormwater and safety. The environmental assessment process will aim to identify impacts associated with the development and measures will be developed to manage such impacts.

ENVIRONMENTAL IMPACT ASSESSMENT

The construction of a refuelling station is captured under sub-regulation 1 (c) of Regulation 387 of the National Environmental Management Act No. 107 of 1998 and requires that a scoping and environmental impact assessment process to be undertaken in order to obtain environmental authorisation. Environmental authorisation will be sought from the Northern Cape Department of Tourism, Environment and Conservation (DTEC)

Synergistics Environmental Services (Pty) Ltd has been appointed as independent environmental consultants responsible for undertaking the scoping and environmental assessment process and the public participation process.

The scoping process will be undertaken to identify environmental impacts and community concerns. An assessment of impacts will be undertaken and mitigation

measures will be identified. A final environmental impact assessment (EIA) report will be produced with an environmental management plan (EMP). The final report will be made available for public review and then submitted to DTEC for review. Figure 2 below illustrates the process to be undertaken during the EIA process.

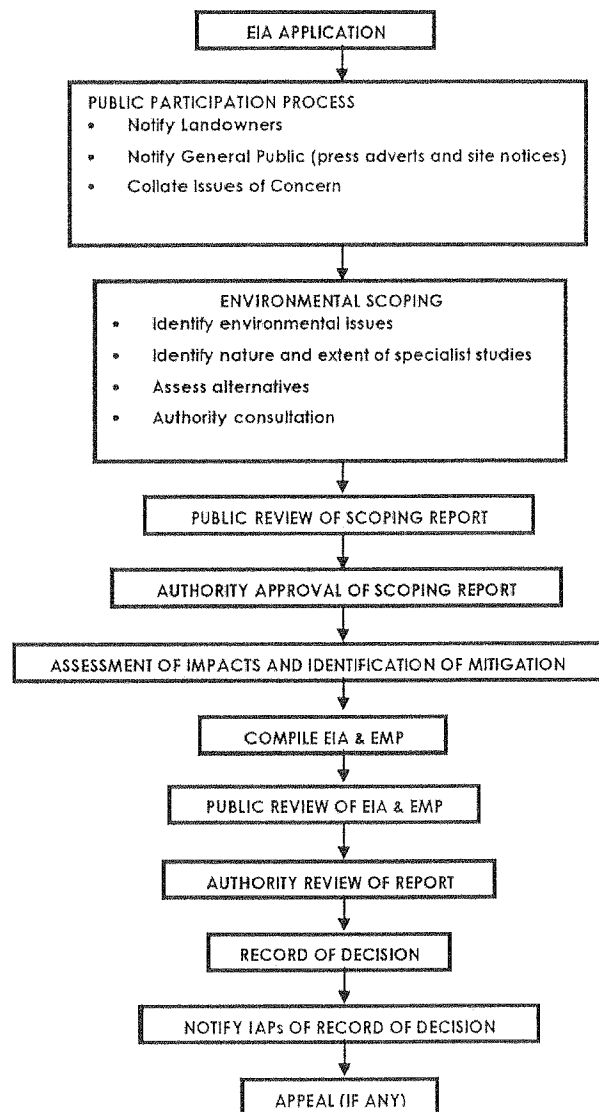


Figure 2: Environmental Impact Assessment Process

Sishen South Perimeter Fence	2009	DTEC
Sishen South Mine Radio Mast Basic Assessment	In process	DTEC
CURRENT ENVIRONMENTAL ASSESSMENTS		
Sishen South Light Vehicle Refueling Station EIA	This Application	DTEC
Sishen South High Lighting Mast System	In process	DTEC
Sishen South Explosives Magazine	In process	DTEC
Sishen South Slimes Dam	In process	DME/DTEC
Sishen South Mine Hazardous Waste Storage Area Basic Assessment	In process	DTEC
Sishen South Mine General Waste Site EIA	In process	DTEC
Sishen South Temporary Fuel Depot Basic Assessment	In process	DTEC
Sishen South Airfield and Helipad EIA	In process	DTEC

PUBLIC PARTICIPATION PROCESS

You can participate in the Environmental Impact Assessment Process by:

- Registering as an Interested and Affected Party;
- Returning the attached response sheet with any issues or concerns by the 10 October 2009
- Providing us with comments in writing; and
- Reviewing the draft basic assessment report.

Questions can be directed to:

Zama Khumalo

Synergistics Environmental Services (Pty) Ltd

Tel: 011 807 8225

Fax: 011 807 8226

Email: zama@synergistics.co.za

Address: P.O. Box 1822, Rivonia, 2128

Please do not hesitate to contact Synergistics with any queries regarding this communication.



Datum: 10 September

Verw. Nr.: S0329/Ligte Hervullingstasie

Aandag: Geïntereseerde en Geafekteerde Party

PO Box 1822
Rivonia, 2128
Tel: +27 (0)11 807 8225
Fax: +27 (0)11 807 8226
synergy@synergistics.co.za

Zama Khumalo
zama@synergistics.co.za

KENNISGEWING VAN DIE OMGEWINGSIMPAK-EVALUERINGSPROSES

Ontwikkeling van 'n Hervullingstasie by die Sishen-Suid Myn, Postmasburg, Noord Kaap.

AGTERGRONDINLIGTING

Sishen Iron Ore Company (Pty) Ltd beoog om 'n hervullingstasie vir ligte motorvoertuie te ontwikkel by die Sishen Suid Myn wat sowat 12 km suid-wes van Postmasburg geleë is (verwys na Figuur 1). Die hervullingstasie word benodig om ligte motorvoertuie met brandstof te voorsien tydens die operasionele fase van die myn. Die stasie sal 'n totale kapasiteit van 92 000 liter besit vir die stoor van brandstof. Dit sal bestaan uit twee tenks, een vir diesel en een vir petrol, elk met 'n kapasiteit van 46 000 liter. Klein hoeveelhede smeermiddels en olies sal ook by die stasie gestoor word. Beide die tenks sal binne in 'n beton omhulsel geplaas word om enige brandstofmorsing op te vang. Die stasie sal ook 'n lekasie opvangs sisteem besit om die integriteit van die tenks te monitor. Die hervullingstasie sal ook bestaan uit 'n beton oppervlak en staaldak.

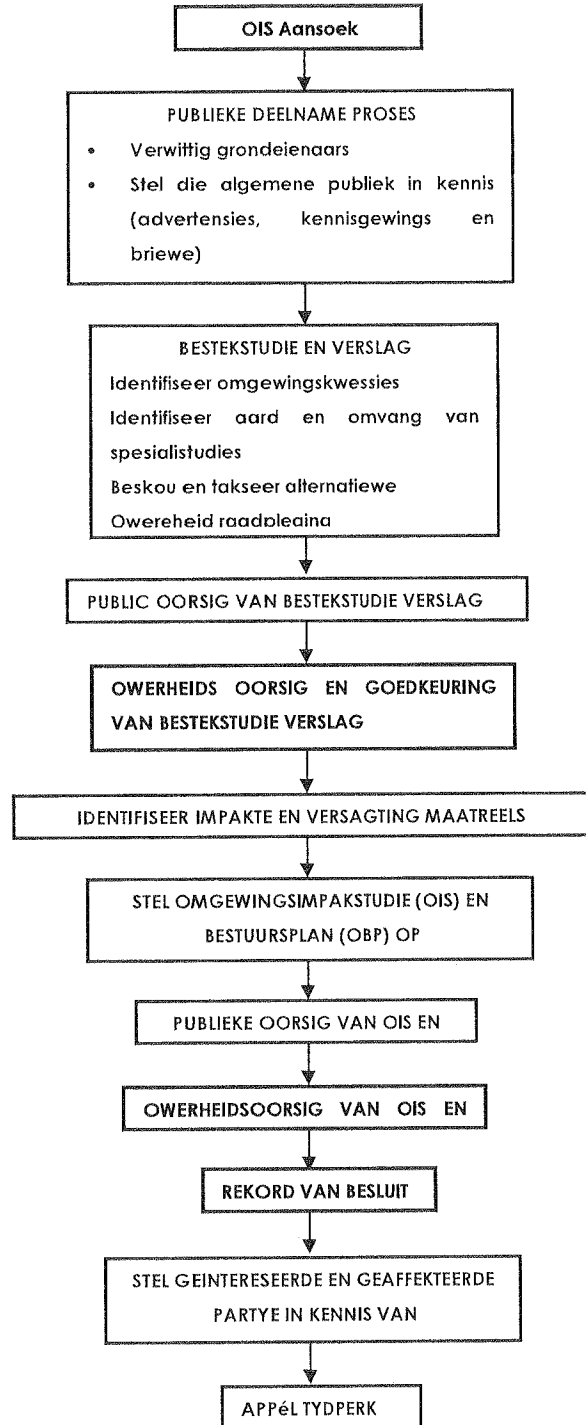
LIGGING VAN DIE PROJEK

Die hervullingstasie sal op die Sishen Suid-Myn ontwikkel word en is 12 km suid-wes van Postmasburg en 85 km suid van die Sishen Myn. Die gebied waar die stasie gevind gaan word is alreeds skoongemaak vir die ontwikkeling van die Sishen suid Myn administrasie areas.

OMGEWINGSIMPAKSTUDIEPROSES

Ingevolge die OIS-regulasies (Staatskennisgewing 387), uitgereik ingevolge die Nasionale Wet op Omgewingsbestuur Nr. 107 van 1998 (NEMA), word omgewingsmagtiging vereis vir die konstruksie van die hervullingstasie. Synergistics Environmental Services is as die onafhanklike omgewingskonsultante aangestel om die omgewingsimpakstudie te voltooi. Die doel van hierdie skrywe is om u as 'n belangstellende en geaffekteerde party (B&GP) in te lig oor die voorgestelde ontwikkeling, om die omgewingsimpakproses wat gevolg gaan word te beskryf, en om te verduidelik hoe u by die proses betrokke kan raak.

Die omgewingsimpakstudieproses sal ingevolge die OIS-regulasies van NEMA uitgevoer word. Die bestek studie verslag en die omgewingsimpakstudieverlag sal beskikbaar gestel word vir openbare insae en die finale verslae sal by die DTOB ingedien word vir hulle besluit. Figuur 2 gee 'n uiteensetting van die aktiwiteite wat as deel van die omgewingsimpakstudieproses sal plaasvind.



Figuur 2: Omgewings Impak Studie Proses.

Omgewings Impakstudie		
HUIDIGE OMGEWINGSIMPAKSTUDIES		
Sishen Suid Myn Hervullingstasie	Hierdie aansoek	DTOB
Vliegveld en Helikopter landing areas OIS	In Proses	
Sishen Suid Myn Slikdam OIS	In Proses	DTOB
Lokomotiefbrandstofhervullingsfasiliteit vir die Sishen Suid-Myn: Basiese Omgewings Impakstudie	In proses	DTOB
Algemene Afvalterrein vir die Sishen Suid-Myn: OIS	In proses	DTOB
Sishen Suid Myn Permanente Brandstofdepot: Basiese Omgewings Impakstudie	In proses	DTOB

PUBLIC PARTICIPATION PROCESS

U kan deelneem in die Omgewingsimpakstudieproses deur:

- Te registreer as 'n Geïntereseerde en Geafekteerde Party;
- Die aangehegde vorm te gebruik om U bekommernisse en kwessie op aan te bring en na Synergistics te stuur voor 10 Oktober 2009
- Deur Synergistics met geskrewe kommentaar te voorsien
- Deur die bestekstudie en ompakstudie verlag te oorsien.

Vrae kan gestuur word aan:

Zama Khumalo

Synergistics Environmental Services (Pty) Ltd

Tel: 011 807 8225

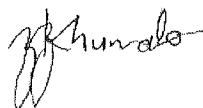
Faks: 011 807 8226

Epos: zama@synergistics.co.za

Adres: Posbur 1822, Rivonia, 2128

Moet asseblief nie huiwer om Synergistics te kontak indien U enige vrae het nie.

For Synergistics Environmental Services



Zama Khumalo

B.A (Geografie)

Omgewingswetenskaplike

List of parcels posted:
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Insured
Ordinary

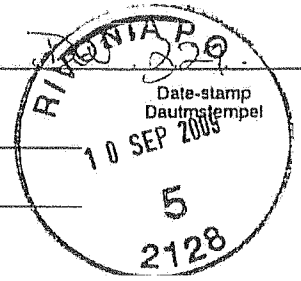
*Lys van pakkette geapos:
KBA
Versekerde
Gewone

Sender's reference no. Afsender se verwysingsno.	Addressee's name and address Naam en adres van geadresseerde	Trade-charge/Value of ordinary/insured parcel Handelsbedrag/waarde van gewone/versekerde pakket	R	C	COD/Insurance fee KBA-/versekerings-koste	R	C	Parcel no. Pakketno.
	Mr Abe Abrahams DWAf Private Bag X6101 Kimberley 8300							REGISTERED LETTER (with a domestic insurance option, ShareCall 0860 111 502 www.sppg.co.za) RD 205 540 213 ZA CUSTOMER COPY 301028R
	Mr Rudie Erasmus Kameelhoek 476 PO Box 57 Postmasburg 8420							REGISTERED LETTER (with a domestic insurance option, ShareCall 0860 111 502 www.sppg.co.za) RD 205 540 232 ZA CUSTOMER COPY 301028R
	Mnr Rassie Erasmus P O Box 134 Postmasburg 8420							REGISTERED LETTER (with a domestic insurance option, ShareCall 0860 111 502 www.sppg.co.za) RD 205 540 317 ZA CUSTOMER COPY 301028R
	Mr Thatelo Itumeleng Siyanda District Municipality Private Bag X6039 Upington 8800							REGISTERED LETTER (with a domestic insurance option) RD 205 540 189 ZA A BOOK COPY
	Mr Mndaweni Jerry Department of Minerals and Energy Kimberley Private Bag X6093 Kimberley 8300							REGISTERED LETTER (with a domestic insurance option, ShareCall 0860 111 502 www.sppg.co.za) RD 205 540 246 ZA CUSTOMER COPY 301028R
	Ms Sofeleng Keorapetse Provincial Manager: Northern Cape PO Box 1930, Kimberley, 8301							REGISTERED LETTER (with a domestic insurance option, ShareCall 0860 111 502 www.sppg.co.za) RD 205 540 285 ZA CUSTOMER COPY 301028R
	Mrs Ntuli Miropene Siyanda District Municipality Private Bag X6039 Upington 8800							REGISTERED LETTER (with a domestic insurance option, ShareCall 0860 111 502 www.sppg.co.za) RD 205 540 201 ZA CUSTOMER COPY 301028R

Sender's name and address:
Naam en adres van afsender:

Number of items posted:
Getal stukke geapos:

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Destination	Start Time	Time	Prints	Result	Note
0538315682	09-10 10:36	00:00:33	000/007	Cont	L1
0538315682	09-10 10:42	00:00:59	000/007	No Ans	L1

Note L1: Main Circuit, L2: Sub Circuit, TMR: Timer, POL: Poll, ORG: Original, FME: Frame Erase TX, MIX: Mixed Original, CALL: Manual Communication, CSRC: CSRC, FWD: Forward, PC: PC-FAX, BND: Bind, SP: Special Original, FCODE: F-Code, RTX: Re-Tx, RLY: Relay, MBX: Confidential, BUL: Bulletin, SIP: SIP-Fax, IPADR: IP Address Fax, I-FAX: Internet Fax

Result OK: Communication OK, S-OK: Stop Communication, PW-OFF: Power Switch OFF, TEL: RX from TEL, NG: Other Error, Cont: Continue, No Ans: No Answer, Refuse: Receipt Refused, Busy: Busy, M-Full: Memory Full, LOVR: Receiving length Over, POVER: Receiving page Over, FIL: File Error, DC: Decode Error, MDN: MDN Response Error, DSN: DSN Response Error.

Date: 9 September 2009
Ref: S0329/Light Vehicle Refuelling Station

Attention: Interested and Affected Party

Dear Sir/ Ma'am

**NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS:
DEVELOPMENT OF THE LIGHT VEHICLE REFUELLING STATION FOR THE SISHEN SOUTH
MINE**

INTRODUCTION

Sishen Iron Ore Company (Pty) Ltd proposes to develop a light vehicle refuelling station at the Sishen South Mine located 12 km southwest of Postmasburg (Refer to Figure 1). The refuelling station will be required to supply fuel for the operation of light motor vehicles on the mine. The station will have a capacity to store 92 000 litres of fuel. The station will have two underground tanks each with a capacity to store 46 000 litres of diesel and petrol. Small amounts of lubricants and oils will also be stored on site. These tanks will be contained in a concrete chamber to contain any spillages that may occur on site. A leakage detection system will be installed to monitor the integrity of tanks. The refuelling station will have a concrete pavement and will be provided with a roof top.

PROJECT LOCATION

The refuelling station will be located within the Sishen South Mine which is located approximately 12 km southwest of Postmasburg and 85 km south of the existing Sishen Mine. Within the Sishen South Mine the refuelling station will be located at the mine's main infrastructure area opposite the temporary fuel depot (Refer to figure 1). The area where the refuelling station will be located has been cleared as part the site clearance that was undertaken for the main infrastructure area.



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Destination	Start Time	Time	Prints	Result	Note
0533131542	09-10 10:44	00:05:19	006/006	OK	L1

Note L1: Main Circuit, L2: Sub Circuit, TMR: Timer, POL: Poll, ORG: Original, FME: Frame Erase TX, MIX: Mixed Original, CALL: Manual Communication, CSRC: CSRC, FWD: Forward, PC: PC-FAX, BND: Bind, SP: Special Original, FCODE: F-Code, RTX: Re-Tx, RLY: Relay, MBX: Confidential, BUL: Bulletin, SIP: SIP-Fax, IPADR: IP Address Fax, I-FAX: Internet Fax

Result OK: Communication OK, S-DK: Stop Communication, PW-OFF: Power Switch OFF, TEL: RX from TEL, NG: Other Error, Cont: Continue, No Ans: No Answer, Refuse: Receipt Refused, Busy: Busy, M-Full: Memory Full, LOVR: Receiving length Over, POVER: Receiving page Over, FIL: File Error, DC: Decode Error, MDN: MDN Response Error, DSN: DSN Response Error.

Datum: 10 September
Verw. Nr.: S0328/Ligte Hervullingstaale

Aandag: Geïnteresseerde en Geafekteerde Party



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KENNISGEWING VAN DIE OMGEWINGSIMPAK-EVALUERINGSPROSES

Ontwikkeling van 'n Hervullingstaale by die Sishen-Suid Myn, Postmasburg, Noord Kamp.

AGTERGRONDINLICHTING

Sishen Iron Ore Company (Pty) Ltd beoog om 'n hervullingstaale vir ligte motorvoertuie te ontwikkel by die Sishen Suid Myn wat sowat 12 km suid-wes van Postmasburg geleë is (verwys na Figuur 1). Die hervullingstaale word benodig om ligte motorvoertuie met brandstof te voorsien tydens die operasionele fase van die myn. Die staale sal 'n totale kapasiteit van 92 000 liter besit vir die stoor van brandstof. Dit sal bestaan uit twee tenke, een vir diesel en een vir petrol, elk met 'n kapasiteit van 46 000 liter. Klein hoeveelhede smeermiddels en olie sal ook by die staale gestoor word. Beide die tenke sal binne in 'n beton omhulsel geplaas word om enige brandstofmorsing op te vang. Die staale sal ook 'n lekaale opvangs sloteem besit om die integriteit van die tenke te monitor. Die hervullingstaale sal ook bestaan uit 'n beton oppervlak en staaldak.

LIGGING VAN DIE PROJEK

Die hervullingstaale sal op die Sishen Suid-Myn ontwikkel word en is 12 km suid-wes van Postmasburg en 85 km suid van die Sishen Myn. Die gebied waar die staale gevind gaan word is alreeds aakoongemaak vir die ontwikkeling van die Sishen suid Myn administrasie areas.

Destination	Start Time	Time	Prints	Result	Note
0533114635	09-10 11:27	00:00:59	000/006	No Ans	L1

Note L1: Main Circuit, L2: Sub Circuit, TMR: Timer, POL: Poll, ORG: Original, FME: Frame Erase TX, MIX: Mixed Original, CALL: Manual Communication, CSRC: CSRC, FWD: Forward, PC: PC-FAX, BND: Bind, SP: Special Original, FCODE: F-Code, RTX: Re-Tx, RLY: Relay, MBX: Confidential, BUL: Bulletin, SIP: SIP-Fax, IPADR: IP Address Fax, I-FAX: Internet Fax

Result OK: Communication OK, S-OK: Stop Communication, PW-OFF: Power Switch OFF, TEL: RX from TEL, NG: Other Error, Cont: Continue, No Ans: No Answer, Refuse: Receipt Refused, Busy: Busy, M-Full: Memory Full, LOVR: Receiving length Over, POVER: Receiving page Over, FIL: File Error, DC: Decode Error, MDN: MDN Response Error, DSN: DSN Response Error.

Datum: 10 September
 Verw. Nr.: S0329/Ligte Hervullingstasie

Aandag: Geïnteresseerde en Geafekteerde Party



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KENNISGEWING VAN DIE OMGEWINGSIMPAK-EVALUERINGSPROSES

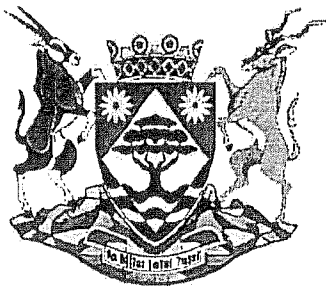
Ontwikkeling van 'n Hervullingstasie by die Sishen-Suid Myn, Postmasburg, Noord Kaap.

AGTERGRONDINLIGTING

Sishen Iron Ore Company (Pty) Ltd beoog om 'n hervullingstasie vir ligte motorvoertuie te ontwikkel by die Sishen Suid Myn wat sowat 12 km suid-wes van Postmasburg geleë is (verwys na Figuur 1). Die hervullingstasie word benodig om ligte motorvoertuie met brandstof te voorsien tydens die operasionele fase van die myn. Die stasie sal 'n totale kapasiteit van 92 000 liter besit vir die atoor van brandstof. Dit sal bestaan uit twee tenke, een vir diesel en een vir petrol, elk met 'n kapasiteit van 46 000 liter. Klein hoeveelhede amsmidels en olies sal ook by die stasie gestoor word. Beide die tenke sal binne in 'n beton omhulsel geplaas word om enige brandstofmorsing op te vang. Die stasie sal ook 'n lekkasie opvangs sisteem besit om die integriteit van die tenke te monitor. Die hervullingstasie sal bestaan uit 'n beton oppervlak en staaldek.

LIGGING VAN DIE PROJEK

Die hervullingstasie sal op die Sishen Suid-Myn ontwikkel word en is 12 km suid-wes van Postmasburg en 85 km suid van die Sishen Myn. Die gebied waar die stasie gevind gaan word is alreeds skoongemaak vir die ontwikkeling van die Sishen suid Myn administrasie areas.



DEPARTMENT OF AGRICULTURE, LAND REFORM
AND RURAL DEVELOPMENT

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LEFATSHE LE TLHABOLOLO YA METSEMAGAE

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ISEBE LEZOLIMO WEZOLIMO UPHUHLISO
LOMHLABA

Enquiries : **N.J. TOERIE**
Dipatlisislo :
Navrae :
Imibuzo :

Date :
Letha :
Datum : 29/09/2009
Umhla :

Reference :
Tshupelo :
Verwysing :
Isaiathiso :
DEVELOPMENT OF LIGHT VEHICLE REFUELING STATION AT SISHEN
SOUTH MINE

ATTENTION: SYNERGISTICS ENVIRONMENTAL SERVICES

PO BOX 1822
RIVONIA
2128

ATTENTION: Zama Khumalo

The proposed project development involves the construction of a light vehicle refueling station. This forms a part of the mining right area which has been granted mining rights (NC 30/5/1/2/2/069 MR) by the Northern Cape DME.

The proposed project involves the construction of two underground tanks with a total capacity of 92 000 liters. These tanks will be contained in a concrete chamber to contain any spillages that may occur on site as well as a leakage detective system to monitor the integrity of the tanks.

The Department of Agriculture, Land Reform and Rural Development is guided by Act 43 of 1983.

With the development of the abovementioned activities the developer must take care of the following:

Article 7.(3)b of Regulation 9238: CONSERVATION OF AGRICULTURE RESOURCES, 1983 (Act 43 of 1983)

Utilisation and protection of vlies, marshes, water sponges and water courses

7.(1) "..... no land user shall utilize the vegetation in a vlei, marsh or water sponge or within the flood area of a water course or within 10 meters horizontally outside such flood area in a manner that causes or may cause the deterioration of or damage to the natural agriculture resources."

Zama Khumalo

From: Hennie van Rensburg [Hennie.vanRensburg@engenoil.com]
Sent: 10 September 2009 03:25 PM
To: zama@synergistics.co.za
Cc: Piet du Plessis; Mike Edwards
Subject: FW: Scan Job from CR2L
Attachments: document2009-09-10-151912.pdf; _AVG certification_.txt



Zama

Attached herewith is a copy of an EIA application that was advertised today in the Volksblad.

Will you please advise the following?:

1. Detail of the property description - as it is silent
2. Explanation of "hervullingstasie" is it a retail or commercial outlet?

Kind Regards
Hennie

-----Original Message-----

From: CR2L@engenoil.com [mailto:CR2L@engenoil.com]
Sent: 10 September 2009 21:19
To: Hennie van Rensburg
Subject: Scan Job from CR2L

Please DO NOT reply to this

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No virus found in this incoming message.
Checked by AVG - www.avg.com
Version: 9.0.709 / Virus Database: 270.14.79/2522 - Release Date: 11/23/09 21:45:00

APPENDIX B: SITE CO-ORDINATES

APPENDIX B: CO-ORDINATES OF THE LIGHT MOTOR REFUELING STATION

Co-ordinates of the Light Motor Refueling Station		
Feat	East	South
SOP1	22° 57' 56.50" E	28° 22' 57.66" S
SOP2	22° 57' 57.08" E	28° 22' 57.63" S
SOP3	22° 57' 57.05" E	28° 22' 57.01" S
SOP4	22° 57' 56.45" E	28° 22' 57.05" S

5

APPENDIX C: LAYOUT OF THE LIGHT REFUELING STATION

