

**TRANSNET'S PROPOSED NEW LEPHALALE RAILWAY YARD,
STEENBOKPAN, LEPHALALE LOCAL MUNICIPALITY,
WATERBERG DISTRICT, LIMPOPO PROVINCE**

**MINUTES OF PRE APPLICATION MEETING WITH
DEPARTMENT OF ENVIRONMENTAL AFFAIRS**

MEETING DATE	27 July 2018
VENUE	Boardroom A2-2-14 National Department of Environmental Affairs, Environment House, Steve Biko Road, Pretoria
TIME	12:00HRS – 14:00HRS

Attendees:

Name & Surname	Position	Abbreviation
Transnet Group Capital (Transnet)		
Obakeng Sebetlele	Project Manager	OS
Dylan Jacobs	Design Engineer	DJ
Edzisani Siphugu	Environmental Specialist	ES
Naledzi Environmental Consultants CC (NEC)		
Marissa Botha	Environmental Assessment Practitioner	MB
National Department of Environmental Affairs (DEA)		
Mmamohale Kabasa	Environmental Case Officer – Specialised Production, Integrated Environmental Authorisations Strategic Infrastructure Development (Renewable Energy Applications)	MK
Coenrad Agenbach	Deputy Director Integrated Environmental Authorisations	CA
REFER TO ANNEXURE A FOR THE SIGNED ATTENDANCE REGISTER		

DISCUSSIONS

1. Opening & Introductions:

- 1.1 CA was introduced as the Deputy Director for Integrated Environmental Authorisations at DEA.
- 1.2 Attendees were welcomed to the meeting.
- 1.3 CA indicated DEA has a standing forum with Transnet regarding several of their planned developments. A forum meeting took place two days prior to this pre-application consultation.
- 1.4 Next, CA explained the facility Evacuation Procedure to attendees in case of emergency.
- 1.5 All attendees from DEA, Transnet and NEC introduced themselves.

- 1.6 CA highlighted the pre-application meeting is a formal consultation which forms part of the EIA Process. The minutes of the meeting become a formal document that needs to be included in the environmental reports, which is made available for public review.
- 1.7 CA requested the minutes be available and circulated within two weeks from the meeting.
- 1.8 MB agreed to the request. The minutes will be available by 8 August 2018. It will be sent to all attendees.

2. Purpose of the Meeting:

- 2.1 MB indicated the intent of the meeting was to provide DEA with:
- project information,
 - the scope of works,
 - the identified EIA Process,
 - expected process time frame; and
 - to confirm the listed activities and specialist study requirements
 - to record any specific requirements DEA may have for the proposed application and process.
- 2.2 MB specified the meeting serves to discuss the proposed development of the Lephalale Railway Yard in the area of Steenbokpan close to Lephalale town in the Lephalale Local Municipality in the Waterberg District of Limpopo Province.
- 2.3 It was highlighted; there is an existing railway line from Lephalale to Thabazimbi originating at the Grootgeluk Mine. The new railway yard will be developed along the existing single rail line towards the game farming area of Steenbokpan.
- 2.4 Of importance is the location of the proposed yard in relation to two nature reserves namely Tierkop – and Koedoe Nature Reserve. The new yard will pass through Koedoe Nature Reserve. Knowing NEMPA restricts development within declared protected areas NEC will like to determine if any specific process needs to be followed to permit the project through the nature reserve. The existing single rail line passes through the nature reserve. DEA's inputs would be required in this regard.

3. Project Background:

- 3.1 DJ explained Transnet undertook a Feasibility Study of the Waterberg coal line which indicated some sections of the current infrastructure are not long enough to accommodate a 200 wagon train. Adequate rail infrastructure capacity is critical to support the transportation of specifically coal. The railway line is a key corridor to Transnet for transportation of commodities. The Waterberg coal line is the rail line that stretches from Lephalale through to Thabazimbi, Rustenburg and Pyramid South and joins the existing coal line which extends to Ermelo to Richards Bay. Transnet met with all the mines in the area such as Boikrabelo, Sekoko to mention a few. It was evident from the meetings that the rail capacity needs to be increased to allow more trains to enter and exit Lephalale.
- 3.2 DJ further explained the feasibility study identified the need for a Network Stabilization Facility (NSF), in this case the Lephalale Railway Yard. The purpose of the yard is to allow compilation of 100 wagon trains from surrounding mines. Resgen is busy constructing the first phase of the yard which accommodates 100 wagon trains on 2 lines.

3.3 The main function of the yard would be to refuel diesel locomotives, switch crew, sanding and on track inspection of stock.

4. Project Scope:

4.1 MB indicated the proposed yard will be developed in two phases. Transnet intends to first build a bypass line south of the existing track to allow an alternative route for trains to Lephalale whilst building the new tracks.

4.2 The 2nd Phase will include building the additional two (2) tracks and conducting bulk of the earthworks and building the yard facilities. On completion the yard will have 4 service tracks.

4.3 The construction time frame for Phase 1 is estimated at 6 months and the follow up Phase 2 is estimated at 18 months. The total construction time can take up to 2 years to complete.

4.4 DJ highlighted it may take up to 2 years and 6 months to complete.

4.5 MB specified the railway yard will include facilities namely:

- The construction of four new service tracks
- Extension of culverts from the existing line under the new rail lines
- Construction of a 7m wide tarred access road to the railway yard facilities down to the locomotive service area and the end of the yard;
- There is a possibility of constructing a gravel service road north of the existing railway line;
- Office and Administration Building
- Guard Houses, Staff amenities, provisional facilities
- Fire suppression systems
- Roads and carports as there would be about 100 people working at the offices per day;
- Sanding facilities
- Effluent management such as water/oil separator
- Two 300 000 litre diesel tanks and decanting slabs. The total fuel storage would be 600 000 litres;
- There would be three buildings at which conservancy tanks would be constructed. Overall there would be 12 x 12 500 litre conservancy tanks at the three buildings;
- 6720 litres of oil storage
- Water Reservoir
- Lights would be fitted along the railway yard and tracks.

4.6 MB specified that Transnet will bring water to site via truck. The area is not serviced by the municipality. Some of the yard facilities will have wash basins, toilets and showers. Wastewater will be collected in conservancy tanks which will be serviced regularly.

4.7 Drainage around the site will comprise table drains in cuttings, pipes, manholes and culverts. Stormwater will be directed away from the tracks and buildings to storm water channels and low-laying areas.

4.8 Provisional facilities and the oil storage area could potentially have oil/fuel leakages/spills. The facilities will therefore have an oil separator to deal with contaminated liquids.

4.9 The construction of the yard will require extensive cutting of the existing topography and the management of spoil material.

4.10 MB indicated that some alternative uses for the spoil material considered is to either assist with rehabilitation of borrow areas or build a barrier wall between the yard and the hunting farm directly south of the new yard.

5. EIA Process, Listing Activities, Specialist Studies and Project Schedule:

5.1 MB indicated based on the site characteristics and project scope of works NEC is following a full Scoping and EIA Process in terms of the NEMA EIA Regulations.

5.2 It was highlighted that NEC is following an integrated EIA Process, Water Use License Application and will apply for two borrow pits from the Department of Mineral Resources. One consolidated public participation process is being undertaken.

5.3 The preliminary listed activities identified for the project include Listing Notice 1 Activities 24, 25 and 64. The listed activity responsible for triggering the full EIA Process is Activity 4 under Listing Notice 2 for the storage of fuel at a volume of 600 000 litres.

5.4 According to the Limpopo Conservation Plan the project is located in geographical areas namely a Critical Biodiversity Area and Ecological Support Area. Based on the DEA online screening tool the new yard appears to be partly located in the Koedoe Nature Reserve. Consequently Activities 4 and 12 under Listing Notice 3 are triggered.

5.5 The public participation process and some of the EIA Process task are already been conducted prior to application submission.

5.6 A press advertisement has been published in the Mogol Post. Site notices have been placed onsite. NEC is busy distributing Background Information Documents to I&APs. A public review and comment period on the BID is provided until 28 August 2018. Next the Scoping Report will be drafted and made available for public review. During the review period NEC will facilitate stakeholder engagement meetings.

5.7 MB stated specialist investigation undertaken for the project include Social Impact Assessment, Heritage Impact Assessment, Hydrological Impact Assessment (Surface and Groundwater), Ecological Impact Assessment (Fauna & Flora), Waste Specialist Study as well as a Noise and Vibration Impact Assessment.

6. DEA inputs and recommendations:

6.1 CA highlighted the traffic impact needs further consideration. DEA will require a Traffic Impact Assessment. Also study the visual impact to determine the sensitive receptors provide recommendations on the lighting to be used at the yard for example the use of down lights.

6.2 MB highlighted that the adjacent properties are large farms and the visual impact from the development based on the topography of the site is not anticipated to be high and may not necessarily merit a Visual Impact Assessment.

6.3 CA insisted on a Visual Impact Assessment.

6.4 MK requested that the Ecological Impact Assessment include a winter and a summer survey.

- 6.5 CA specified that the development will also require a Section 18 approval from Parks. But DEA will confirm this and comment on the Scoping Report.
- 6.6 DEA will forward the contact details of the responsible officials in the DEA Biodiversity & Conservation unit and Parks Unit to NEC.
- 6.7 MB stated that the project schedule is set to submit the draft Scoping Report with the Application for Environmental Authorisation to DEA by October 2018. The final Scoping Report will be submitted by 19 November 2018. The draft EIR & EMPr will be available mid-March 2018. NEC anticipates submitting the final EIR & EMPr by May 2019.
- 6.8 CA requested that NEC submit a report to each unit. DEA does not circulate the report internally. A report must be submitted to the Environmental Impact Section, Biodiversity & Conservation Section and Parks respectively.
- 6.9 CA highlighted that legislation requires that at least two alternatives to be considered as part of the EIA Process. Please include the feasibility studies undertaken by Transnet to reach the preferred site for the project. Provide a summary in the EIR of the ‘though and elimination process’ that was undertaken by Transnet to reach the preferred site.
- 6.10 DJ responded, the location determining factor was based on running time of trains, but these details will be made available.
- 6.11 CA stated that the EIR must have a chapter on the alternatives considered.
- 6.12 CA enquired whether any specialist studies will be conducted inhouse by NEC.
- 6.13 MB responded, a Hydrological Impact Assessment (Surface and Groundwater).
- 6.14 CA highlighted the Hydrological Impact Assessment must be peer reviewed since it is an inhouse study.
- 6.15 CA stressed that the EAP must understand the Terms of the EIA Process. The EIA Process is regulated in terms of time frames and must be complied with, otherwise the application lapses. There is however the provision for a 50 day extension when required. Please don’t use the exceptional circumstances request.
- 6.16 MB confirmed and agreed.
- 6.17 CA stated the EAP is to submit the final EMPr and the final layout plan with the final EIR to DEA.
- 6.18 Make sure reports adhere to the NEMA EIA Requirements.
- 6.19 Ensure that issues from difficult I&APs are addressed before you submit the final EIR. If the EAP has any issues please email us.
- 6.20 DEA requires a site visit after submission of the draft EIR&EMPr. Please submit 1 hard colour copy of the report (no arch lever files please) and 2 CD’s.
- 6.21 NEC must ensure to include the CAA, Department of Defence, DMR and Eskom on its database for the project. DEA will provide the contact details for the Department of Defence.

7. Questions and Responses:

Please refer to Table 7.1 for the questions and responses recorded for the pre-application meeting.

8. Way Forward & Closure:

- 8.1 CA enquired if there were any further questions regarding the project.

8.2 Attendees had not further questions.

8.3 CA closed the meeting.

9. Meeting Documentation:

9.1 Several documents were referred to during the pre-application meeting. These documents include:

- Stakeholder Notification Letter
- Background Information Document
- Project Diagramme / Layout
- Map of Limpopo Conservation Plan indicating position of project in relation to geographical areas
- Map of Protected Areas as per DEA Screening Tool of project in relation to Koedoe Nature Reserve and Tierkop Nature Reserve.

9.2 The above documents are attached to the minutes of the meeting under Annexure B.

7.1 Questions and Responses recorded at the Pre-Application Meeting of 27 July 2018

NO	Comment	Commenter	Response
7.1.1	Will there be any loading at the yard?	Coenrad Agenbach DEA	No, loading is done at the mines. <i>(Dylan Jacobs, Transnet)</i>
7.1.2	Will the development take place within existing Transnet servitude	Coenrad Agenbach DEA	Transnet will need to acquire 22 hectares of privately owned land for the proposed railway yard. <i>(Marissa Botha, Naledzi)</i>
7.1.3	Please remember to submit landowner consent with the application seeing that it will take place on privately owned land.	Coenrad Agenbach DEA	It is a linear development and SIP project. The condition for landowner consent is not applicable to the project. <i>(Marissa Botha, Naledzi)</i>
7.1.4	How wide will the railway yard be?	Coenrad Agenbach DEA	Approximately 50 metres. <i>(Marissa Botha, Naledzi)</i>
7.1.5	To which side will the railway yard extend?	Coenrad Agenbach DEA	South of the existing railway line. <i>(Marissa Botha, Naledzi)</i>
7.1.6	Any particular reason why it will be extended to the south?	Coenrad Agenbach DEA	The topography is more favourable to the south. <i>(Dylan Jacobs, Transnet)</i>
7.1.7	What would be the distance of the Phase 1 and Phase 2 tracks?	Mmamohale Kabasa DEA	Phase 1 will be 4.8km and Phase 2 will be 3.7km. <i>(Marissa Botha, Naledzi)</i>
7.1.8	Is there an Eskom power line north of the railway tracks? How far is the existing railway track to the Eskom power line?	Mmamohale Kabasa DEA	Yes. It's a 132kV power line. It falls under the ambit of Eskom Distribution. <i>(Marissa Botha, Naledzi)</i> Post meeting note: The distance from the existing railway line to the Eskom power line is 330m. There is also a smaller 33kV Eskom power line directly south of the existing railway track that would need to be relocated for the development of the new railway yard. <i>(Marissa Botha, Naledzi)</i>

7.1.9	<p>Is Eskom on the I&AP Database for the project? Ensure that you consult with Eskom. DEA has a contact for Mr Johan Gearing from Eskom. We will provide the details.</p> <p>Are there any Eskom substations close to the track?</p>	<p>Coenrad Agenbach DEA</p>	<p>Eskom Distribution and Transmission is being consulted as part of the process. Xander Neethling from Eskom Distribution Land & Rights Division as well Alan Bosman from Eskom Property Management has been included on the database for consultation. <i>(Marissa Botha, Naledzi)</i></p> <p>There are no substations close to the railway yard site. There is a 33kV line south of the site but the track itself is not electrified. Diesel locomotives are used. <i>(Dylan Jacobs, Transnet)</i></p>
7.1.10	<p>How will be fuel be brought to site?</p>	<p>Coenrad Agenbach DEA</p>	<p>Fuel will be brought to site via rail but the yard design does allow for it also to be brought by truck. <i>(Dylan Jacobs, Transnet)</i></p>
7.1.11	<p>Will the train wagons be covered?</p> <p>This would result in storm water contaminated with coal dust the result is acidic stormwater. This cannot go into the general sewer or effluent network. Your design would need to cater for acidic stormwater.</p>	<p>Coenrad Agenbach DEA</p>	<p>No. Point noted we will consider it in the storm w management plan. <i>(Dylan Jacobs, Transnet)</i></p>
7.1.12	<p>Will the lighting along the new railway yard not impact on the hunting activities neighbouring the yard?</p>	<p>Mmamohale Kabasa DEA</p>	<p>Yes, it will and would need to be considered as part of the study. <i>(Marissa Botha, Naledzi)</i></p> <p>We will ask the electrical engineer t o consider the lighting issue and provide alternatives. <i>(Dylan Jacobs, Transnet)</i></p>
7.1.13	<p>Would there be any blasting required as part of the works?</p>	<p>Mmamohale Kabasa DEA</p>	<p>The Geotechnical Report does not specifically indicate the requirement. We would probably just undertake soft cuttings. <i>(Dylan Jacobs, Transnet)</i></p> <p>Post meeting note: Based on the Geotechnical Investigation done by PD&E Geotechnical in 2017 for the railway yard, at</p>

			<p>cutting sections of up to 10m deep bedrock may be encountered. Blasting may be required.</p> <p>The Geotechnical Investigation done by Southern Geotechnical Engineering in March 2012 for the two borrow areas is silent on the requirement for blasting. Only refers to soft excavation. <i>(Marissa Botha, Naledzi)</i></p>
7.1.14	Is this a critical project?	Coenrad Agenbach DEA	It is a Strategic Infrastructure Project 1. <i>(Obakeng Sebetlele, Transnet)</i>



ANNEXURE A
Signed Attendance Register

ANNEXURE D**Documents presented at the meeting:****Stakeholder Notification Letter****Background Information Document****Railway Yard Diagramme – Indicating the four service tracks****Maps**


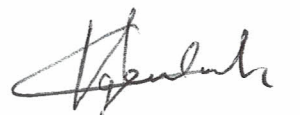



ATTENDANCES REGISTER – PRE APPLICATION MEETING WITH NATIONAL DEPARTMENT OF ENVIRONMENTAL AFFAIRS (COMPETENT AUTHORITY)




ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW LEPHALALE RAILWAY YARD, STEENBOKPAN, LEPHALALE LOCAL MUNICIPALITY, WATERBERG DISTRICT, LIMPOPO PROVINCE

DATE: FRIDAY, 27 JULY 2018 FROM 12PM – 13:00PM

VENUE: ENVIRONMENT HOUSE, 473 STEVE BIKO ROAD, ARCADIA (BOARDROOM A2 – 2- 14)

Full Name	Company/ State	Designation	CONTACT INFORMATION	SIGNATURE
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Coenrad Agenbach	DEA	Deputy Director	T: 012 3999403 F: C: Postal: Email: cagenbach@environment.gov.za	
Obakeng Sebettlele	Transnet	Env Specialist	T: F: C: 079 893 9595 Postal: Email: obakeng.sebettlele@transnet.net	

Naledzi Environmental Consultants CC

Full Name	Company/ State	Designation	CONTACT INFORMATION	SIGNATURE
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Dylan Jacobs	TRANSNET GROUP CAPITAL	DESIGN ENGINEER	T: 021 940 1864 C: 0605692694 Postal: Email: dylan.jacobs@transnet.net	
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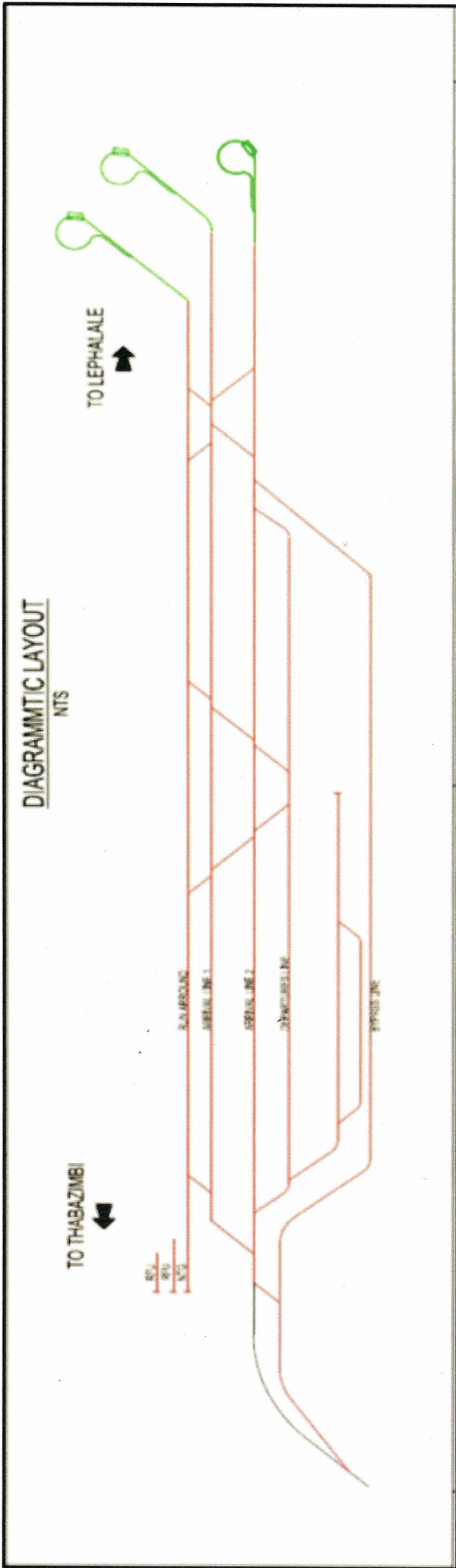


Figure 1: Diagrammatic layout of the Lephalele yard