

Our Ref:



an agency of the
Department of Arts and Culture

T: +27 21 462 4502 | F: +27 21 462 4509 | E: info@sahra.org.za
South African Heritage Resources Agency | 111 Harrington Street | Cape Town
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Enquiries: Lesa la Grange
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CaseID: 10144

Date: Monday June 05, 2017
Page No: 1

Final Comment

In terms of Section 38 of the National Heritage Resources Act (Act 25 of 1999)

Attention: Mr Nelson Mbatha
Transnet National Port Authority
Quayside Road, Port entrance 3, Suite 124 Ocean Terminal Building, Port of Durban, DURBAN,
4000

In order to prepare for the future container growth, the Port of Durban started a process for a phased container capacity expansion programme in order to improve throughput capacity by reconfiguring and rationalising the existing Durban Container Terminal (DCT). Pier 1 Phase 2 Project is part of the expansion programme and is seen as the key to the provision of medium and long term capacity. Other major expansion projects in the short term include deepening and lengthening of the North Quay, berth reconstruction and deepening at Island View and Maydon Wharf. As part of these expansions, TNPA has recognized the need for sandwinning of approximately 4.5 million m³ of offshore material which will be required as part of these developments. Two potential offshore sandwinning sites have been identified. Alternative Site 1 occurs approximately 1,2 km east of the Port of Durban harbour mouth and is approximately 110 hectares in size. Alternative Site 2 occurs slightly south of Alternative Site 1 and is approximately 250 hectares in size.

Transnet National Ports Authority (TNPA) has recognized the need for sandwinning of approximately 4.5 million m³ of offshore material which will be required as part of preparations for the expansion of the Port of Durban, East Coast, KwaZulu-Natal, South Africa.

An Underwater Heritage Impact Assessment (UHIA) was conducted to assess the viability of two offshore areas for sandwinning to assist in identifying the least potentially destructive alternative from a heritage point of view.

SAHRA thanks the applicant for the opportunity to comment on the aforementioned UHIA, and expects that the following specific points must be noted and adhered to:

1. On the basis of the findings of the specialist contracted to conduct the UHIA, the MUCH unit at SAHRA insists that offshore sandwinning zone 'Alternative 1' is preferred from a heritage and operational perspective. The presence of known shipwrecks protected under the National Heritage Resources Act (NHRA), No. 25 of 1999, and the greater relative frequency of magnetometer anomalies found in Alternative 2, increases the likelihood of irreversible disturbance to underwater heritage resources.

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Page No: 2

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Should Alternative 2 be used, SAHRA considers it definite that permits shall be required to work in the vicinity of known or suspected shipwrecks.

2. Although it is noted that much of the heritage material in Alternative 1 is likely ex-situ, SAHRA nonetheless deems the material significant and insists that no shipwreck or associated cargo or debris may be disturbed without a valid NHRA Section 35 permit. It is often the case that underwater heritage material is of secondary context, due to the very nature of the dynamic underwater environment, but even disturbed underwater heritage material can give great insight to our maritime history. SAHRA will therefore assess the potential impacts, as determined by a suitably qualified maritime archaeologist, of disturbance and issue such permits as may be necessary, possible, and expedient on the basis of the significance of the material to be disturbed.
3. Given that a greater relative frequency of magnetic anomalies occurs at the northern edge of Alternative 1, particular care must be taken during dredging along this aspect. Magnetic anomalies must be investigated prior to employing the dredger in the vicinity. Any area within Alternative 1 which has magnetic anomalies is hereby declared a no-dredge zone, and dredging within 50 (fifty) meters of the edges of the magnetic 'hit' (whether detected during an earlier survey or any subsequent survey) must be avoided.
4. Should any cultural heritage material be found and be in danger of unavoidable disturbance, SAHRA must be notified immediately AND work must cease and may not commence until feedback has been received from SAHRA.
5. All efforts must be made to avoid disturbance of cultural heritage material.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

Proposed Offshore Sandwinning For Developments Within The Port Of Durban, Kwazulu Natal

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Page No: 3

Lesla la Grange
Heritage Officer
South African Heritage Resources Agency

John Gribble
Manager: Maritime and Underwater Cultural Heritage Unit / Acting Manager: Archaeology, Palaeontology and
Meteorites Unit
South African Heritage Resources Agency

ADMIN:

Direct URL to case: <http://www.sahra.org.za/node/369768>
(DMR, Ref: KZN30/5/1/1/2/00070BP)

Terms & Conditions:

1. This approval does not exonerate the applicant from obtaining local authority approval or any other necessary approval for proposed work.
2. If any heritage resources, including graves or human remains, are encountered they must be reported to SAHRA immediately.
3. SAHRA reserves the right to request additional information as required.