

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

SCOPING PHASE PUBLIC MEETING

**MINUTES OF MEETING**

<b>MEETING DATE</b>	13 November 2018
<b>VENUE</b>	Grootgeluk Conference Room, Mogol Golf Club, Lephalale
<b>TIME</b>	14:00 – 16:00 HRS
<b>CHAIRPERSON</b>	Marissa Botha (Naledzi Environmental Consultants Pty Ltd)
<b>MEETING</b>	Public Meeting

**Content of the Minutes of Meeting:**

1. Meeting Attendees
2. Discussions

Annexure A – Attendance Register

Annexure B - Presentation

**1. MEETING ATTENDEES:**

<b>Name &amp; Surname</b>	<b>Position</b>	<b>Abbreviation</b>
<b>Naledzi Environmental Consultants (NEC)</b>		
Marissa Botha	EAP and Meeting Facilitator	MB
<b>Equispectives Social Consultants</b>		
Ilse Aucamp	Social Specialist	IA
<b>Transnet SOC Ltd (Transnet)</b>		
Obakeng Sebetlele	Project Manager	OS
Janil Bowen	Design Engineer	JB
Dylan Jacobs	Design Engineer	DJ
<b>Meeting Attendees</b>		
Jacques Snyman	Lephalale Development Forum	JS
Clarice Schutte	Dumela Transport / Heritage Protection Group	CS
Welcome Ncubuka	Marapong Resident and Business Owner	WN
Hendrik Senwamadi	Marapong Resident	HS
Kruger Pretorius	SGS Matrolab	KP
Andries Molheko	Waterberg Environmental Justice Forum (WEJF)	AM
Bafedile Masasa	Evergreen Arts Centre - Marapong	BM
Thabo Raliwedzha	Lephalale Community Justice Movement (LCJM)	TR
Sannie Sauer	Landowner farm Enkeldraai 314LQ	SS
<b>Attendees</b>		
<b>REFER TO ANNEXURE A FOR THE SIGNED ATTENDANCE REGISTER</b>		

## 2. DISCUSSIONS

NO	ITEM	OWNER
<b>2.1</b>	<b>Welcome and Introduction</b>	<b>MB (NEC)</b>
2.1.1	Welcome and introductions by NEC and Transnet.	
2.1.2	It was highlighted that a Social Impact Assessment was being conducted as part of the EIA Study for the project. Social Specialist Ilse Aucamp from Equispectives was introduced.	
2.1.3	<b>Attendance register</b> The attendance register was circulated and signed.	
<b>2.2</b>	<b>Agenda and Purpose of Meeting</b>	<b>MB (NEC)</b>
2.2.1	MB confirmed the agenda for the meeting.	
2.2.2	The development of the new Lephalale Railway Yard triggers listed activities, scheduled under the National Environmental Management Act, 107 of 1998 (NEMA) and the EIA Regulations of 2014 (GNR. 326, GNR 324, GNR 325 and GNR 327 of 7 April 2018) thus requires an Environmental Authorisation (EA). The application for EA is subject to an Environmental Impact (EIA) Study and public participation process (PPP).	
2.2.3	An application for an EA must be submitted to the National Department of Environmental Affairs (DEA) as the identified authorities for stated owned companies.	
2.2.4	Transnet lodged an application for EA to DEA on 5 November 2018 to develop the new Lephalale Railway Yard along the existing single Thabazimbi-Lephalale railway track.	
2.2.5	MB provided an illustration of a railway yard and explained the activities undertaken at a railway yard.	
2.2.6	Transnet will need to remove indigenous vegetation, expand the existing railway line infrastructure and store large quantities of diesel fuel (dangerous goods) onsite, these being the primary activities which necessitate the EA.	
2.2.7	The EIA Process was defined as a process of identifying, predicting and evaluating likely environmental and social risks of a development and then recommending mitigation measures to minimise such risks. EIA informs decision makers of the likely risks of a development before a decision is made.	
2.2.8	The EIA Process produces a series of environmental reports namely a Scoping Report, Environmental Impact Report and Environmental Management Programme. The draft Scoping Report is currently available for public review and comment until 27 November 2018.	
2.2.9	The purpose of this meeting is to: <ul style="list-style-type: none"> <li>• inform the public of Transnet's application for environmental authorisation to development the railway yard,</li> <li>• to provide an understanding of the project and to give an overview of the EIA Process and PPP.</li> <li>• Bring to the public's attention that the draft Scoping Report is available for review and comment; and</li> <li>• to record any comments, issues and concerns regarding the project for inclusion in the Final Scoping Report.</li> </ul>	
<b>2.3</b>	<b>Scope and Location of Project</b>	<b>MB (NEC)</b>
2.3.1	The railway yard will be built alongside the existing Thabazimbi Lephalale railway line south west of Grootgeluk Mine to accommodate 200 train wagons off the mainline. The railway yard will go beyond Transnet servitude and requires 22 hectares of land to be acquired.	
2.3.2	The yard will be developed along the farms Geelhoutkloof 359LQ, Enkeldraai 314LQ and Kringgatspruit 318LQ (now Pontes Estates 712LQ).  Cut and fill material will be required from two borrow areas to build a level railway yard. Borrow Area 1 will be located on the farm Buffelsjagt	

NO	ITEM	OWNER
	317LQ and Borrow Area 2 on the farm Kringgatspruit 318LQ (now Pontes Estate 712LQ).	
2.3.3	MB illustrated the location of proposed yard by means of an aerial locality map.	
2.3.4	The farm Geelhoutkloof 359LQ coincides with a conservation area namely Koedoe Nature Reserve. The nature reserve is privately owned and used as a tourism and game hunting farm.	
<b>2.4</b>	<b>Motivation and Need for the Project</b>	
2.4.1	DJ explained there is a substantial growth in volume of high grade coal transported from Lephalale to particularly the Mpumalanga Province by Grootgeluk Mine. There are high forecasts for further growth from planned mines at Lephalale such as Resgen Boikarabelo Coal Mine, Sekoko Mine, to mention a few. These projects result in the need for coal transportation when mining commences	<b>DJ (TRANSNET)</b>
2.4.2	For Transnet to meet the transportation demand from the Waterberg region, it must create additional freight capacity along the Waterberg Rail Corridor.	
2.4.3	Transnet identified the need to develop a Network Stabilization Facility (NSF)/yard at Lephalale to increase rail capacity, decongest the mainline to allow more trains to enter and exit Lephalale and to check rolling stock.	
2.4.4	One of States Strategic Infrastructure Project (SIP 1) includes 'Unlocking the northern mineral belt of the Waterberg as a catalyst' by creating rail capacity to Mpumalanga and Richards Bay. The development of the new railway yard is instrumental to reaching this goal. SIP projects are of significant economic or social importance and are given priority for implementation to reach goals of the State.	<b>MB (NEC)</b>
2.4.5	Boikarabelo Coal Mine is already building their part of the railway yard to accommodate 100 train wagons.	
<b>2.5.</b>	<b>Key components of the project</b>	
2.5.1	DJ explained the project would mainly comprise four new service tracks alongside the existing Thabazimbi-Lephalale railway line.	<b>DJ (TRANSNET)</b>
2.5.2	The main function of the yard will be to split train wagons from 200 into 100 wagon trains, conduct on track rolling stock inspections off the mainline. Minor service and maintenance of locomotives will be conducted at the Lephalale Railway Yard such as sanding, refueling and cleaning	
2.5.3	Transnet has a major railway yard for servicing of locomotives at Pretoria and the Lephalale Railway Yard will only deal with minor maintenance and service requirements for locomotives.	
2.5.4	MB explained that the railway yard will go beyond Transnet service and require 22 hectares of private land to be acquired. The yard will require a 60m wide strip of land for 4km south along the existing railway track.	<b>MB (NEC)</b>
2.5.5	The land affected by the proposed project is privately owned and used for tourism and as game hunting farms.	
2.5.6	To develop the yard Eskom will also need to relocate a 33kV power line, south of the existing track to make way for the new yard.	
2.5.7	MB stipulated the key components of the project and illustrated positions of key components by means of an aerial locality map.	
2.5.8	Key components that will be developed as part of the project include: <ul style="list-style-type: none"> <li>• 4 new service tracks</li> <li>• Construction and extension of culverts from the existing single railway track to the new tracks</li> <li>• Tarred access road to the yard facilities and a gravel access road north of the existing track still within Transnet servitude;</li> <li>• A Guard House, internal roads and carports</li> <li>• Office and administrative buildings</li> <li>• Maintenance and Repair building for sanding, oil storage and staff amenities;</li> </ul>	

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	<ul style="list-style-type: none"> <li>• 12x Conservancy tanks for sewage disposal</li> <li>• Diesel storage area comprising 2 x 300 000 litre tanks and four rail decanting points and one road decanting point</li> <li>• Water reservoir and fire suppression system</li> </ul>	
2.5.9	<p>MB highlighted the project would be developed in two phases.</p> <p>During Phase 1, Transnet will develop a bypass line to provide an alternative route for trains whilst building the new service tracks. The construction duration will be 12 months.</p> <p>Phase 2 will involve building the additional arrival line tracks, the bulk of the earthworks and building the railway yard facilities and will be completed within 18 months.</p> <p>Total of 2 years and 6 months will be required to develop the railway yard.</p>	
2.5.10	Currently 8 trains pass the existing Lephalale-Thabazimbi single railway line in both directions. Once the Lephalale Railway yard is in operation 18 trains will use the facility.	
2.5.11	<p>The number of construction job opportunities that will be created is not known at this stage. Yet local labour will be sourced and no construction camp will be required.</p> <p>During the operational phase an estimated 50-100 people will work at the yard. Permanent staff will be sourced from the local area as far as possible. The railway yard will operate from 7am to 5pm, Monday to Saturday.</p>	
<b>2.6.</b>	<b>Key Service requirements for the project</b>	
2.6.1	MB stated the service requirements for the project.	
2.6.2	The railway yard will be fenced off with controlled access via a Guard House at entry of the yard.	
2.6.3	The yard will source water from municipal supply which will be delivered by truck and pumped into a steel water reservoir. The option is also available to source borehole water from adjacent farms.	
2.6.4	Wastewater from wash basins, toilets and showers will be collected in conservancy tanks to be serviced regularly. Alternatively a small sewage treatment package plant may be considered to dispose of wastewater.	
2.6.5	The yard will have a Water & Oil Separator to cater for potential oil or fuel leaks from oil storage areas and provisional facilities to deal with contaminated liquids onsite. The water from the separator will be tested and drained to the sewer network. The conservancy tanks will therefore accommodate a mix of effluent.	MB (NEC)
2.6.6	Electricity will be sourced from Eskom. A Mini-Substation 630kVA, 22kV/400V will be developed at the Administration building to cater for the North and South facility electricity requirements.	
2.6.7	<p>Drainage around the site will comprise table drains in cuttings, pipes, manholes and culverts. Stormwater will be directed away from the tracks and buildings and drained to stormwater channels and low-lying areas.</p> <p>The stormwater management system will also cater for acidic stormwater resultant from coal dust onsite.</p>	
<b>2.7.</b>	<b>Environmental Impact Assessment (EIA) Process</b>	<b>OWNER</b>
2.7.1	MB explained the EIA Process phases by means of a diagramme, highlighting that public engagement is the corner stone of the Scoping and EIA Process and is conducted through all the stages of the process up to decision making.	MB (NEC)
2.7.2	The Scoping Phase aims to identify the potential environmental risks of a development to focus the EIA Study on through a consultative process. It determines which specialist studies are required to investigate such environmental risks. The results are presented in a Scoping Report.	

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2.7.3	The EIA Phase considers the identified environmental risks and assesses its significance through specialist investigations. The results of the assessment are provided in an Environmental Impact Report. An Environmental Management Programme will be prepared to recommend how to operate and implement the project.	
2.7.4	All environmental reports are submitted for decision making to DEA. DEA will review the EIA findings and reach a decision on the application.	
2.7.5	The Draft Scoping Report is currently available for 30 days public review and comment from 29 October to 27 November 2018 on the Naledzi website and at the Lephalale and Marapong Public Libraries including the Lesedi Thusong Centre at Steenbokpan. Notification of the Draft Scoping Report availability was placed in the Mogol Post on 29 October 2018, onsite notices have been placed and direct notifications have been sent to registered interested and affected parties.	
2.7.6	<p>MB highlighted that the potential environmental and social risks related to the project are discussed in detail in draft Scoping Report.</p> <p>Potential risks identified include:</p> <ul style="list-style-type: none"> <li>▪ Impact on flora, fauna and habitats are expected from clearing of vegetation for the yard and will require removal of protected trees. The site coincides with the Koedoe Nature Reserve, Ecological support areas. An impact on areas of biodiversity importance is expected.</li> <li>▪ The development will alter the landscape character and result in a visual intrusion for directly affected land owners;</li> <li>▪ There is a high risk for noise and vibrations impacts since the current railway line is an finite noise source and the railway yard will be an infinite noise source due to activities at the yard, hooting, shunting, idling of locomotives –Monday to Saturday);</li> <li>▪ There is a low risk for surface and groundwater pollution due to fuel, hydrocarbon spillages from transport vehicles, diesel storage, septic spillages, and acidic storm water from coal dust. If the package plant for wastewater disposal is selected the impact will be reconsidered;</li> <li>▪ Waste will be generated at the yard and will be catered for in the yard design;</li> <li>▪ Increased traffic will be experienced on a daily bases as a result of staff trips to the yard on a daily basis, trucks delivering water and fuel and service providers frequenting the site;</li> <li>▪ There is a high risk for change in sense of place and the quality of living of direct landowners. There is also a risk that the development may affect the tourism potential in the direct area. Landowners also expect increased crime since there will be an influx of people to the area.</li> </ul>	<b>MB (NEC)</b>
2.7.7	<p>The most significant impacts highlighted in the draft Scoping Report is the expected:</p> <ul style="list-style-type: none"> <li>▪ noise and vibration impact from yard activities, hooting, shunting, idling locomotives</li> <li>▪ visual impact since the land use will be changed from natural game farming area to industrial;</li> <li>▪ Impact on sense of sense of place, quality of living and the effect on tourism potential of the direct area.</li> </ul>	
2.7.8	<p>Specialist studies will be undertaken during November 2018 to further investigate the identified potential environmental and social risks of the development. The following specialist studies will be undertaken:</p> <ul style="list-style-type: none"> <li>▪ Visual Impact Assessment</li> <li>▪ Traffic Impact Assessment</li> <li>▪ Biodiversity Impact Assessment by Holistic Environmental Services</li> <li>▪ Noise and Vibration Survey by dBAcoustics;</li> <li>▪ Hydrogeological Impact Assessment by Naledzi Waterworks.</li> </ul>	

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	<p>Please note this study has already been completed;</p> <ul style="list-style-type: none"> <li>▪ Socio-Economic Impact Assessment by Equispectives Research and Consulting Services. This study has already started;</li> <li>▪ Waste Management Plan by GCS Environmental Engineering</li> </ul> <p>Please note a Heritage and Archaeological Impact Assessment has already been completed by Millennium Heritage Group. No cultural and or heritage sites were found within the project area.</p>	
2.7.10	Several of the specialists have already completed Scoping Reports for the project which has been incorporated in the draft Scoping Report.	MB (NEC)
2.7.11	<p>The project also requires a Water Use License from the Department of Water and Sanitation for Section 21 (c), (i) and (g) water uses triggered under the National Water Act 36 of 1998. Transnet will discharge wastewater into conservancy tanks and a septic tank, potentially cross drainage lines with the new rail tracks and access roads.</p> <p>If Transnet considers to alternatively use a small sewage treatment package plant the water uses triggered include Section 21 (e) for irrigation with treated water or alternatively Section 21 (f), (c) and (i) if the treated water is discharged to the Sandloop River.</p>	
2.7.12	A Mining Permit application will be submitted to Department of Mineral Resources for the two borrow areas required for the yard cut and fill requirements. The relevant application and subject reporting will be submitted to the DMR in terms of the Mineral and Petroleum Resources Development Act (Act 28 of 2002) (MPRDA) and NEMA EIA Regulations 2014 (GNR 326).	
2.7.11	There are several protected tree species identified within the project site namely Marula and Boscia albitrunca. These are not threatened species but are protected. Protected Tree Permits will be obtained from the Department of Forestry and Fisheries (DAFF) prior to removal of such within the footprint areas of the yard.	
<b>2.8.</b>	<b>Public Participation Process (PPP)</b>	
2.8.1	<p>MB from NEC introduced and discussed the PPP approach for the project.</p> <p>PPP was highlighted as a communication tool to inform I&amp;APs of the project.</p> <p>Although different permits and licenses are being applied for from different competent authorities, one consolidated PPP is followed. I&amp;APs have the opportunity through the public participation process to comment on the EIA Study, Borrow Pit Application and Water Use License.</p>	MB (NEC)
2.8.2	<p>Two rounds of public engagement are scheduled for the project. The 1<sup>st</sup> round seeks to announce the project and present the Background Information Document (BID) followed by the preparation of a Scoping Report made available for public review for 30 calendar days. The findings of the Scoping Report are presented at a public meeting to facilitate comments on the report.</p> <p>All comments received during the 1<sup>st</sup> round of engagement will be recorded in an Issues and Response Report (IRR) and responses provided thereto will be included in the IRR. The 2nd round will see the Environmental Impact Report and Environmental Management Programme being placed in the public domain for comment. The outcome of the assessment will also be presented at a public meeting, to be scheduled closer to the time.</p>	
2.8.3	The BID was distributed in July 2018. We are now in the Scoping Phase (1st Round) where I&APs are given the opportunity to comment on the proposal and scope for the EIA phase by reviewing the draft Scoping	

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	<p>Report.</p> <p>The comments received on the Scoping Report and public engagements will be captured in an Issues and Response Report (IRR) which will accompany the final Scoping Report which is submitted to DEA for approval.</p> <p>DEA seeks such input to support their decision making process and determine whether all potential issues have been identified or whether further information is required.</p>	
2.8.4	MB detailed the PPP approach and specified the newspapers used to announce the project, libraries/venues where the Scoping Report was placed for public review for the 1 <sup>st</sup> Round of public engagement.	
2.8.5	It was highlighted the advertisement for project and availability of the Scoping Report was published in the Mogol Post Several site notices were placed in the project area to this effect. The Scoping Report is available at several public venues in the area, namely Lephallale and Marapong libraries including the Lesedi Thusong Centre for review and comment. One public meeting is held to facilitate comments on the Scoping Report.	
2.8.6	Comments from stakeholders are essential to assist the DEA in making an informed decision on the project.	
2.8.7	Attendees are given the opportunity to ask questions to gain clarity and to comment on the project.	
<b>2.9.</b>	<b>DISCUSSION SESSION</b>	<b>Response</b>
<b>2.9.1</b>	<b>Thabo Raliwedzha – Lephallale Community Justice Movement</b>	<b>MB (NEC)</b>
2.9.1.1	<p>This cannot be considered a public meeting. There are very few attendees. There is a communication office at Lephallale Local Municipality should be used in future to announce these public meetings.</p> <p>Has PPP been done at Steenbokpan?</p>	<p>The public meeting has been advertised in the Mogol Post on 29 October 2018. Site notices were posted in the project area including Steenbokpan, Lesedi, Marapong and Lephallale which included the details of the public meeting. Furthermore details of the scheduled public meeting were made available on ‘Ellisras Saampraat’ social media facebook page.</p> <p>Additionally direct notification emails were sent to the registered interested and affected parties on the project database this included the PPP Officer and Communication Officer for Lephallale Local Municipality and other directorates within the municipality.</p> <p>We have provided the Lesedi community with a BID for the project as well as a copy of the draft Scoping Report, which has been placed at the Lesedi Thusong Centre.</p> <p>Lastly we have sent out bulk sms reminders to the registered interested and affected parties regarding the public meeting.</p>
2.9.1.2	We fully understand the EIA Process. It was also highlighted that 50-100 job opportunities will be created during the operational phase.	<p><b>DJ (Transnet)</b></p> <p>We do not have the information available as yet and will need to</p>

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	<p>Yet how many job opportunities will be created during the construction phase?</p> <p>What skills will be required during the construction phase?</p>	<p>source it internally.</p> <p><b>Transnet post meeting note:</b> 50-80 job opportunities will be created during the construction phase mainly comprising unskilled labour.</p>
2.9.1.3	<p>Lephalale is a water scarce area. It does not rain in this area. We are receiving our water from the Mokolo Dam. Lephalale and Marapong experience serious water challenges.</p> <p>Developments are continuous proposed yet there is no water. Where will the railway yard source its water from?</p>	<p><b>MB (NEC)</b> Transnet plans to source water from the municipal water supply which will be trucked in and pumped into a water reservoir.</p> <p>A directly affected landowner has offered Transnet the option to purchase borehole water from their existing high yielding boreholes.</p>
2.9.1.4	<p>We agree that railway yards generate high noise levels and there is a high risk for noise.</p> <p>It is indicated there are protected trees on the project site that need to be removed. To where will these protected trees be removed?</p>	<p><b>MB (NEC)</b> The noise and vibration impact has been rated as a high potential environmental risk for the project area in the Scoping Report. It will be further investigated by Specialist dBAcoustics.</p> <p>This has not been confirmed yet pending the recommendation from the Ecologist. The protected trees would probably be given to the landowners as it may not be left onsite nor may it be burnt.</p>
2.9.1.5	<p>Where will all the coal come from which Transnet expects to transport from the railway yard to other areas?</p>	<p><b>DJ (Transnet)</b> Grootgeluk Coal Mine is expanding and planning on exporting more coal. Several coal mines are also planned in the Lephalale area such as Boikarabelo Coal Mine and Sekoko Coal Mine. Other clients requiring receipt or transportation of coal include clients Gleneagle, Sasol, Vuselela, Nozala, Anglo and Eskom. The need to develop the Lephalale Railway Yard is based on a predicted forecast showing from the year 2020 the export demand will not be met by the current rail infrastructure.</p>
2.9.1.6	<p>PPP must be conducted in a proper way. In what radius from the railway yard site has NEC consulted?</p> <p>A railway yard generates a lot of noise. People won't sleep at night. There will be a smell of diesel and coal dust which will cause air pollution.</p>	<p><b>MB (NEC)</b> NEC has consulted as far as Steenbokpan at Lesedi situated 17km south west of the project site.</p> <p>NEC has also notified directly affected landowners, surrounding landowners. Major commercial stakeholders of the Lephalale area have also been notified of the project namely Exxaro Coal Grootgeluk Mine, Eskom, Medupi and Matimba power station.</p> <p>Noise and vibration from the railway yard has been recorded in the</p>



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		<p>Scoping Report as a potential high environmental risk. A Noise and Vibration Study will be conducted for the project to investigate the significance of the impact.</p> <p>Coal will not be handled at the railway yard. Coal will be loaded at the private mine rail sidings. Transnet will only check rolling stock at the yard. The impact on air quality from coal dust is not anticipated to be a high environmental risk impact for this project.</p>
2.9.1.7	As a Non-Governmental Organization we want to know what skills are required for the development and how many people will be employed during the construction phase?	<p><b>Post meeting note:</b> Approximately 50-80 people will be employed during construction, mainly comprising unskilled labour.</p>
2.9.2	<b>Andries Molheko – Waterberg Environmental Justice Forum</b>	<b>MB (NEC)</b>
2.9.2.1	Who are the landowners affected by the proposed project?	The railway yard will be developed on private land on the farm Geelhoutkloof 359LQ, Kringgatspruit 318LQ, now Pontes Estate 712LQ and Enkeldraai 314LQ. The yard will mainly be developed on the farm Geelhoutkloof 359LQ.
2.9.2.2	Lephalale is a water scarce area .What volume of water will be required for the yard?	<p><b>JB (Transnet)</b> These figures are not available yet. Water will mainly be required for domestic use and washing of locomotives. The bulk of water will be kept on site for fire suppression system in case of an emergency.</p>
2.9.2.3	PPP is a very important part of the EIA Study. People of Marapong and Lesedi should come to the public meetings.	<p><b>MB (NEC)</b> An invitation to attend the public meeting has been extended to the Lesedi ward committee member. The draft Scoping Report has also been placed at the Lesedi Thusong Centre.</p> <p>Focus Group meetings will be scheduled for the Marapong and Lesedi communities during the EIA phase of the EIA Process.</p>
2.9.2.4	What are Transnet’s plans for employment and did you consult the Lesedi community?	<p>Transnet will employ 50-80 people during construction mostly comprising unskilled labour.</p> <p><b>Ilse Aucamp (Equispectives)</b> Usually state owned companies do have a corporate social labour plan and a corporate social responsibility to the local communities.</p> <p>The Lesedi community has been consulted for the purposes of the social assessment. The community was also presented with a BID and</p>

NO	ITEM	OWNER
		copy of the Draft Scoping Report. We will set up a focus group meeting with the community during the EIA Phase for the project.
<b>2.9.3</b>	<b>Ilse Aucamp - Equispectives</b>	<b>JB (Transnet)</b>
2.9.3.1	How water intensive is a railway yard?	A railway yard is not a water intensive activity. Water is mostly used for domestic purposes and to supply for potential fire.
<b>2.9.4</b>	<b>Welcome Ncubuka – Business owner, Marapong</b>	<b>DJ (Transnet)</b>
2.9.4.1	<p>I would also like to determine what skills are required for employment during the construction phase?</p> <p>90% of the people in Marapong are not skilled. We are worried that this project will be the same as the local power stations where all labour is sourced from outside areas. The communities will strike in this regard.</p> <p>Are the communities going to be involved in the project?</p>	<p>Unskilled labour will be required during the construction phase especially for laying of the rail tracks. Job opportunities will be available for unskilled labour and will be sourced locally as far as possible.</p>
2.9.4.2	<p>What benefit will the project have for the local residents?</p> <p>Can't Transnet build a skills center for Marapong?</p> <p>In Kempton Park there is an Ekurhuleni Skills Training Centre. A similar center would be highly beneficial to the community of Marapong.</p>	<p><b>MB (NEC)</b> Are there no skills training or education centers in Marapong?</p> <p><b>Jacques Snyman</b> Several are located in Lephalale yet these centers do not have capacity. The main goal with Strategic Infrastructure Projects (SIP) is skills development and job opportunities.</p> <p><b>Transnet post meeting note:</b> Communities will benefit from potential local employment based on the supplier development targets.</p> <p>The proposed Lephalale Railway Yard project does not validate the development of a skills training center.</p>
<b>2.9.5</b>	<b>Jacques Snyman – Lephalale Development Forum</b>	<b>DJ (Transnet)</b>
2.9.5.1	What is the start date for the project?	It may only be commissioned in the year 2021.
2.9.5.2	If we knew by now which skills would be required to develop the railway yard, people can be trained and we can implement skills development. By the time the project starts we can provide the skilled labour.	Noted.
2.9.5.3	What is the total value of the project?	R 800 million.
2.9.5.4	Please notify us of any local business opportunities for the project. We can then preposition ourselves.	We will notify the Lephalale Development Forum of any business opportunities.
2.9.5.5	How will hydrocarbon spillages be dealt with?	The yard will have a Water & Oil Separator to cater for potential oil or fuel leaks from oil storage areas and provisional facilities to deal with

NO	ITEM	OWNER
		contaminated liquids onsite.  The mitigation and management measures will be contained in the EIR and EMPr for the project.
2.9.5.6	It is indicated that the sewage from the yard will be collected in conservancy tanks and will be serviced and disposed of at the local wastewater treatment works (WWTW).  The Lephalale WWTW has no capacity to receive effluent from the yard. Please consider an alternative disposal method and or treatment such as a small package plant.	A small sewage treatment package plant is being considered as an alternative disposal method. Transnet will also investigate other less costly options if the sewage package plant is not financially feasible.
2.9.5.7	Please do not just remove protected trees, but replant it. We have with other projects replanted the Marula trees along the main roads its aesthetically pleasing. It may cost up to R 20 000 to replant a protected tree.	The request will be considered in the EIA Process and discussed with the landowners from whose properties these trees will be removed.
<b>2.9.6</b>	<b>Thabo Raliwedzha – Lephalale Community Justice Movement</b>	<b>MB (NEC)</b>
2.9.6.1	Throughout the presentation we have been provided with the potential environmental risks for the project, yet no solutions to address these risks.	The Scoping Phase intent is to identify the potential environmental risks. During the EIA Phase the significance of the environmental risks will be investigated and mitigations measures will be recommended. The proposed mitigations measures will be provided in the EIR and EMPr reports. WE will also facilitate a second round public meeting to present the findings and recommended mitigations.
<b>2.10</b>	<b>Closure</b>	<b>OWNER</b>
2.10.1	MB thanked attendees for their comments, indicated the way forward and closed the meeting.	<b>MB (NEC)</b>

**ANNEXURE A**

**Signed Attendance Register**

**ANNEXURE B**

**Presentation**





**ATTENDANCES REGISTER - 1<sup>ST</sup> ROUND OF PUBLIC ENGAGEMENT (SCOPING PHASE)**

**PUBLIC MEETING AT MOGOL GOLF CLUB, LEHALALE**

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

**DATE:** TUESDAY, 13 NOVEMBER 2018, 14:00 – 16:00

**VENUE:** GROOTGELUK CONFERENCE ROOM, MOGOL GOLF CLUB, LEHALALE

NAME	ORGANISATION	ADDRESS	PHONE	SIGNATURE
MARISSA BOTHA	NALEDZI ENVIRONMENTAL CONSULTANTS PTY LTD ENVIRONMENTAL ASSESSMENT PRACTITIONER	Postal: 160 MARSHALL STREET Area: POLOKWANE, 0700 Email: botham@naledzi.co.za	015 296 3988 084 226 5584	
Clarice Schutte	Dumela Transport	Postal: Posbus 257, Lephalale Area: Lephalale Email: pa@dumelagroup.co.za	0793588837	
Ilse Aucamps	Equispectives	Postal: Area: Email: ilse@equispectives.co.za	0828280668	
WELCOMÉ NCHIBUKA	NCHIBUKA ELECTRICAL + PROJECTS	Postal: 1080 TLOU STR Area: MARABONG Email:	0839422 927	



NAME	ORGANISATION	ADDRESS	PHONE	SIGNATURE
HENDRIK SENWAMADI	Drivers license Security Scaffolding	Postal: Box 66, Phalala, 0652 Area: LEPHALALE Email: xammolaihendrick404@gmail.com	079 1250 260	
Kruger Pretorius	SAS Matrolab	Postal: PO Box 612, 0250 Area: . Email: Kruger.Pretorius@sqs.com	0722539285	
ANDRIES MOCHENO	WATERBERG ENVIRONMENTAL Justice forum (WEJF)	Postal: PO Box 4847 ENKELIBULT 0556 Area: Marapong Email: wej_forum@gmail.com	0789295413	
Bafedile Masasa	Evergreen Arts Centre	Postal: PO Box 4935 ENKELIBULT 0556 Area: Marapong Email: bafedile.masasa@gmail.com	0735271147	
Thabo Raliwedzha	Lephalale Community Justice Movement (LCJM)	Postal: 290 Musko street Marapong Area: Marapong Email: lepjustice@gmail.com	0734432803	
Jacques Snyman	Lephalale Development Forum.	Postal: jacques@macgroup.co.za Area: . Email: .	082574 1590	



NAME	ORGANISATION	ADDRESS	PHONE	SIGNATURE
Sauer.	Elliotas trust.	Postal: Postbu 5038 Orverwacht Area: Email: Sauer.Sannie@gmail.com	0827874168	Sauer.
JANIL BOWAN	TRANSNET GROUP CAPITAL	Postal: Area: Email: janil.bowan@transnet.net	0826341850	
		Postal: Area: Email:		
		Postal: Area: Email:		
		Postal: Area: Email:		
		Postal: Area: Email:		






## PROPOSED LEPHALALE RAILWAY YARD

**GEELHOUTKLOOF 359LQ, ENKELDRAAI 314LQ,  
PONTES ESTATES 712LQ (former Kringgatspruit)**

**ENVIRONMENTAL IMPACT ASSESSMENT PROCESS  
SCOPING PHASE PUBLIC MEETING  
HELD AT MOGOL GOLF CLUB,  
13 NOVEMBER 2018 14:00 – 16:00; 18:00 – 20:00**

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## DRAFT AGENDA

- Welcome & Introductions
- Purpose of the Meeting
- What is a railway yard?
- What is an EIA Study?
- Project Description
- Motivation for the Project
- EIA Study and PPP
- Discussion Session
- Way forward & Closure






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## PURPOSE OF THE MEETING

*Transnet lodged an application for EA to DEA on 5 November 2018 to develop the new Lephalale Railway Yard along the existing single Thabazimbi-Lephalale railway track. The application is subject to an EIA Study and public participation process.*


- Provide project information to I&APs
- Give an understanding of what is proposed
- Give an overview of the EIA Process and PPP being followed for the project
- Give opportunity to seek clarity and raise issues that need to be responded to and dealt with in the EIA Process
- To record comments for inclusion in the **Final Scoping Report**


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## WHAT IS A RAILWAY YARD?

A railway yard is a series of railway tracks for storing, sorting train wagons and locomotives (shunting). Railway yards have many tracks in parallel for keeping rolling stock stored off the mainline, so that they do not obstruct the flow of traffic. It also allows for checking rolling stock, has facilities to conduct maintenance of locomotives, refuelling, switching of crew in some cases office and administration buildings.



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**WHAT IS AN ENVIRONMENTAL IMPACT ASSESSMENT PROCESS / EIA STUDY**

**'Process of identifying, predicting and evaluating likely environmental and social risks of a development and then recommending mitigation measures to minimise such risks. EIA informs decision makers of the likely risks of a development before a decision is made'**

**WHEN IS AN EIA STUDY REQUIRED**

- WHEN LISTED DEVELOPMENT ACTIVITIES ARE TRIGGERED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 107 OF 1998 (NEMA) AND EIA REGULATIONS of 2014 (GNR 326)
- SUCH LISTED ACTIVITIES REQUIRE APPLICATION FOR ENVIRONMENTAL AUTHORISATION (EA)
- WHO AUTHORISES IT? IF APPLICANT IS A SOC, THE DECISION MAKING AUTHORITY IS NATIONAL DEPARTMENT OF ENVIRONMENTAL AFFAIRS (DEA);
- EIA STUDIES ARE REQUIRED FOR EG.
  - ❖ expansion of railway lines/rail infrastructure
  - ❖ Storage of dangerous goods/diesel
  - ❖ Removal indigenous vegetation

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**PROJECT SCOPE AND LOCATION**

- Transnet SOC Limited proposes to develop the new Lephalale Railway Yard alongside the existing Thabazimbi Lephalale railway line south west of Grootgeluk Mine to accommodate 200 train wagons off the mainline;
- The railway yard will go beyond Transnet servitude and requires 22 hectares of land to be acquired;
- Farms affected: Geelhoutkloof 359LQ, Enkeldraai 314LQ, Kringgatspruit 318LQ (now Pontes Estates 712LQ);
- Two borrow areas will also be created to source fill material to level the railway yard site, one on the farm Buffelsjagt 317LQ and one on the farm Kringgatspruit 318LQ(now 712LQ)




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## MOTIVATION AND NEED FOR PROJECT

- There is a substantial growth in volume of high grade coal transported from Lephalale to other provinces.
- Further coal mines are planned at Lephalale. Resgen Boikarabelo coal mine is planned north-east of Lephalale, Sekoko mine is located along the Botswana border. These projects will result in the need for coal transportation when mining commences.
- To meet to transportation demand from the Waterberg region, **additional freight capacity is required;**
- Transnet identified the need to develop a Network Stabilisation Facility (NSF)/yard at Lephalale to increase rail capacity and decongest the mainline to allow more trains to enter and exit Lephalale;
- **Strategic Infrastructure Project (SIP 1) of State:** 'Unlocking the northern mineral belt of the Waterberg as a catalyst' by creating rail capacity to Mpumalanga and Richards Bay. The development of the new railway yard is instrumental to reaching this goal; (SIP - project are of significant economic or social importance given priority for implementation to reach goals of the State.
- Boikarabelo Coal Mine are already building the first part of the railway yard to accommodate 100 train wagons
- Transnet will be undertaking several listed activities that require EA from DEA and is subject to a full EIA Process in terms of NEMA and the EIA Regulations

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## KEY ELEMENTS OF THE PROJECT

- Relocate 33kV Eskom power line, south of the existing track, to make way for the new yard;
- Construct 4 new service tracks
- Construction/extension of **culverts** from the existing single railway track to the new tracks
- Tared access road to yard facilities and gravel service road north of existing line (within Transnet servitude)
- Build Guard House, internal roads and carports
- **North Provisional Facility (office and administration buildings):** North Provision facility, Staff amenities, store room, administration building, Infra Crew Building, 10 x 12 500 litre conservancy tanks
- **South Provisional Facility (Maintenance and Repair Building):** South Provisional facility, sanding facilities, oil storage, staff amenities, 2 x 12 500 litre conservancy tanks
- Water reservoir
- Diesel storage area (2 x 300 000 litres) and 4 rail decanting points and one road decanting point (at one location)
- Fire suppression system
- Phase 1: Bypass line; (alternative route for trains whilst building the new tracks).
- Phase 2: Additional arrival line tracks, the bulk earthworks and building the facilities;
- The yard will require a 60m wide strip of land for 4km south along the existing railway track

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## HOW WILL THE RAIL CAPACITY INCREASE

- Currently 8 trains pass the existing Lephalale-Thabazimbi single railway line in both directions. Once the Lephalale Railway yard is in operation 18 trains will use the facility (increased capacity)

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## SERVICE REQUIREMENTS

- **Fencing:** Fenced off with controlled access via a Guard House at entry to the yard;
- **Water:** Municipal supply. Delivered by truck and pumped into water reservoir. Option also available to use borehole water from adjacent farms
- **Wastewater:** Facilities will have wash basins, toilets and showers. Wastewater will be collected in conservancy tanks to be serviced regularly. Alternatively a small sewage treatment package plant will be considered to dispose of wastewater;
- **Effluent management:** The yard will have a Water & Oil Separator to cater for potential oil / fuel leaks from oil storage areas and provisional facilities to deal with contaminated liquids onsite; (tested and drained to sewer network-accommodate mix of effluent)
- **Electricity:** Source from Eskom. Develop a Mini-Substation 630kVA, 22kV/400V at the Administration building (at North facility) to cater for the North and South facility electricity requirements.
- **Stormwater management:** Drainage around the site will comprise table drains in cuttings, pipes, manholes and culverts. Stormwater is directed away from the tracks and buildings and drained to stormwater channels and low-lying areas.
- **Coal dust/potential acidic stormwater:** The stormwater management system will cater for acidic stormwater. Details will be included in the EIR

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### DURATION OF CONSTRUCTION

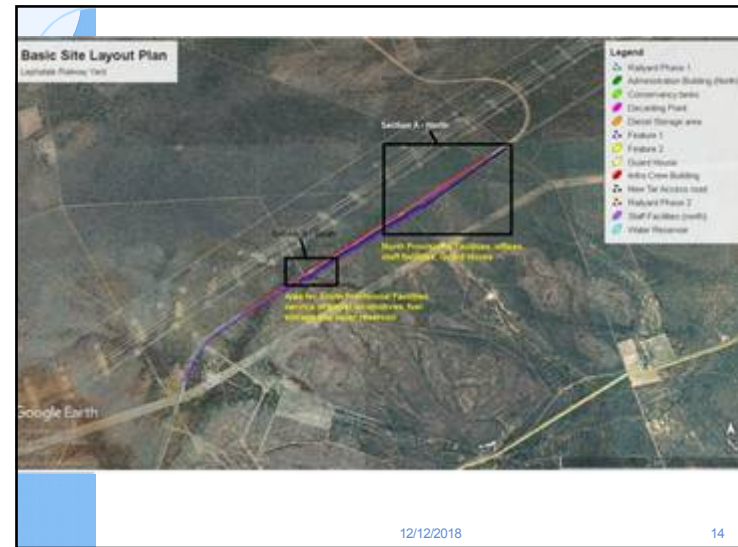
- Phase 1 (southern section) Southern Bypass line (12 months)
- Phase 2 Northern arrival line, earthworks, building facilities (18 Months).
- Total of 2 years 6 months required to develop the railway yard
- Development commencement date: Potentially 2021

### SOCIO ECONOMIC ACTIVITIES

- Local labour will be sourced
- No construction camp will be required.
- Estimated 50-100 people will work at the yard during operation
- Permanent staff will be sourced from the local area as far as possible.
- The railway yard will operate from 7am to 5pm, Monday to Saturday.

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# ENVIRONMENTAL IMPACT PROCESS AND PUBLIC PARTICIPATION PROCESS

Presented by Naledzi




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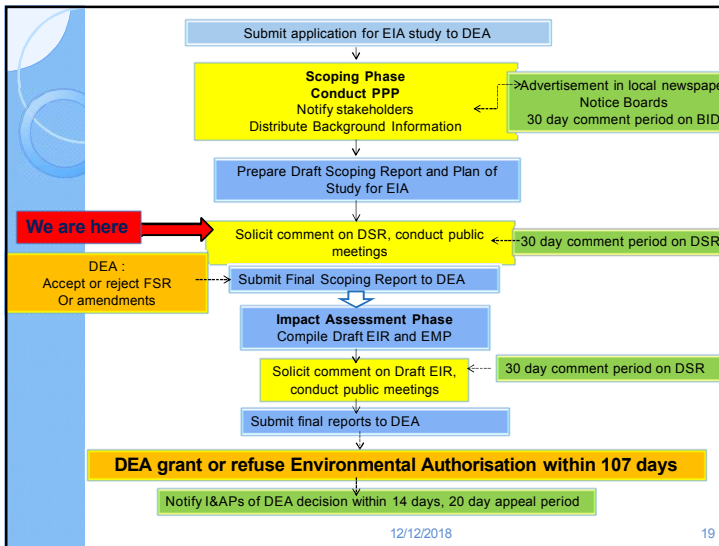
## HOW IS AN EIA STUDY/PROCESS CONDUCTED?

Scoping Phase	EIA Phase	Decision Making
<ul style="list-style-type: none"> <li>- Identify potential environmental risks of project to focus EIA study on through a consultative process</li> <li>- Determine which specialist studies are required</li> <li>- Presented in Scoping Report</li> </ul> <p style="text-align: center;">1<sup>st</sup> Round</p>	<ul style="list-style-type: none"> <li>- Consider identified environmental risks and assess significance of risks through specialist investigations.</li> <li>- Consolidate and present findings of assessment in Environmental Impact Report</li> <li>- Prepare an EMPr which recommends how to operate and implement the project</li> </ul> <p style="text-align: center;">2<sup>nd</sup> Round</p>	<p>Authorities review EIA findings and reach a decision on the application</p>

**PUBLIC ENGAGEMENT THROUGHOUT**



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    graph TD
      A[Submit application for EIA study to DEA] --> B[Scoping Phase  
Conduct PPP  
Notify stakeholders  
Distribute Background Information]
      B --> C[Prepare Draft Scoping Report and Plan of Study for EIA]
      C --> D[Solicit comment on DSR, conduct public meetings]
      D --> E[Submit Final Scoping Report to DEA]
      E --> F[Impact Assessment Phase  
Complete Draft EIR and EMP]
      F --> G[Solicit comment on Draft EIR, conduct public meetings]
      G --> H[Submit final reports to DEA]
      H --> I[DEA grant or refuse Environmental Authorisation within 107 days]
      I --> J[Notify I&APs of DEA decision within 14 days, 20 day appeal period]
      B -.-> B1[Advertisement in local newspaper  
Notice Boards  
30 day comment period on BID]
      D -.-> D1[30 day comment period on DSR]
      G -.-> G1[30 day comment period on DSR]
      E -.-> E1[DEA : Accept or reject FSR Or amendments]
    
```

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## Draft Scoping Report available for public review

- The Draft Scoping Report is currently available for 30 days public review and comment:  
**29 October to 27 November 2018**
- At the following public venues:
  - ✓ Lephalale Public Library
  - ✓ Marapong Public Library
  - ✓ Lesedi Thusong Centre (Steenbokpan)
  - ✓ Naledzi website: <http://www.naledzi.co.za/public-documents-naledzi.php>
- Notification placed in Mogol Post (29 Oct), site notices have been placed, emailed notifications and bulk sms notifications:

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### POTENTIAL IDENTIFIED ENVIRONMENTAL AND SOCIAL RISKS

- **Environmental and social risks discussed in detail in draft Scoping Report**
- **Biodiversity:** The site comprises indigenous vegetation. Impact on flora, fauna, habitats, are expected from clearing of vegetation for yard and will require removal of protected trees
- The site coincides with the Koedoe Nature Reserve, Ecological support areas. An impact on areas of biodiversity importance is expected.
- **Visual:** The development will alter landscape character result in visual intrusion;
- **Noise:** High risk of noise and vibration impact (infinite noise from activities at yard, hooting, shunting, idling of locomotives –Monday to Saturday);
- **Ground and Surface Water:** Low risk for surface and groundwater pollution due to fuel, hydrocarbon spillages from transport vehicles, diesel storage, septic spillages, acidic stormwater from coal dust). If the package plant for wastewater disposal is selected the impact will be reconsidered
- Generation, storage and disposal of waste (will be catered for in yard design)
- **Traffic:** Increased traffic staff trips to yard on daily basis, trucks delivering water and fuel, service providers;
- **Socio-economic impact:** Risk for change in sense of place, change in quality of living of direct landowners, may affect tourism potential in direct area, increased crime)
- Positive socio-economic impact (job creation in local area)
- **Safety impact:** Risk for influx of people to the area and access control to private land

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### MOST SIGNIFICANT RISKS

- Noise and vibration from yard activities, hooting, shunting, idling locomotives
- Visual impact (industrial viz. natural game farming areas)
- Impact on sense of place, quality of living, affect on tourism potential of direct area

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### SPECIALIST STUDIES – EIA PHASE To be conducted during November 2018

Specialist Study	Specialist	Aspect
Biodiversity Impact Assessment	Holistic Environmental Services – Renier Terblanche	Fauna and Flora Wetland features
Heritage and archaeology Impact Assessment <b>(Completed)</b>	Millennium Heritage Group –Eric Mathoho <b>(no heritage finds)</b>	Cultural and Heritage aspects
Visual Impact Assessment	To be appointed	Visual
Noise and Vibration Impact Assessment	dBAcoustics – Barend van der Merwe <b>(Scoped the area)</b>	Noise and Vibration
Hydrogeological Impact Assessment Study	Naledzi Waterworks – Duncan Munyai <b>(Preliminary study done)</b>	Surface and Groundwater
Socio-Economic Impact Assessment	Equispectives Research and Consulting Services <b>(Started assessment)</b>	Socio-Economic
Traffic Impact Assessment	To be appointed	Traffic
Waste Management Plan	GCS Environmental Engineering – Pieter De Coning	Waste management

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### OTHER PERMITS AND LICENSES

**Water Use License – Department of Water and Sanitation**

Section 21 (c), (i) and (g) water uses under the NWA. Requires a water use license from DWS. (Discharge wastewater into conservancy tanks, a septic tank, potential crossing of drainage lines with the new rail tracks and access roads.

Alternatively, if a small sewage treatment package plant is set up, the treated effluent can be used for irrigation of landscaped areas at the yard or reused in the yard process. The water uses that may be triggered by such alternatives include Section 21 (e) for irrigation with treated water or alternatively Section 21 (f), (c) and (i) if the treated water is discharged to the Sandloop River.

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## OTHER PERMITS AND LICENSES

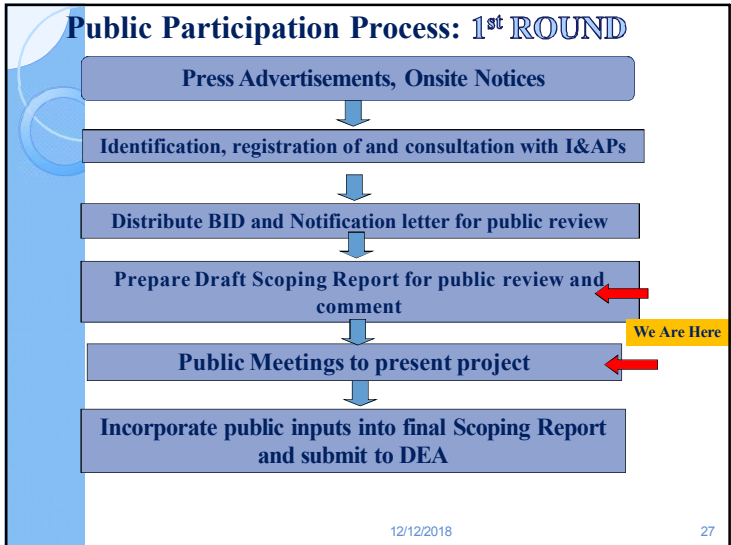
- **(B) Mining Permit (Borrow Pit Application) – Department Mineral Resources (DMR)**  
 A Mining Permit application will be submitted to DMR for the two borrow areas required for the yard cut and fill requirements. The relevant application and subject reporting will be submitted to the DMR in terms of the Mineral and Petroleum Resources Development Act (Act 28 of 2002) (MPRDA) and NEMA EIA Regulations 2014 (GNR 326).
- **(C) Protected Tree Permits for Removal**
- There are several protected tree species identified within the project site namely Marula and Boscia albitrunca. These are not threatened species but are protected.
- Protected Tree Permits will be obtained from the Department of Forestry and Fisheries (DAFF) prior to removal of such within the footprint areas of the yard.

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## PUBLIC PARTICIPATION

- Communication tool to inform I&APs of a project
- Tool to receive and integrate comments from I&APs in the relevant phases of the proposed project;
- **NB:** One consolidated Public Participation Process is undertaken for the different applications, licenses and permits required for the project. The EIA Process Public Participation Report will support the WULA and Borrow Pit application.
- **Public Participation Process involves two rounds of engagement:**
- **We are now in the Scoping Phase (1<sup>st</sup> Round):** I&APs are given the opportunity to comment on the proposal and scope for the EIA phase by reviewing the draft Scoping Report;
- The comments received on the Scoping Report and public engagements will be captured in an Issues and Response Report (IRR) which will accompany the final Scoping Report which is submitted to DEA for approval.
- DEA seeks such input to support their decision making process and determine whether all potential issues have been identified or whether further information is required.

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## DISCUSSION SESSION

Naledzi Environmental Consultants  
 Suite #320, Postnet Library Gardens  
 Private Bag X9307, POLOKWANE, 0700

**Marissa Botha**  
 Phone: (015) 296 3988  
 Cell: 084 226 5584  
 Fax: (015) 296 4021  
 E-mail: [botham@naledzi.co.za](mailto:botham@naledzi.co.za)

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## WAY FORWARD AND CLOSURE

- Current: Public and Authority review of Draft Scoping Report until 27 November 2018;
- Prepare, distribute and finalise the public meeting minutes
- Minutes available for comment - 7 days
- Inclusion of Authority and I&AP comments into final Scoping Report;
- Submit the final Scoping Report and Plan of Study for EIA to DEA
- DEA will approve or reject the Scoping Report within 43 days
- Commence with EIA Phase

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## MAIN ISSUES RECORDED DURING 1<sup>ST</sup> ROUND OF ENGAGEMENT (SOCIAL SCOPING)

- Impact on sense of place (due to noise & visual)
- Impact on livelihoods in terms of hunting, farms exempted to hunt all year round;
- Railway yard result pose a safety risk (cannot hunt in direction of yard – staff at yard)
- Safety and security – Influx of people in the area and access control;
- Positive: Business community is keen for new business opportunities - they are hoping that there will be opportunities for local businesses;
- Steenbokpan community wants opportunities – Yet there is no SLP, phased project

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