

# **APPENDIX I**

*Notes from Meetings held  
during the Scoping Process*

## FINAL SCOPING REPORT

### *Notes from Focus Group Meetings held prior to the Release of the Draft Scoping Report*

## FINAL SCOPING REPORT

**Paul Martin, Private**  
**17Oct2011, Telephonic Consultation**

One may need to go back to the original EIA for the IDZ to check if that was the specific site identified for the tank farm. DEDEAT will want reasons as to why this site has been selected and if other sites are not being assessed or considered this will need to be clearly motivated. I am not sure if the original EIA gives clear reasoning as why this site was identified for the tank farm or if considered what the best site within the IDZ is for a tank farm. Other possible locations for the tank farm are the eastern reclamation works and west of the Coega River.

If this is the only site being assessed then clear reasoning for this should be provided. You will need to be aware of the challenges that you will face with regards to the routing and possible alternative routing/s for the pipelines, as according to the current layout they will cross the Coega River and its floodplain. The crossing of the Coega River will require a water use licence from the Department of Water Affairs.

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**Cllr Dean Biddulph, Cllr NMBM**  
**17Oct2011, Telephonic Consultation**

I fully support the Environmental Assessment process for the new tank farm at Coega as it will ultimately unlock the developmental potential at the existing port to allow for much needed economic growth and the development of the long awaited waterfront.

The existing tank farm at the PE Port is considered a hazardous installation and needs to be relocated. Given the developmental nature and strategic economic importance of the existing site, it is not feasible to consider using the current site to install new tanks for the storage of fuel as this will not allow for the planned development of this area.

The relocation of the tank farm is required not only to unlock the economic and growth potential at the PE Port but also in order to ensure the security of storage of fuel supplies.

However, the new site needs to take into account any potentially negative impacts on the environment and manage these impacts in a sustainable and sensitive manner.

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**Ane Oosthuizen, SANParks**  
**17Oct2011, Focus Group Meeting**

SANParks do not have a problem with the location of the tank farm.

Our concern is the type and number of vessels that are coming into the port and potential spills. The Port of Ngqura has sufficient equipment to deal with spills that occur within the Port but they do not have sufficient equipment to deal with spills that may occur outside the Port. Thus an increase in shipping traffic will result in an increase in potential spills. The Port of Ngqura does not have capacity to deal with ocean based spills.

The pipelines should not extend into the open space management area (eastern routing option) unless it is to be placed within a registered servitude. Crossing of the Coega River (western routing) is the preferred option. SANParks does not support any further impacts on the open space management system.

## FINAL SCOPING REPORT

The site is on top of a hill, what size storage tanks are proposed? The visual impact assessment should assess any potential impacts from Addo Park as well as the islands.

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### **Coega Development Corporation 24Oct2011, Focus Group Meeting**

#### **Peter Inman**

The decommissioning of the tank farm at the PE Harbour and the commissioning of the tank farm in the IDZ are integrally linked, you cannot commence the decommissioning of the PE tank farm without commissioning the tank farm in the IDZ.

The CSIR must consult with the CDC, especially with regards to mapping for all future documentation.

The project will be considered a MHI, which will potentially affect a greater area than just the tank farm footprint, and this needs to be considered by the specialist studies. The buncefield line should be indicated in order to assess the greater area that may be affected by the project.

The current mapping is misleading and does not show the full development footprint.

The original EIA's did consider the most suitable site for a tank farm. An area beyond the N2 is not considered feasible due to pumping distances and visual impacts. The site identified is a fairly low point, which is needed for pumping of the product from the harbour to the tank farm.

Should the pipelines cross the Coega River how will these be above ground or below ground? A crossing of the Coega River is not preferred as in the event of a flood and damage to any of the pipelines all of the product will eventuate in the Port. CDC has access to the 1:100 year floodline for the Coega River and can provide this information.

How many pipes are proposed and what size pipes?

The EIA should consider and assess locating the gantries in the IDZ to avoid going through Port Control. You are estimating 80 trucks per day, which is approximately 8 trucks per hour.

Phylo energy, located in the IDZ intend to export product and would need piping and storage facilities. Does the project take into account the potential needs of Phylo Energy? Should project Mthombo proceed (PetroSA), they would also need piping and storage facilities. Does the project scope take this into account? If it does not, what is the potential for expansion? Should the project not take these needs into account, what is the potential for expansion of the tank farm in the future? If there is no available area to expand the tank farm, in order to accommodate these projects, then perhaps the site identified is not the most suitable site.

You cannot look at the tank farm in isolation to the greater IDZ. In the case of an upset incident water will be required for fire fighting purposes, which will have to come from the return effluent system from Fish Water Flats, but Fish Water Flats first needs to be upgraded, and the return effluent system constructed.

Job creation must form an important part of this project; it needs to be taken down to the lowest level without compromising quality.

## FINAL SCOPING REPORT

There is an opportunity to develop the first green accredited and green star rated tank farm, and this should be considered in the EIA process.

Will venting be built into the project design? OTGC must monitor their project and any emissions and/ or fugitive gasses.

Does the proposed pipeline crossing of the Coega River take into account the future expansion of the Port up the Coega River?

### **Andrea von Holdt**

There is a lot of information lacking in the BID document, especially the mapping, which reflects on the CDC and the ultimate operation of the tank farm.

The project description needs to show the greater IDZ and how the tank farm project is linked into the IDZ, in terms of services and roads.

The site was considered in the original IDZ EIA's, and was selected as it does not contain completely sensitive vegetation and it also allows for a buffer around the footprint of the site.

The updated open space management plan includes a potential pipeline servitude east of the Coega River. A crossing of the Coega River should not be the preferred option merely to avoid impacts on the open space.

If PetroSA established in the IDZ would they use these pipelines or would additional pipelines be required. Does the project take into account the piping and storage needs of PetroSA?

If the loading gantries are on CDC land and there is a spill, CDC will need to consider their impact and response.

Is there a possibility for the facility to become green star rated?

CDC has 11 years of baseline air quality information which they can make available to the project.

Are separate TIA's for projects really needed? The IDZ takes into account traffic to be created by the IDZ. There is an integrated master plan for the area east of the Coega River which can be provided.

I see that there is no socio-economic assessment study planned for this project. Job creation needs to form an important part of this project. The CDC can provide information on job creation.

### **Willie Olivier**

Will the pipes be above ground or below ground?

Where will the truck loading gantries be located? It would be ideal to have the gantries in one location to avoid double handling.

The gantries should be on port authority land as this will be easier to manage potential spills. The PE tank farm lease at the PE Port ends in the first quarter of 2014, thus the IDZ tank farm needs to be commissioned at the end of 2013. Commissioning includes providing roads and services to the tank farm, which is the responsibility of the CDC.

## FINAL SCOPING REPORT

The project description and mapping needs to show links into planned infrastructure for the area, which is part of the master plan for the IDZ. A master plan is available for the area east of the Coega River, CDC is responsible for providing services up to the boundary of the site, subject to funding by DTI and cross sharing with Transnet.

There was a traffic master plan that has been undertaken for the entire IDZ which takes into account a certain number of vehicles per hectare, does the project not take this information into account.

### **Duncan Grenville**

There are endorsements of zone labour agreements between Transnet and CDC, and these must be implemented for this project. It must become a condition of the environmental authorisation. CDC can provide this information to the CSIR as part of the project description.

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### **Kiki Dyimi, SANCO Region 30 September 2011, Focus Group Meeting**

We need to protect the marine environment especially the Penguins in the area.

Monitoring of potential oil spillages is encouraged.

While we support job creation we need to ensure the environment is protected.

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### **Mlamli Tsotsi, COPE Region 11 October 2011, Focus Group Meeting**

Cope supports the development.

Will there be any economic benefits as a result of this project besides during the construction phase.

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### **Cllr Kwitsana, Ward 56 Ikamvelihle – IDZ Boundary 12 October 2011, Focus Group Meeting**

How many job opportunities for unskilled labour will be created by this project as there is high level of unemployment in the area?

Will there be any form of training provided for unskilled labour as the project will require certain types of skill to operate the facility?

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### **Mongameli Peter, SA NGO Coalition 12 October 2011, Focus Group Meeting**

We support the development but recommend that the specialist studies look at safety measures for the operational phase of the development.

Will this not be a hazardous facility?

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## FINAL SCOPING REPORT

**Patricia Ndovu, ANC Nelson Mandela Region  
13 October 2011, Focus Group Meeting**

How many jobs will be created in the area as a result of the project?

Will there be monitoring to ensure that there are no accidents or dangers that could be caused by potential spillages.

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**Motherwell Councillor's Forum Meeting  
17 October 2011, Focus Group Meeting**

**Cllr. Frans, Secretary**

What will be the impact on traffic and transportation of fuel by trucks on the road, will it not cause accidents on the road?

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**Phumzile Nodongwe, NUMSA Regional Chairperson  
19 October 2011, Focus Group Meeting**

There is a need to monitor the safety of the workers during construction and during the operational phase of the project.

On the release of the Draft Report we will study the report and make further comments.

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**Morgan Griffiths, Wildlife & Environment Society EP Region  
27Oct2011, Focus Group Meeting**

The port authority boundary should be indicated on mapping.

The mock military exercise which was recently undertaken in the Port of Ngqura included the simulation of the management and control of an oil spill and some very good lessons came out of the process. The lessons learnt should be sourced from Transnet or CDC and should be considered in the review of the oil spill contingency plan specialist assessment.

The fire that occurred at the Duran tank farm in 2010 also included some valuable lessons in the management of such incidences; these lessons should also be reviewed and be incorporated into the risk assessment.

The SA Environmental Observation Network (SAEON) in Grahamstown has accumulated some good baseline data on the marine ecology around the Port of Ngqura, as well as water and weather conditions which may impact on the safety of ships in the Port. This should be used in the risk assessment for shipping.

By establishing the tank farm at Coega you are merely transferring the current problem being experienced at the PE Harbor to the Port of Ngqura. The location of the current tank farm does not impact on the penguin population in the Bay but the establishment of the tank farm at the Port of Ngqura will increase the risk to penguins in the bay. The oil berm in the PE harbour, has been there for approximately 3 years.

## FINAL SCOPING REPORT

The Port of Ngqura currently does not have the capacity to deal with the increase risk of an oil spill that will come with the project due to increased shipping. This must be addressed and systems must be put in place to deal with the increase in risk that will come as a result of the project. Sufficient capacity must be in place to manage and contain any spills. The risk will increase and the subsequent management capacity has to be increased to respond to such incidences.

The Air Quality specialist assessment must identify and model all potential pollutants and related this back to CDC's "air bubble" that they have established for the IDZ. The study must take into account cumulative impacts, and consider existing industries within the zone and their impacts together with that which will be emitted by OTGC.

The fire risk assessment must assess the risks separately for the port, pipelines and for the tank farm and indicate the sphere of potential influence for each. The plan must further assess the current and required capacity to manage such fires. There has to be a clear plan to indicate who is responsible for the management of such incidences and the capacity required.

Disturbance to the open space management areas must be kept to a minimum. Construction corridors within the opens space areas must be clearly demarcated and disturbance should not extend beyond what is needed for construction.

The biggest issue is to construct a facility that will ensure there is no potential pollution to soil or water. The project description should indicate what systems will be in place to monitor and detect any leaks. There must be a clear indication of the type of bunding will be put in place to manage spill incidences.

The project description needs to indicate a very clear maintenance and repair programme. One needs to ensure that best practise is applied for the lifetime of the project. It is not good enough to start off with the best standards if these do not evolve and improve over the lifespan of the project.

The project needs a dedicated SHEQ Department which should report to the Coega EMC.

The positive factor of locating the tank farm in proximity to thicket is that thicket is not fire prone in the way that fynbos is and therefore the risk of a fire as a result of the vegetation is lower.

Where is the tank in relation to the wind turbines proposed for the IDZ? The wind turbines are fire prone and could present a risk to the tank farm?

The specialist studies need to determine the safety zone required around the tank farm and assess the full area of impact that could be affected by the tank farm.



## FINAL SCOPING REPORT

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### *Notes from Meetings held during the Review of the Draft Scoping Report*

## FINAL SCOPING REPORT

### **NMBM CETT Committee Meeting 12 March 2012**

#### **Kithi Ngesi, NMBM Environment**

An enquiry should be made of CDC (Andrea) with regards to the status of the approval of the Coega Open Space Management Plan (OSMP). If the proposed development is in line with the recommendations of the latest version of the OSMP the NMBM has no objections.

The IDZ should have socio economic impact studies information that can be consulted for this assessment process.

#### **Jill Miller, NMBM Environment**

Which Department (National or Provincial) is the decision-making authority for the EIA process for the proposed project?

Will the proposed pipeline (associated with the Bulk liquid handling and storage facility) fall within the proposed marine pipeline servitude?

#### **Richard Fyvie, Jeffares and Greene**

Has a groundwater/geohydrological specialist been appointed to assess potential impacts to groundwater of the proposed development?

Has the applicant liaised with the CDC with regards to the use of the Fishwater Flats' return effluent?

#### **Schalk Potgieter, NMBM Planning**

What is the relationship in terms of connectivity between the proposed Tank Farm and the future development of an oil refinery? In other words, will this facility be able to accommodate PetroSA (oil refinery)?

Perhaps the concerns that were highlighted in the Green Scorpions' report on the existing tank farm facility at the Port Elizabeth harbour should be consulted.

Has a socio-economic specialist been appointed to address the social and economic issues that have been raised by I&APs?

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### **NMBM Air Quality Sub Directorate 23 March 2012**

#### **Kobus Slabbert, NMBM Air Quality Sub Directorate**

The licensing authority for the AEL is the NMBM. On what standards is the CDC air quality bubble based. The air bubble established by the CDC is possibly outdated and needs to be reviewed and updated in line with current SA legislation governing air quality.

The radius for the air dispersion modeling is indicated in the application form (5km's) and should be done in accordance with this requirement.

The Air Quality Assessment must consider and assess dust that will be generated during the construction phase and how this will be managed.

## FINAL SCOPING REPORT

### **Templeton Titima, NMBM Air Quality Sub Directorate**

The air quality specialist assessment must identify and assess all volatile organic compounds, not just a few.

The air quality specialist assessment should take into account the proposed amendments to the Section 21 listed activities, which are proposed to be adopted before the end of 2012. The study should model based on the proposed amendments.

The facility must comply with the legal standards for noise for the area during construction and during the operational phase.

Dust must be controlled during construction to limit the impacts onto tenants in the IDZ.

The Air quality assessment report must outline any proposed monitoring mechanisms.

The report must describe how the emissions will be controlled, that is, outline the abatement measures for all sources of pollutants. Each source must be quantified and the mitigation measures outlined in the report.

Will there be any vapour recovery or flaring, if yes, the report must outline this.

The NMBM may require in-house monitoring of the facility.

### **Patrick Nodwele, NMBM Air Quality Sub Directorate**

In order to accurately model the air quality impacts the assessment will need to identify all point sources of potential pollution, provide detailed information on the tank design, loading options and proposed air quality management mechanisms proposed for the project.

Will there be emissions associated with the pipeline route, loading and unloading of the product? If there is, these emissions must be modelled and assessed in the air quality study.

The air quality study must indicate the emission factors used in the modeling.

There are proposed amendments to section 21 listed activities, carbon black.

Do the CDC modeling stations measure volatile organic compounds?

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### **OTGC Public Meeting Draft Scoping Report 23 February 2012**

#### **John Drinkwater, Cerebos**

Where will you get your water from for fire fighting in the case of an emergency?

It appears that all the tanks storing the product are covered, what emissions are anticipated being released from the tanks.

What are the normal materials that will be used to construct the pipeline?

It must be noted that in one of the diagrams that the pipelines go's directly through the salt works. How is the pipeline kept clean and clear?

## FINAL SCOPING REPORT

Is there any venting off the pipeline route?

The specialist studies need to take into account the proximity of the project to Cerebos, which deals with the beginning stage of a food stuff. Our main concern is how a spillage may impact on the salt pans.

**Michael Botha, DTMS**

Will you be calling further public meetings when the specialist studies are available?

What is the timeline for the project?

There is a severe shortage of jet fuel in the region, if the project proceeds, it will provide a supply of jet fuel for the region.

Have you consulted with the Sundays River and Bluewater Bay Ratepayers on the project? The results of the Air Quality specialist report will determine if these communities need to be specifically consulted.

It appears that the IDZ will become an SEZ, Sector Economic Zone, to try and support local business and industry.

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**SANCO Nelson Mandela Region**  
**27 February 2012**

**Kiki Dyimi, SANCO Region**

We support the development as long as it will take into account the natural environment and social environment in boosting the economy and promoting sustainable development.

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**COPE Nelson Mandela Region**  
**01 March 2012**

**Mlamli Tsotsi, COPE Region**

We support the development and encourage job creation in our region.

There must be strict monitoring of potential spills.

There must be strict emission controls in place at the facility.

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**Motherwell Environmental Forum**  
**05 March 2012**

**Cllr Nkosiyapantsi, Chairperson, Motherwell Environmental Forum**

We are happy with the process so far and will study the specialist reports when they are made available and make comments.

We welcome job creation in the area.

## FINAL SCOPING REPORT

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**Motherwell Councillor's Forum**  
**07 March 2012**

**Cllr Frans, Secretary, Motherwell Councillors Forum**

The project must apply best practice in monitoring the standards for the development, mainly for safety procedures.

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**SANGOCO Nelson Mandela Region**  
**12 March 2012**

**Mongameli Peter, SANGOCO Region**

We will wait for the specialist reports and engage further on their findings.

We are happy with the development so far.

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**SACP & YCLSA Mbuyiselo Ngwenda District (Nelson Mandela Metro)**  
**15 March 2012**

**Nkosinathi Jikeka, SACP District**

Appreciate the balance between the natural environment and job creation but this must not negatively impact on the natural environment by destroying natural beauty as government seeks to open up opportunities for investments.

We welcome the specialist studies which will provide answers on what species there are on the site, the impacts on these species and how the impacts will be managed.

Will the development make use of municipal water and electricity?

We recommend that a civil society workshop for the Motherwell and Wells Estate areas be held to engage these communities on the results of the specialist reports so that further comments can be made.