

Appendix 4: Copy of Application Form

PROPOSED UPGRADE OF THE EXISTING SHIP REPAIR FACILITY AT THE PORT OF MOSSEL BAY, WESTERN CAPE

APPLICATION FORM FOR ENVIRONMENTAL AUTHORISATION

OCTOBER 2018

PREPARED FOR: TRANSNET NATIONAL PORTS AUTHORITY (TNPA)



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environmental affairs

Department:
Environmental Affairs
REPUBLIC OF SOUTH AFRICA

APPLICATION FORM FOR ENVIRONMENTAL AUTHORISATION

File Reference Number:	(For official use only)
NEAS Reference Number:	DEA/EIA/
Date Received:	

Application for authorisation in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), (the Act) and the Environmental Impact Assessment Regulations, 2014 (the Regulations)

PROJECT TITLE

Proposed Upgrade of the Existing Ship Repair Facility at the Port of Mossel Bay, Western Cape

Indicate if the **DRAFT** report accompanies the application

Yes ☒
No ☐

Kindly note that:

1. This application form is current as of 1 April 2016. It is the responsibility of the applicant to ascertain whether subsequent versions of the form have been published or produced by the competent authority.
2. The application must be typed within the spaces provided in the form. The sizes of the spaces provided are not necessarily indicative of the amount of information to be provided. Spaces are provided in tabular format and will extend automatically when each space is filled with typing.
3. Where applicable **black out** the boxes that are not applicable in the form.
4. The use of the phrase "not applicable" in the form must be done with circumspection.
5. This application must be handed in at the offices of the National Department of Environmental Affairs where the Minister is the competent authority in respect of the application.
6. No faxed or e-mailed applications will be accepted. An electronic copy (in the form of a CD) of the signed application form must be submitted together with two hardcopies (one of which must contain the original signatures).
7. Unless protected by law, all information filled in on this application form may become public information on receipt by the competent authority.
8. Should a specialist report or report on a specialised process be submitted at any stage for any part of this application, the terms of reference for such report and declaration of interest of the specialist must also be submitted.
9. Proof of payment must accompany this application. The application will not be processed without proof of payment unless one of the exclusions provided for the Fee Regulations (Fees for consideration and processing of applications for environmental authorisations and amendments thereto Government Notice No.141, published on 28 February 2014) is applicable AND such information in section 1 of this application form has been confirmed by this Department.

Departmental Details

The application must be addressed to the Chief Directorate: Integrated Environmental Authorisations at:

Postal address:

Department of Environmental Affairs
Attention: Director: Integrated Environmental Authorisations
Private Bag X447
Pretoria
0001

Physical address:

Department of Environmental Affairs
Attention: Director: Integrated Environmental Authorisations
Environment House
473 Steve Biko Road
Arcadia
Pretoria

Queries must be addressed to the contact below:

E-mail: EIAAdmin@environment.gov.za

Please note that this form must be copied to the relevant provincial environmental department/s.

View the Department's website at <http://www.environment.gov.za/> for the latest version of the documents.

1. PROOF OF PAYMENT

Applicants are required to tick the appropriate box below to indicate that either proof of payment is attached or that, in the applicant's view, an exclusion applies. Proof and a motivation for exclusions must be attached to this application form in **Appendix 1**.

Proof of payment attached as **Appendix 1**

☐

Exclusion applies

☒

An applicant is excluded from paying fees if:

The activity is a community based project funded by a government grant; or
The applicant is an organ of state.

TYPE OF EXCLUSION	Tick where applicable. Proper motivation must be attached to the application
The activity is a community based project funded by a government grant	<input type="checkbox"/>
The applicant is an organ of state	<input checked="" type="checkbox"/>

FEE AMOUNT	Fee
Application for an environmental authorisation for which basic assessment is required in terms of the Environmental Impact Assessment Regulations	R2 000
Application for an environmental authorisation, for which S&EIR is required in terms of the Environmental Impact Assessment Regulations	R10 000

Department of Environmental Affairs' details for the payment of application fees:

<p>Payment Enquiries: Tel: 012 399 9119 Email: eiafee@environment.gov.za</p> <p>Banking details: ABSA Bank Branch code: 632005 Account number: 1044 2400 72 Current account Reference number : Reference number to be provided in the specific format indicating centre point coordinates of site in decimal degrees to 5 or 6 decimal places: latitude/longitude eg. -33.918861/18.423300</p> <p>Proof of payment must accompany the application form: Indicate reference number below.</p> <p>Tax exemption status: Status: Tax exempted</p> <p>Reference number:</p>
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2. PROJECT DESCRIPTION

Please provide a **detailed** description of the project.

Project Background

The Port of Mossel Bay has an approximately 85 year old end haul type slipway currently installed, the original design capacity of the slipway being 500Ton (long). The existing ship repair facility at the Port of Mossel Bay (**Figure 1**) is located in south east portion of the port and comprises of:

- A concrete beam and pile, end haul type slipway;
- Two wooden lead-in jetties;
- Winch house;
- Two side slip yards;
- A wooden cradle to haul vessels out of the water; and
- Existing Administration building, stores and workshops.



Figure 1: Aerial view of the facility

The existing cradle is made from wood and is supported by a 3-way system. The cradle was originally constructed as a 42m long structure but had a section cut-off around 10years ago, reducing its effective length to 35m. The timber cradle, when fully extended into the water, straddles two wooden lead-in jetties on either side of it. Both jetties are approximately 62m long and supported on wooden piles. Refer to **Figure 2** for a ground view of the facility.

The facility provides dry docking for:

- The fishing vessels frequenting the Port of Mossel Bay and working in the surrounding waters; and
- TNPA vessels.

GROUND VIEW OF FACILITY

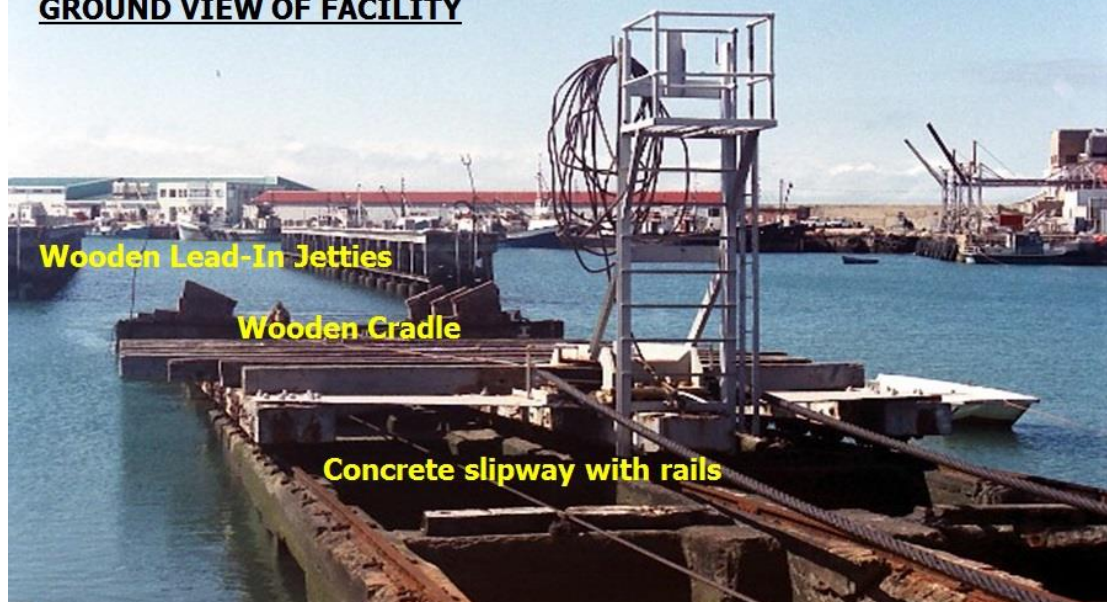


Figure 2: View from land to water showing slipway and jetties

The slipway was originally designed for accommodating side slipping, where vessels are brought to land on the main cradle and then shifted off the main cradle to either side of it. Some of the side slipping infrastructure, like the upstand concrete beams, are still present at the site. Side slipping has however not been practiced at the slipway for the last 50 years at least. The Port of Mossel Bay has clarified that it intends to undertake side slipping activities in future.

Due to poor condition of the slipway, the vessel handling capacity was downgraded to the current 200 Ton. The lead-in jetties are also in a poor condition, with major deterioration of both the pile supports and superstructure. There is particular concern that any impact by vessels could result in a catastrophic structural failure of the jetties. There is also an operations building on the site that was constructed at the same time as the slipway. The building is old, of outdated construction and does not meet the Port's future operational requirements.

The primary drivers for this study are based on:

- The National Government initiative called Operation Phakisa which is linked to the National Development Plan;
- The existing aged infrastructure that has become unsafe due to a lack of maintenance and is therefore operated below its design capacity; and
- The existing infrastructure that is not used to its full existing operational capacity (simultaneous dry-docking of two vessels).

Nemai Consulting was appointed by Transnet National Ports Authority (TNPA) to conduct the Basic Assessment, in terms of Government Notice (GN) No. R 982 of 04 December 2014 (as amended on 07 April 2017), for the proposed upgrade of the existing ship repair facility at the port of Mossel Bay, Western Cape.

Project Location:

The Port of Mossel Bay is located in the Western Cape, approximately halfway between Cape Town and Port Elizabeth (**Figure 3**). It falls within the Eden District Municipality and Mossel Bay Local Municipality. The existing ship repair facility falls within the Port of Mossel Bay, as shown in **Figure 4**.



Figure 3: Regional locality map

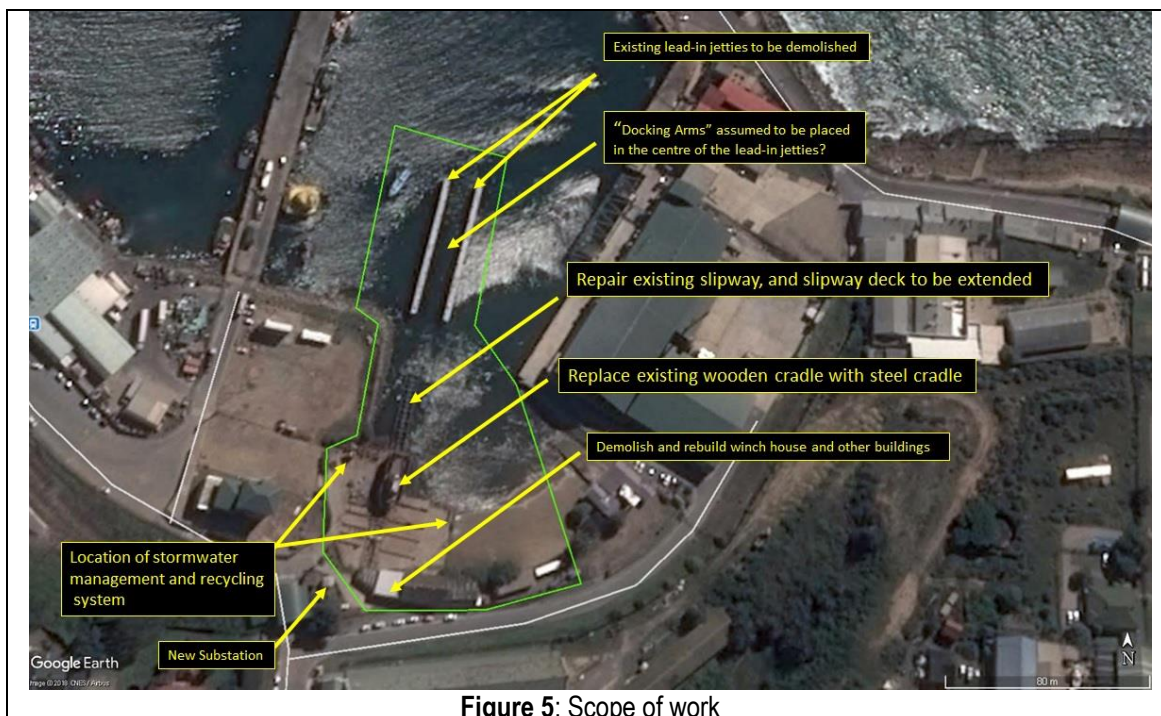


Figure 4: Locality map

Project Description:

The scope of work associated with the proposed project includes the following (Figure 5):

- 1) Demolish the existing wooden lead-in jetties;
- 2) Install Docking Arms;
- 3) Repair existing slipway (the underwater portion of the rail support beams for the cradle will be rebuilt, above water portions will be repaired);
- 4) The surface of the sideslip will be expanded by approximately 300 square meters;
- 5) Replace existing wooden cradle with steel cradle;
- 6) Demolish and rebuild winch house and associated buildings;
- 7) Provide a stormwater management and recycling system;
- 8) 1 MVA Substation; and
- 9) Upgrade services for electrical, sewer, water (salt and fresh), compressed air, lighting, sideslip yards, working area surfacing, bunding and construction/rehabilitation of substation building, administration building and carpenters and millwright building.



Does the project form part of any of the Strategic Infrastructure Projects (SIPs) as described in the National Development Plan, 2011?	<input type="checkbox"/>	NO ✓
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If YES, please indicate which SIPs are applicable in **Appendix 2**. You are also required to provide confirmation of SIP applications from the relevant sector representative which must be attached in **Appendix 2**

Is the project subject to the Integrated Resource Plan 2010 – 2030 (IRP) bidding process?	<input type="checkbox"/>	NO ✓
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Please indicate which sector the project falls under by crossing out the relevant block in the table below:

Table 1

Green economy + “Green” and energy-saving industries	<input type="checkbox"/>	Greenfield transformation to urban or industrial form (including mining)	<input type="checkbox"/>
Infrastructure – electricity (generation, transmission & distribution)	<input type="checkbox"/>	Biodiversity or sensitive area related activities	<input type="checkbox"/>
Oil and gas	<input type="checkbox"/>	Mining value chain	<input type="checkbox"/>
Biofuels	<input type="checkbox"/>	Potential of metal fabrication capital & transport equipment – arising from large public investments	<input type="checkbox"/>
Nuclear	<input type="checkbox"/>	Boat building	<input type="checkbox"/>
Basic services (local government) – electricity and electrification	<input type="checkbox"/>	Manufacturing – automotive products and components, and medium and heavy commercial vehicles	<input type="checkbox"/>
Basic services (local government) – area lighting	<input type="checkbox"/>	Manufacturing – plastics, pharmaceuticals and chemicals	<input type="checkbox"/>
Infrastructure – transport (ports, rail and road)	✓	Manufacturing – clothing textiles, footwear and leather	<input type="checkbox"/>
Basic services (local government access roads)	<input type="checkbox"/>	Forestry, paper, pulp and furniture	<input type="checkbox"/>

Basic services (local government) – public transport		Business process servicing	
Infrastructure – water (bulk and reticulation)		Advanced materials	
Basic services (local government) – sanitation		Aerospace	
Basic services (local government) – waste management		Basic services (local government) – education	
Basic services (local government) water		Basic services (local government) – health	
Agricultural value chain + agro-processing (linked to food security and food pricing imperatives)		Basic services (local government) - housing	
Infrastructure – information and communication technology		Basic services (local government) security of tenure	
Tourism + strengthening linkages between cultural industries and tourism		Other	
Basic services (local government) – public open spaces and recreational facilities			

Table 2

Does the listed activity/ies applied for form part of a larger project which is not a listed activity itself e.g. a road that is a listed activity that is needed to access a drilling site where the drilling does not constitute a listed activity.		NO ✓
If indicated yes above, please provide a brief description on how the activity/ies relate to the larger project that forms part there of:		
Not Applicable.		

3. GENERAL INFORMATION

Applicant name:	Transnet National Ports Authority		
Registration number (if applicant is a company):	1990/000900/30		
Trading name (if any):	Transnet National Ports Authority		
BBBEE status	Level 2		
Responsible person name (If the applicant is a company):	Shadrack Tshikalange		
Applicant/ Responsible person ID number:	6704185756088		
Responsible position, e.g. Director, CEO, etc.:	Port Manager		
Physical address:	Port of Mossel Bay 55 Bland Street, Mossel Bay, 6500		
Postal address:	Port of Mossel Bay 55 Bland Street, Mossel Bay		
Postal code:	6506	Cell:	-
Telephone:	044 604 6201		
E-mail:	Shadrack.tshikalange@transnet.net		

Provincial Authority:	Western Cape Department of Environmental Affairs and Development Planning		
Contact person:	Danie Swanepoel		
Postal address:	Private Bag X9086, Cape Town		
Postal code:	8000	Cell:	
Telephone:	021 483 4091	Fax:	021 483 3016
E-mail:	Danie.Swanepoel@westerncape.gov.za		

Local municipality:	Mossel Bay Local Municipality		
Contact person:	Carel Venter		
Postal address:	Private Bag X29, Mossel Bay		
Postal code:	6500	Cell:	
Telephone:	044 606 5000	Fax:	044 606 5062
E-mail:	cventer@mosselbay.gov.za		

In instances where there is more than one local authority involved, please attach a list of those local authorities with their contact details as **Appendix 3**.

Landowner:	Transnet National Ports Authority		
Contact person:	Vusumzi Sihawu		
Postal address:	1 Kingsmead Boulevard, 2nd Floor Rennie House Building, Kingsmead Office Park, Durban,		
Postal code:	4001	Cell:	
Telephone:	0313618614	Fax:	
E-mail:	Vusumzi.Sihawu@transnet.net		

In instances where there is more than one landowner, please attach a list of those landowners with their contact details as **Appendix 4**. Unless the application is in respect of linear activities or strategic integrated projects as contemplated in the Infrastructure Development Act, 2014, **written consent** of landowner/s must be submitted in **Appendix 4**.

According to Regulation 39(1) of GN No. R 982 of the 2014 EIA Regulations (as amended), Landowner Consent is not required as the Applicant (TNPA) is the landowner.

Identified Competent Authority to consider the application:	Department of Environmental Affairs (DEA)
Reason(s) in terms of S24C of NEMA 1998 as amended:	The Minister of the Department of Environmental Affairs is the Competent Authority to decide on applications submitted by organs of state. Transnet is an organ of state.

4. ENVIRONMENTAL ASSESSMENT PRACTITIONER (EAP) INFORMATION

EAP company name:	Nemai Consulting			
B-BBEE	Contribution level (indicate 1 to 8 or non compliant)	1	Percentage Procurement recognition	135%
Professional affiliation/registration:	Pr.Sci.Nat-Environmental Science, Registration Number: 116238			
Contact person:	Kristy Robertson			
Company:	Nemai Consulting			
Physical address:	147 Bram Fischer Drive, FERNDAL, 2194			
Postal address:	P.O Box 1673, SUNNINGHILL			
Postal code:	2157	Cell:	072 769 2850	
Telephone:	011 781 1730	Fax:	011 781 1731	
E-mail:	kristyr@nemai.co.za			

The appointed EAP must meet the requirements of Regulation 13 of GN R.982, dated December 2014. The declaration of independence of the EAP and undertaking under oath or affirmation that all the information submitted or to be submitted for the purposes of the application is true and correct must be submitted as **Appendix 9**.

5. SITE DESCRIPTION

Provide a detailed description of the site involved in the application.

Province	Western Cape Province
District Municipality	Eden District Municipality
Local Municipality	Mossel Bay Local Municipality
Ward number(s)	Ward No. 8
Nearest town(s)	George, Groot Brak River, Still Bay, Herbertsdale, Albertinia
Farm name(s) and number(s)	Erven 12459 of Mossel Bay
Portion number(s)	

Surveyor General 21 digit code

(If there are more than 4, please attach a list with the rest of the codes as **Appendix 5**. Where the 21 digit SGID and farm name are not available, the coordinates of the boundary of the property or properties must be provided in **Appendix 5**.)

C	0	5	1	0	0	0	7	0	0	0	1	2	4	5	9	0	0	0	0	0
1	2	3	4	5																

Are there any other applications for Environmental Authorisation on the same property?	<input type="checkbox"/>	NO ✓
If YES, please indicate the following:		
Competent Authority		
Reference Number		
Project Name		
Please provide details of the steps taken to ascertain this information:		
Not Applicable.		

6. ACTIVITIES TO BE AUTHORISED

For an application for authorisation that involves more than one listed activity that, together, make up one development proposal, all the listed activities pertaining to this application must be indicated.

Detailed description of listed activities associated with the project	
Listed activity as described in GN R 983, 984 and 985	Description of project activity that triggers listed activity
e.g. GN R.983 Item XX(x): The development of bridge exceeding 100 square metres in size within a watercourse	e.g. A bridge measuring 110 square metres will be constructed within the watercourse
GN R.983 Item 19A(iii): The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from— (i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever distance is the greater; or (iii) the sea; — but excluding where such infilling, depositing, dredging, excavation, removal or moving—	The project involves: <ul style="list-style-type: none"> • Demolishing the existing wooden lead-in jetties; • Installing Docking Arms; • Repairing existing slipway (the underwater portion of the rail support beams for the cradle will be rebuilt, above water portions will be repaired); • The surface of the sideslip will be expanded by approximately 300 square meters; and • Replacing the existing wooden cradle with a steel cradle.

Detailed description of listed activities associated with the project	
Listed activity as described in GN R 983, 984 and 985	Description of project activity that triggers listed activity
e.g. GN R.983 Item XX(x): The development of bridge exceeding 100 square metres in size within a watercourse	e.g. A bridge measuring 110 square metres will be constructed within the watercourse
<p>(f) will occur behind a development setback;</p> <p>(g) is for maintenance purposes undertaken in accordance with a maintenance management plan;</p> <p>(h) falls within the ambit of activity 21 in this Notice, in which case that activity applies;</p> <p>(i) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or</p> <p>where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.</p>	The above components will involve dredging, excavation, removal and moving soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres in total.
<p>GN R.983 Item 31(i and ii): The decommissioning of existing facilities, structures or infrastructure for—</p> <p>(i) any development and related operation activity or activities listed in this Notice, Listing Notice 2 of 2014 or Listing Notice 3 of 2014;</p> <p>(ii) any expansion and related operation activity or activities listed in this Notice, Listing Notice 2 of 2014 or Listing Notice 3 of 2014;</p> <p>(iii) ...</p> <p>(iv) any phased activity or activities for development and related operation activity or expansion or related operation activities listed in this Notice or Listing Notice 3 of 2014; or</p> <p>(v) any activity regardless the time the activity was commenced with, where such activity:</p> <p>(a) is similarly listed to an activity in (i) or (ii) above; and</p> <p>(b) is still in operation or development is still in progress;</p> <p>excluding where—</p> <p>(aa) activity 22 of this notice applies; or</p> <p>(bb) the decommissioning is covered by part 8 of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) in which case the National Environmental Management: Waste Act, 2008 applies.</p>	The existing lead-in jetties will be demolished.
GN R.983 Item 52: The expansion of structures in the coastal public property where the development footprint will be increased by more than 50 square metres, excluding such expansions within existing ports or harbours where there will be no increase in the development footprint of the port or harbour and excluding activities listed in activity 23 in Listing Notice 3 of 2014, in which case that activity	The proposed development footprint is at least 13 000m ² within the coastal public property.

Detailed description of listed activities associated with the project	
Listed activity as described in GN R 983, 984 and 985	Description of project activity that triggers listed activity
e.g. GN R.983 Item XX(x): The development of bridge exceeding 100 square metres in size within a watercourse	e.g. A bridge measuring 110 square metres will be constructed within the watercourse
applies.	
<p>GN R.983 Item 55(i)(a): Expansion-</p> <p>(i) in the sea;</p> <p>(ii) in an estuary;</p> <p>(iii) within the littoral active zone;</p> <p>(iv) in front of a development setback; or</p> <p>(v) if no development setback exists, within a distance of 100 metres inland of the highwater mark of the sea or an estuary, whichever is the greater;</p> <p>in respect of-</p> <p>(a) facilities associated with the arrival and departure of vessels and the handling of cargo;</p> <p>(b) piers;</p> <p>(c) inter- and sub-tidal structures for entrapment of sand;</p> <p>(d) breakwater structures;</p> <p>(e) coastal marinas;</p> <p>(f) coastal harbours or ports;</p> <p>(g) tunnels; or</p> <p>(h) underwater channels;</p> <p>but excluding the expansion of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour.</p>	<p>The project requires the following:</p> <ul style="list-style-type: none"> • Installation of docking arms to be mounted onto the new steel cradle. The side slip cradles will be fitted with 8off, vertically mounted frame structures called docking arms; • Repairing the existing slipway (the underwater portion of the rail support beams for the cradle will be rebuilt, above water portions will be repaired); • The surface of the sideslip will be expanded by approximately 300 square meters; and • Replacing existing wooden cradle with steel cradle.
<p>GN R.985 Item 10 (i)(iii)(aa): The development of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of 30 but not exceeding 80 cubic metres.</p> <p>(i) In Western Cape:</p> <p>i. Areas zoned for use as public open space or equivalent zoning;</p> <p>ii. All areas outside urban areas; or</p> <p>iii. Inside urban areas:</p> <p>(aa) Areas seawards of the development setback line or within 200 metres from the high-water mark of the sea if no such development setback line is determined;</p> <p>(bb) Areas on the watercourse side of the development setback line or within 100 metres from the edge of a watercourse where no such setback line has been determined; or</p> <p>(cc) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined.</p>	<p>A stormwater management and recycling system will be required. Water containing grit and paint flakes will enter this system. The design load of the system is estimated at 60m³. Due to the slipway site layout and also accommodating for future side slipping activities, two identical systems, each having a 30m³ settling tank capacity, will be required on either side of the slipway main cradle.</p> <p>The proposed facility occurs within the urban edge and within 200m of the high-water mark of the sea.</p>

Please note that any authorisation that may result from this application will only cover activities specifically applied for. Co-ordinate points indicating the location of each listed activity must be provided with the relevant report (i.e. either BAR or EIR).

Please provide a project map indicating any sensitive areas (e.g. critical biodiversity area, World Heritage Site, etc.) overlaid by the study area in **Appendix 6**.

Refer to Appendix 6.

A project schedule, indicating the different phases and timelines of the project, must be attached as **Appendix 7**.

Refer to Appendix 7.

7. PUBLIC PARTICIPATION

Provide details of the public participation process proposed for the application as required by Regulation 41(2) of GN R .982, dated December 2014.

The EIA Public Participation Process will consist of the following two phases:

1. First Notification Phase – Project Announcement; and
2. Second Notification Phase – Review Period of Draft BAR.

An overview of the Public Participation Process is outlined below that will allow the public to engage throughout the application process and project implementation phases:

First Notification Phase – Project Announcement

Adjacent landowners and occupiers, as well as any authorities and interest groups, for the project have been notified and encouraged to register as Interested and Affected Parties (IAPs). First notification of the public regarding the proposed project took place through the following methods:

- Background Information Documents (BIDs) and Reply Forms were emailed and hand delivered to all landowners/occupiers and possible IAPs identified that may have an interest in the project. The BID included a Comments Form to allow IAPs to register and raise queries or concerns regarding the project;
- Onsite notices, which also served as notification of the project, were placed in strategic locations on and around the proposed site; and
- Newspaper advertisements were placed in the Mossel Bay Advertiser and George Herald Newspapers.

A database of IAPs, which includes Authorities, different spheres of government (national, provincial and local), the Local Ward Councillor, stakeholders, landowners, interest groups and members of the general public, has been prepared by Nema Consulting. Nema Consulting will update and maintain the database of IAPs during the Scoping and EIA Process.

Second Notification Phase – Review Period of Draft BAR

Notification that took place in the Project Announcement Phase will be undertaken again in terms of:

- BIDs and Reply Forms will be emailed and hand delivered to all landowners/occupiers and possible IAPs identified that may have an interest in the project;
- Onsite notices will be placed in strategic locations on and around the proposed site; and
- Newspaper advertisements will be placed in the Mossel Bay Advertiser and George Herald Newspapers.

IAPs will be granted an opportunity to review and comment on the Draft BAR. A hard copy of the report will be made available for the public. Copies of the BAR will be provided to the Municipalities, as well as Provincial and National Governmental Departments. Notices will be prepared and forwarded to registered IAPs recorded in the database containing the following information:

- BAR review period - IAPs and Commenting Authorities will be given 30 days to submit comments on the report;
- Venues/electronic links of where hard copies of the BAR can be reviewed;
- Date, time and venue of the Public Meetings; and
- Details of the review process for the BAR.

The purpose of the public meetings will be to introduce the project and to share information, to present the BA Process and an overview of the BAR, and to provide a platform for project-related discussions. Nemai Consulting will capture all comments into the Comments and Responses Report which will be included in the Final BAR.

Nemai Consulting will notify all the registered IAPs of the Departments decision and the Appeal period. These notifications will include the appeal procedure to the decision and key reasons for the decision. A copy of the decision will also be provided to the registered IAPs on request. Notification letters will be prepared and sent to the registered IAPs contained in the database. These letters will contain the following information:

- The outcome of the application and reasons for decision;
- Details on where the decision can be accessed; and
- An explanation of the appeal procedure and timeframes.

Newspaper advertisements will also be placed highlighting the same information as above.

8. OTHER AUTHORISATIONS REQUIRED

LEGISLATION	AUTHORISATION REQUIRED	APPLICATION SUBMITTED
SEMA s		
National Environmental Management: Air Quality Act	NO ✓	
National Environmental Management: Biodiversity Act	NO ✓	
National Environmental Management: Integrated Coastal Management Act	NO ✓	
National Environmental Management: Protected Areas Act	NO ✓	
National Environmental Management: Waste Act	NO ✓	
National legislation		
Mineral Petroleum Development Resources Act	NO ✓	
National Water Act	NO ✓	
National Heritage Resources Act	YES ✓	
Others: Please specify		NO ✓

The need for a Dumping at Sea Permit (DSP) in terms of the National Environmental Management: Integrated Coastal Management Act (NEM: ICMA) was confirmed as a non-requirement because there will be no offshore disposal of dredge material anticipated for this project.

The need for a Coastal Waters Discharge Permit (CWDP) in terms of the NEM: ICMA was confirmed as a non-requirement because there will be no discharge of effluent anticipated for this project.

The Phase 1 Heritage Impact Assessment (HIA) undertaken confirms that a permit to demolish and rebuild the submerged portion of the slipway will be required from SAHRA because all built structures older than 60 years of age are protected by the NHRA. It is recommended by the Heritage Specialist that the required application for permission to repair and upgrade the slipway and side-slip areas above the waterline is also made to SAHRA. This will ensure that the works related to the marine aspects of the upgrade are dealt with by a single heritage agency.

If authorisation is necessary in terms of the National Environmental Management: Waste Act, please contact the Department for guidance on the **Integrated Permitting System**.

Note that in terms of sections 7B and 7C of the National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ICMA, a pre-approval for a reclamation application in terms of the ICMA should first be issued by the Minister prior to the submission of a NEMA Chapter 5 EA application to the NEMA competent authority (CA).

A reclamation application is not anticipated for this project.

9. LIST OF APPENDICES

		SUBMITTED	
Appendix 1	Motivation for Exclusion	YES ✓	
Appendix 2	Strategic Infrastructure Projects		N/A ✓
Appendix 3	List of Local Municipalities (with contact details)		N/A ✓
Appendix 4	List of land owners (with contact details) and written consent of land owners.		NO ✓
Appendix 5	List of SGIDs		N/A ✓
Appendix 6	Project map	YES ✓	
Appendix 7	Project schedule	YES ✓	
Appendix 8	Declaration of Applicant	YES ✓	
Appendix 9	Declaration of EAP and undertaking under oath or affirmation	YES ✓	

APPENDIX 1
PROOF OF PAYMENT/ MOTIVATION FOR EXCLUSION

Transnet is a State Owned Company and is thus exempt from paying the
Application fee.

APPENDIX 2 STRATEGIC INFRASTRUCTURE PROJECTS

Not Applicable

<p>SIP 1: Unlocking the northern mineral belt with Waterberg as the catalyst</p> <ul style="list-style-type: none"> • Unlock mineral resources • Rail, water pipelines, energy generation and transmission infrastructure • Thousands of direct jobs across the areas unlocked • Urban development in Waterberg - first major post-apartheid new urban centre will be a “green” development project • Rail capacity to Mpumalanga and Richards Bay • Shift from road to rail in Mpumalanga • Logistics corridor to connect Mpumalanga and Gauteng.
<p>SIP 2: Durban-Free State-Gauteng logistics and industrial corridor</p> <ul style="list-style-type: none"> • Strengthen the logistics and transport corridor between SA’s main industrial hubs • Improve access to Durban’s export and import facilities • Integrate Free State Industrial Strategy activities into the corridor • New port in Durban • Aerotropolis around OR Tambo International Airport.
<p>SIP 3: South-Eastern node & corridor development</p> <ul style="list-style-type: none"> • New dam at Mzimvubu with irrigation systems • N2-Wild Coast Highway which improves access into KwaZulu-Natal and national supply chains • Strengthen economic development in Port Elizabeth through a manganese rail capacity from Northern Cape • A manganese sinter (Northern Cape) and smelter (Eastern Cape) • Possible Mthombo refinery (Coega) and transshipment hub at Ngqura and port and rail upgrades to improve industrial capacity and performance of the automotive sector.
<p>SIP 4: Unlocking the economic opportunities in North West Province</p> <ul style="list-style-type: none"> • Acceleration of investments in road, rail, bulk water, water treatment and transmission infrastructure • Enabling reliable supply and basic service delivery • Facilitate development of mining, agricultural activities and tourism opportunities • Open up beneficiation opportunities in North West Province.
<p>SIP 5: Saldanha-Northern Cape development corridor</p> <ul style="list-style-type: none"> • Integrated rail and port expansion • Back-of-port industrial capacity (including an IDZ) • Strengthening maritime support capacity for oil and gas along African West Coast • Expansion of iron ore mining production and beneficiation.
<p>SIP 6: Integrated municipal infrastructure project</p> <p>Develop national capacity to assist the 23 least resourced districts (19 million people) to address all the maintenance backlogs and upgrades required in water, electricity and sanitation bulk infrastructure. The road maintenance programme will enhance service delivery capacity thereby impacting positively on the population.</p>
<p>SIP 7: Integrated urban space and public transport programme</p> <p>Coordinate planning and implementation of public transport, human settlement, economic and social infrastructure and location decisions into sustainable urban settlements connected by densified transport corridors. This will focus on the 12 largest urban centres of the country, including all the metros in South Africa. Significant work is underway on urban transport</p>

integration.

SIP 8: Green energy in support of the South African economy

Support sustainable green energy initiatives on a national scale through a diverse range of clean energy options as envisaged in the Integrated Resource Plan (IRP2010) and support bio-fuel production facilities.

Indicate capacity in MW:

SIP 9: Electricity generation to support socioeconomic development

Accelerate the construction of new electricity generation capacity in accordance with the IRP2010 to meet the needs of the economy and address historical imbalances. Monitor implementation of major projects such as new power stations: Medupi, Kusile and Ingula.

Indicate capacity in MW:

SIP 10: Electricity transmission and distribution for all

Expand the transmission and distribution network to address historical imbalances, provide access to electricity for all and support economic development.

Align the 10-year transmission plan, the services backlog, the national broadband roll-out and the freight rail line development to leverage off regulatory approvals, supply chain and project development capacity.

SIP 11: Agri-logistics and rural infrastructure

Improve investment in agricultural and rural infrastructure that supports expansion of production and employment, small-scale farming and rural development, including facilities for storage (silos, fresh-produce facilities, packing houses); transport links to main networks (rural roads, branch train-line, ports), fencing of farms, irrigation schemes to poor areas, improved R&D on rural issues (including expansion of agricultural colleges), processing facilities (abattoirs, dairy infrastructure), aquaculture incubation schemes and rural tourism infrastructure.

SIP 12: Revitalisation of public hospitals and other health facilities

Build and refurbish hospitals, other public health facilities and revamp 122 nursing colleges. Extensive capital expenditure to prepare the public healthcare system to meet the requirements of the National Health Insurance (NHI) system. The SIP contains major builds for 6 hospitals.

SIP 13: National school build programme

A national school build programme driven by uniformity in planning, procurement, contract management and provision of basic services. Replace inappropriate school structures and address basic service backlog and provision of basic services under the Accelerated School Infrastructure Delivery Initiative (ASIDI). In addition, address national backlogs in classrooms, libraries, computer labs and admin buildings. Improving the learning environment will strengthen outcomes especially in rural schools, as well as reduce overcrowding.

SIP 14: Higher education infrastructure

Infrastructure development for higher education, focusing on lecture rooms, student accommodation, libraries and laboratories, as well as ICT connectivity. Development of university towns with a combination of facilities from residence, retail to recreation and transport. Potential to ensure shared infrastructure such as libraries by universities, FETs and other educational institutions. Two new universities will be built - in Northern Cape and Mpumalanga.

SIP 15: Expanding access to communication technology

Provide for broadband coverage to all households by 2020 by establishing core Points of Presence (POPs) in district municipalities, extend new Infraco fibre networks across provinces linking districts, establish POPs and fibre connectivity at local level, and further penetrate the network into deep rural areas.

While the private sector will invest in ICT infrastructure for urban and corporate networks, government will co-invest for township and rural access, as well as for e-government, school and health connectivity.

The school roll-out focus is initially on the 125 Dinaledi (science and maths-focussed) schools and

1525 district schools. Part of digital access to all South Africans includes TV migration nationally from analogue to digital broadcasting.

SIP 16: SKA & Meerkat

SKA is a global mega-science project, building an advanced radio-telescope facility linked to research infrastructure and high-speed ICT capacity and provides an opportunity for Africa and South Africa to contribute towards global advanced science projects.

SIP 17: Regional integration for African cooperation and development

Participate in mutually beneficial infrastructure projects to unlock long-term socio-economic benefits by partnering with fast growing African economies with projected growth ranging between 3% and 10%.

The projects involving transport, water and energy also provide competitively-priced, diversified, short and medium to long-term options for the South African economy where, for example, electricity transmission in Mozambique (Cesul) could assist in providing cheap, clean power in the short-term whilst Grand Inga in the DRC is long-term.

All these projects complement the Free Trade Area (FTA) discussions to create a market of 600 million people in South, Central and East Africa.

SIP 18: Water and sanitation infrastructure

A 10-year plan to address the estimated backlog of adequate water to supply 1.4m households and 2.1m households to basic sanitation.

The project will involve provision of sustainable supply of water to meet social needs and support economic growth. Projects will provide for new infrastructure, rehabilitation and upgrading of existing infrastructure, as well as improve management of water infrastructure.

APPENDIX 3
LIST OF LOCAL MUNICIPALITIES

Not Applicable

**APPENDIX 4
LIST OF LAND OWNERS
WRITTEN CONSENT OF LAND OWNERS**

Not Applicable

APPENDIX 5
LIST OF SGIDS / COORDINATES OF THE BOUNDARY OF THE PROPERTY OR PROPERTIES
(WHERE SGID AND FARM NAME ARE NOT AVAILABLE)

Not Applicable

**APPENDIX 6
PROJECT MAP**

APPENDIX 7
PROJECT SCHEDULE

**APPENDIX 8
DECLARATION OF THE APPLICANT**

I, _____, declare that –

- I am, or represent¹, the applicant in this application;
- I have appointed an Environmental Assessment Practitioner (EAP) to act as the independent EAP for this application / have obtained exemption from the requirement to obtain an EAP²;
- I will take all reasonable steps to verify whether the EAP and specialist/s appointed are independent and have expertise in conducting environmental impact assessments or undertaking specialist work as required, including knowledge of the Act, the EIA Regulations and any guidelines that have relevance to the proposed activity;
- I will provide the EAP and the competent authority with access to all information at my disposal that is relevant to the application;
- I will be responsible for the costs incurred in complying with the Regulations, including but not limited to –
 - costs incurred in connection with the appointment of the EAP or any person contracted by the EAP;
 - costs incurred in respect of the undertaking of any process required in terms of the Regulations;
 - costs in respect of any fee prescribed by the Minister or MEC in respect of the Regulations;
 - costs in respect of specialist reviews, if the competent authority decides to recover costs; and
 - the provision of security to ensure compliance with conditions attached to an environmental authorisation, should it be required by the competent authority;
- I will inform all registered interested and affected parties of any suspension of the application as well as of any decisions taken by the competent authority in this regard;
- I am responsible for complying with the conditions of any environmental authorisation issued by the competent authority;
- I hereby indemnify the Government of the Republic of South Africa, the competent authority and all its officers, agents and employees, from any liability arising out of the content of any report, any procedure or any action which the applicant or EAP is responsible for in terms of these Regulations;
- I will not hold the competent authority responsible for any costs that may be incurred by the applicant in proceeding with an activity prior to obtaining an environmental authorisation or prior to an appeal being decided in terms of these Regulations;
- I will perform all obligations as expected from an applicant in terms of the Regulations;
- all the particulars furnished by me in this form are true and correct; and
- I am aware of what constitutes an offence in terms of Regulation 48 and that a person convicted of an offence in terms of Regulation 48(1) is liable to the penalties as contemplated in section 49B of the Act.
- I am aware that in terms of Section 24F of the National Environmental Management Act, Act No 107 of 1998, as amended, that no listed activity may commence prior to an environmental authorisation being granted by the Competent Authority.

Signature³ of the applicant/ Signature on behalf of the applicant

Name of company (if applicable)

Date:

¹ If this is signed on behalf of the applicant, proof of such authority from the applicant must be attached. If the applicant is a juristic person, a signature on behalf of the applicant is required as well as proof of such authority.

² If exemption is obtained from appointing an EAP, the responsibilities of an EAP will automatically apply to the person conducting the environmental impact assessment in terms of the Regulations.

³ Only original signatures will be accepted. No scanned, copied or faxed signatures will be accepted. An EAP may not sign on behalf of an applicant.

APPENDIX 9
9.1 DECLARATION OF THE EAP

I, _____, declare that –

- I act as the independent environmental assessment practitioner in this application;
- I have expertise in conducting environmental impact assessments, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- I will take into account, to the extent possible, the matters listed in Regulation 18 of the Regulations when preparing the application and any report relating to the application;
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority, unless access to that information is protected by law, in which case it will be indicated that such information exists and will be provided to the competent authority;
- I will perform all obligations as expected from an environmental assessment practitioner in terms of the Regulations; and
- I am aware of what constitutes an offence in terms of Regulation 48 and that a person convicted of an offence in terms of Regulation 48(1) is liable to the penalties as contemplated in section 49B of the Act.

Disclosure of Vested Interest (delete whichever is not applicable)

- I do not have and will not have any vested interest (either business, financial, personal or other) in the proposed activity proceeding other than remuneration for work performed in terms of the Regulations;
- I have a vested interest in the proposed activity proceeding, such vested interest being:

Signature of the environmental assessment practitioner

Name of company:

Date

APPENDIX 9
9.2 UNDERTAKING UNDER OATH/ AFFIRMATION

I, _____, swear under oath / affirm that all the information submitted or to be submitted for the purposes of this application is true and correct.

Signature of the environmental assessment practitioner

Name of company

Date

Signature of the commissioner of oaths

Date