

ISSUE AND RESPONSE REPORT

CLIENT : Foskor (Pty) Ltd
PROJECT : Rock Phosphate Storage Facility EIA, on Portions 55 and 56 of Erf 5333
PROJECT No : J31280
PURPOSE : Collation of all the comments and summary of all the issues raised by Interested and Affected Parties on the Background Information Document (April 2012); and GIBB's response to the issues raised
COMMENTS PERIOD : 05 April 2012 to 12 May 2012
DATE OF REPORT : July 2012
COMPILED BY : Katherine de Jong
REVIEWED BY : Gisela Fechter

Acronymns	:	GIBB	Arcus GIBB (Pty) Ltd
		Foskor	Foskor (Pty) Ltd
		BID	Background Information Document
		BA	Basic Assessment
		BAR	Basic Assessment Report
		EIA	Environmental Impact Assessment
		EMP	Environmental Management Plan
		DoT	Department of Transport
		I&AP	Interested and Affected Party
		DWA	Department of Water Affairs
		DAFF	Department of Agriculture, Forestry and Fisheries
		DWAF	Department of Water Affairs and Forestry
		KZN	KwaZulu-Natal
		WESSA	Wildlife and Environment Society of South Africa
		RBCAA	Richards Bay Clean Air Association
		TIA	Traffic Impact Assessment
		TFR	Transnet Freight Rail

COMMENTS RECEIVED ON THE BACKGROUND INFORMATION DOCUMENT (BID)

No	Issue Raised by	Correspondence Date	Issue Text	Key Issues (Summarised)	Response
1	AMAFA Mrs. Bernadet Pawandiwa Archaeology:Permits Amafa aKwaZulu Natali P.O.Box 2685, Pietermaritzburg 3200 Tel: 033 394 6543 Fax: 033 394 6552 Email: bernadetp@amafapmb.co.za	E-mail: <u>16 April 2012</u>	"Please submit hard copies of the documents so that we can provide you with comments. Visit our website: heritagekzn.co.za/permits and download the Need and Desirability application form "	AMAFA forms <ul style="list-style-type: none"> A Need and Desirability form needs to be completed and submitted to AMAFA 	GIBB completed and submitted the Need and Desirability Form to AMAFA (See proof attached in Appendix E4) GIBB registered AMAFA as an I&AP and they submitted a hard copy of the BID to AMAFA.
2	KwaZulu-Natal Department of Transport Roy Ryan Pietermaritzburg Tel: 033-355 8860 E-mail: roy.ryan@kzntransport.gov.za	E-mail: <u>16 April 2012</u>	"I have no objections in principle to the application. In terms of the Kwazulu-Natal Provincial Roads Act (No. 4 of 2001), 4 copies of a detailed development plan and a covering letter is to be submitted to my office for assessment and comment. The site plan must adhere to the following conditions; <ol style="list-style-type: none"> No direct access to Main Road 496 (John Ross Highway) will be permitted. Access is to be obtained from the west Central Arterial road. No buildings or structures above or below the ground upon which it stands shall be positioned within 15m of the road reserve of Main Road 496. No parking as required in terms of the Town Planning Scheme of the Municipality of service roads may be positioned within 7,5m of the road reserve boundary of main Road 496. On the plan, the disposal of storm water must be indicated. Upon receipt thereof I will comment further."	No objections in principle <ul style="list-style-type: none"> Has no objections in principle to the application Site Plan requirements <ul style="list-style-type: none"> Four (4) copies of the Development Plan must be submitted to DoT. No direct access to Main Road 496 (John Ross Highway) will be permitted. Access is to be obtained from the west Central Arterial road. No buildings or structures above or below the ground upon which it stands shall be positioned within 15m of the road reserve of Main Road 496. No parking as required in terms of the Town Planning Scheme of the Municipality of service roads may be positioned within 7,5m of the road reserve boundary of main Road 496. On the plan, the disposal of storm water must be indicated. 	Noted. GIBB sent DOT four (4) copies of the Development Plan which was completed by Bosch Projects (See proof attached in Appendix E4) Noted. No direct access will be obtained from The John Ross Highway. Noted. Access will be obtained from the West Central Arterial road. Refer to Section A, Subsection 4 Site Access to clarify this. Noted. The site layout footprint was adjusted accordingly to adhere to this requirement. The storage bunker footprint therefore shifted further south away from the Main Road 496 highway to be the preferred option (A1). No Parking will be positioned within 7.5m of the road reserve boundary of the Main Road 496. Refer to Appendix C – Facility Illustration(s) for detailed stormwater designs.
3	Department of Water Affairs Colleen Moonsamy Tel: 031 336 2700 Cell: 082 808 0208 E-mail:	Email: <u>23 April 2012</u>	"Please note that this office will not give comments until a hard copy is submitted."		Response email by Katherine de Jong on 23 April 2012: "Thanks for feedback. I have already given a hard copy out at the meeting you attended? Must I submit another one to your Department?"

	moonsamyc@dwa.gov.za				DWA confirmed having received a hard copy of the BID and a response was received from DWA on the 29 th May 2012 (see below).
4	<p>City of Mhlathuze Sharin Govender</p> <p>Department: City Development</p> <p>Projects Manager: Environment Planning</p> <p>Tel: 035 907 5174 Fax: 035 907 5426 E-mail: Sharin.Govender@richemp.org.za</p>	Email: <u>24 April 2012</u>	"Please email me an electronic copy of the BID as promised. I have a hard copy - but I cannot circulate electronically as the images are not clear		An electronic copy of the BID was sent to the City of Mhlathuze on the 16 April 2012 and again on the 24 th April 2012.
5	<p>Mhlathuze Water Nokuthula Mthembu (Section Head: Water & Environment)</p> <p>Cnr of South Central Arterial and Battery Bank, Alton, Richards Bay, 3900</p> <p>P/Bag X1047, Richards Bay, 3900</p> <p>Tel: +27 35 902 1099 Fax: +27 35 902 1145 E-mail: nmthembu@mhlathuze.co.za</p> <p>www.mhlathuze.co.za</p>	Email: <u>02 May 2012</u>	<p>"Please receive the I&A Party registration form for Mhlathuze Water re: the above-mentioned project."- response below</p> <p>Direct business interest: "Mhlathuze Water's concern is on the alternate transportation of the Rock Phosphate in case of conveyor belts failure. Our belief is that although alternate transport will be trucks, it should be noted that the Effluent Pipeline servitude is situated underground passing the Grindrods current facility. Transportation of Rock Phosphates by trucks could have an impact on our operation".</p>	<p><i>Procedure during conveyor belt failure</i></p> <ul style="list-style-type: none"> Concern regarding the transport of rock phosphate via trucks due to conveyor belt failure as this would impact on their operations. 	<p>Concern noted.</p> <p>Due to the availability of a storage facility for rock phosphate on the existing Foskor site, it is unlikely that trucks will be used to transport rock phosphate in the event that there is conveyor belt failure. However in the unlikely event of a prolonged failure and if the internal store is only empty, then only trucks might be used for a limited period of time till the problem is rectified.</p> <p>Also refer to Appendix F – Impact Assessment, Subsection 2.3 (c) of the BAR where this concern is noted and the mitigation measures are given to address this concern.</p>
6	<p>WESSA Ms Carolyn Schwegman EIA Co-ordinator, WESSA KZN Region</p> <p>Tel: +27 (0)39 975 2147</p> <p>Cell: +27 (0)83 9814814</p> <p>Fax: +27 (0)39 9752147 (on request)</p> <p>Email: afromatz@telkomsa.net Website: www.wessa.org.za Address: P O Box 343, Pennington, 4184</p>	Email: <u>11 May 2012</u>	<p>"Please register WESSA and Coastwatch as in I&AP in the application to extend the rock phosphate storage facility for Foskor in Richards Bay. We comment on the background information as follows –</p> <p>The storage facility will be constructed on Ptns 55 and 56 of Erf 5333. While, as per this application, it is not proposed to transform Ptn 57 of Erf 5333 it is likely to be affected by the activities, being the receiving environment for storm water runoff thus being at risk of contamination. We note that there are existing drains on the project site which will need to be rerouted. WESSA would like the studies undertaken to include the impact on Ptn 57;</p> <ol style="list-style-type: none"> Listed Activities GN R544 11 and 18. The cumulative impact of the proposed activities on the wetland systems of Richards Bay is of interest to WESSA and Coastwatch. Ezemvelo KwaZulu-Natal Wildlife in respect of other developments has raised this as a concern. Air Quality Impacts. The studies should consider what 	<p>Register WESSA and Coastwatch as an I&AP.</p> <p><i>Cumulative Wetland impacts</i></p> <ul style="list-style-type: none"> Impact of the project activities on the wetland systems on portion 57 being the receiving environment for storm water runoff thus being at risk of contamination <p><i>Air Quality impacts</i></p> <ul style="list-style-type: none"> Accumulation of particulate matter on vegetation and the wetlands 	<p>WESSA and Coast watch were registered as an I&AP.</p> <p>Refer to Appendix F, Subsection 2.1 and 2.2 where this issue is captured and addressed through the mitigation measures.</p> <p>The following key points are noted in terms of air quality management and protection:</p> <ul style="list-style-type: none"> Since no chemical processing of the rock phosphate will take place at the proposed storage facility, there will be no stack (point source) emissions Any air emission issues and mitigation would therefore be associated with fugitive dust emissions However, since the proposed rock phosphate storage facility will be enclosed in

			<p>the impact of the settling and accumulation of particulate matter on vegetation and wetlands habitat will have;</p> <p>3. Enclosed Pipe Conveyor. An existing conveyor depicted as the Hillside Conveyor is show on the aerial photograph. An existing conveyor? Will any changes or new pipes be required which could increase the development footprint outside Pts 55 and 56? Thank you for the invitation to comment.”</p>	<p><i>Development footprint</i></p> <ul style="list-style-type: none"> Enclosed pipe conveyor: changes or new pipes which could increase the development footprint outside Ptn 55 and 56 	<p>a roofed bunker, and transported in enclosed conveyor pipes, emissions into the atmosphere will be very limited and of low significance.</p> <ul style="list-style-type: none"> The preliminary design of the rock phosphate storage bunker provides for forced draught ventilation with air filters to effectively contain dust from being emitted from the storage facility. This would therefore further prevent dust-fallout. The preliminary design provides for a conveyor route that minimises the number of transition points, which further reduces potential fugitive dust emissions. <p>Refer to SECTION A, Subsection 12 (c) and Appendix F, Subsection 3.2 where this issue is captured and addressed through the mitigation measures.</p> <p>The conveyors required to transport the rock phosphate will increase the development footprint outside of Ptn 55 and 56. The conveyors will subsequently traverse the servitudes owned by Hillside Smelters and the uMhlatuze Municipality as well as the public road (West Central Arterial). There will however be no disruptions to traffic or operations of the servitudes owners.</p> <p>The relevant servitude stakeholders have also been notified and consulted with regarding this development and the placement of the conveyors.</p>
7	<p>Richards Bay Clean Air Association Sandy Camminga</p> <p>Tel: + 27 (35) 786 0076 Cell: + 27(83) 515 2384 Fax: + 27 (35) 907 5340 E-mail : camminga@iafrica.com Visit : www.rbcaa.co.za</p>	<p>Email: <u>16 May 2012</u></p>	<p>“Kindly register the Richards Bay Clean Air Association (RBCAA) as an Interested and Affected Party for the above proposed project.”</p>		<p>Noted.</p>
8	<p>Department of Water Affairs Colleen Moonsamy</p> <p>Tel: 031 336 2700 Cell: 082 808 0208 E-mail: moonsamyc@dwa.gov.za</p>	<p>Email: <u>29 May 2012</u></p>	<p>“This Department has the following comments:</p> <ol style="list-style-type: none"> Management of solid waste generated during the construction phase and post construction phase. Management of any hazardous waste material generated pre- and post construction. Identification of any environmental sensitive areas and water resources such as wetlands, rivers, groundwater etc. as well as possible pollution impacts and mitigation measures of such water resources. Stormwater management plan/system including the prevention of erosion and sedimentation. Sewage treatment and disposal i.e. wastewater 	<p>DWA requires the following to be addressed in the Draft BAR;</p> <ul style="list-style-type: none"> Solid and hazardous waste management Pollution impacts and mitigation measures for water resources Storm water management plan including the prevention of soil erosion and sedimentation 	<p>Refer to Appendix F, Subsection 2.1. (c) & 2.2 (c) where this issue is captured and addressed through the mitigation measures.</p> <p>Refer to Appendix F, Subsection 2.2. (c), where this issue is captured and addressed through the mitigation measures.</p> <p>Refer to Appendix F, Subsection 2.1 & 2.2, where this issue is captured and addressed through the mitigation measures.</p>

			<p>management. This should also include the following:</p> <ul style="list-style-type: none"> o Type of toilet facilities to be provided for construction workers. <p>6. Information regarding the 1: 50 and 1:100 year floodlines. This must be clearly demarcated on a map.</p> <p>7. Spill contingency plans</p> <p>8. Geotechnical investigation</p> <p>9. Environmental Management Plan</p> <p>In addition the following points need to be taken into consideration:</p> <ul style="list-style-type: none"> • Mr Norman Ward from the Water Resources Management Section of this Department must be contacted on (031) 336 2700, should there be any alteration to the bed, banks, course or characteristics of a watercourse or any impedance or diversion of flow of a water course as well as any abstraction and/or storage of water. • The removal of any indigenous trees may need to be authorised by this Department's Forestry section. Please contact Joyce Nelushi on (033) 342 8101. • Please note that all wetlands on site must be delineated according to this Department's guideline entitled "A practical field procedure for identification and delineation of wetlands and riparian areas." (DWAF, 2005). • There must be a 20 meter buffer from the edge of the temporary wet zone of the wetland to the edge of any structural development. Visible markings showing/demarcating the 20m buffer must be provided on site during the construction phase. • If the applicant wishes to develop (structures, roads and other infrastructure) on the wetland/riparian zone or within the prescribed buffer as well as to rehabilitate any wetlands/riparian zone on the said property, an authorisation in terms of section 21 of the National Water Act may be required. <p>Notwithstanding the above, the responsibility rests with the applicant to identify any sources of pollution from his undertaking and to take appropriate measures to prevent any pollution of the environment. Failure to comply with the requirements of the National Water Act (Act 36 of 1998) could lead to legal action being instituted against the applicant."</p>	<ul style="list-style-type: none"> • Sewage treatment and disposal • 1:50 and 1:100 year floodlines clearly shown on maps • Spill contingency plans • Geotechnical investigation • EMP <p>In addition the following points need to be taken into consideration:</p> <ul style="list-style-type: none"> • Mr Norman Ward from the Water Resources Management Section of this Department must be contacted on (031) 336 2700. • Contact Joyce Nelushi on (033) 342 8101 for the removal of any indigenous trees. • All wetlands on site must be delineated according to this Department's guideline entitled "A practical field procedure for identification and delineation of wetlands and riparian areas." (DWAF, 2005). • There must be a 20 meter buffer from the edge of the temporary wet zone of the wetland to the edge of any structural development. • If the applicant wishes to develop (structures, roads and other infrastructure) on the wetland/riparian zone or within the prescribed buffer as well as to rehabilitate any wetlands/riparian zone on the said property, an authorisation in terms of section 21 of the National Water Act may be required. <p>Notwithstanding the above, the responsibility rests with the applicant to identify any sources of pollution from his undertaking and to take appropriate measures to prevent any pollution of the environment. Failure to comply with the requirements of the National Water Act (Act 36 of 1998) could lead to legal action being instituted against the applicant.</p>	<p>Refer to SECTION A, Subsection 12 (a) and (b), where this issue is captured.</p> <p>Refer to Appendix A, which clearly shows the 1:50 and 1:100 year floodlines.</p> <p>Refer to the EMP in Appendix G.</p> <p>A Geotechnical Investigation of the site has been completed and a copy can be made available to DWA.</p> <p>Refer to Appendix F - EMP</p> <p>The following points were included as mitigation measures in the EMP.</p> <p>Noted.</p> <p>Noted. Ms Slindile Mhlangu from the Department of Agriculture, Forestry and Fisheries (DAFF) went on a site visit to identify any indigenous trees. Mr Richard Kinvig from Sivist will undertake a Vegetation Study prior to the construction of the Rock Phosphate Storage Facility.</p> <p>Noted.</p> <p>Noted. Where applicable a 20m buffer was/will be adopted.</p> <p>Noted, the construction of the rock phosphate storage facility and associated infrastructure will have an impact on the bed, bank, course and characteristics of the watercourse (portion of the wetland "arm" in the southern wetland system) during the construction and operational phases and thus requires a Water Use Licence from the Department of Water Affairs (DWA). The necessary water use application will therefore be conducted.</p> <p>Noted and Refer to APPENDIX F, Subsection 2.2. (c).</p>
--	--	--	--	---	--

<p>9</p>	<p>Ezemvelo KZN Wildlife Felicity Elliott</p> <p>Principal Conservation Planner</p> <p>Tel: 033 845 1437 Fax: 0865326442 Email: elliottf@kznwildlife.com Mail: P.O. Box 13053 Cascades 3202</p>	<p>Email: <u>30 May 2012</u></p>	<p>“As discussed at the meeting of 30 May 2012 Ezemvelo KZN Wildlife's comments/ concerns with regards to the proposed storage facility on erf 55 and 56 are as follows:</p> <ol style="list-style-type: none"> 1. Management of stormwater to ensure that no impacts arise to the wetland on erf 57 and the drainage line to the west of the site which flows into swamp forest as well as the Manzanyama system and Richards Bay Harbour, both of which supports critically important biodiversity. <ol style="list-style-type: none"> a. The stormwater management plan must be undertaken in conjunction with the wetland specialist and should be included in the BAR. b. The functionality of the smaller northern wetland must not be lost to the system and must be replaced, particularly the purification and sediment settling functions. c. The redirecting of stormwater from the John Ross must not result in negative impacts to the erf 57 wetland and must ensure that all portions of this wetland are maintained and preferably improved. 2. It is noted that the current development layout will result in the access road traversing a eastern section of the erf 57 wetland (southern wetland) and will intrude into the buffer of the northern section of this wetland, further that the northern wetland and its buffer will fall within the development area, further that Foskor proposes to mitigate these impacts with on site management and the management and protection of erf 57 wetland. In this regard a conservation management plan for the erf 57 wetland and a plan on how to secure the protection of the wetland should be included in the BAR.” 	<p>Ezemvelo KZN Wildlife requires the following to be addressed in the BAR;</p> <ul style="list-style-type: none"> • Management of stormwater to ensure that no impacts arise to the wetland on erf 57. • Stormwater management plan to be undertaken with the wetland specialist. • The functionality of the smaller northern wetland must not be lost to the system and must be replaced. • The redirecting of stormwater from the John Ross must not result in negative impacts to the erf 57 wetland • A conservation management plan for the erf 57 wetland and a plan on how to secure the protection of the wetland should be included in the BAR 	<p>Refer to Appendix D - Wetland Report</p> <p>Refer to APPENDIX F, Subsection 2.1 and 2.2</p> <p>Refer to Appendix E4: Stakeholder Consultation, Minutes of Stormwater discussions with the Design team and the Wetland Specialist</p> <p>Noted.</p> <p>Noted. Refer to APPENDIX F, Subsection 2.1 and 2.2</p> <p>Noted. Foskor has committed to work with the wetland specialist in order to undertake a conservation management plan for the erf 57 wetland (The Wetland Conservation Management Plan is attached in Appendix D)</p>
----------	--	--------------------------------------	---	---	--

ISSUE AND RESPONSE REPORT

CLIENT : Foskor (Pty) Ltd
PROJECT : Rock Phosphate Storage Facility EIA, on Portions 55 and 56 of Erf 5333
PROJECT No : J31280
PURPOSE : Collation of all the comments and summary of all the issues raised by Interested and Affected Parties on the draft Basic Assessment Report (September – October 2012); and GIBB’s response to the issues raised
COMMENTS PERIOD : 29 August 2012 to 08 October 2012
DATE OF REPORT : August 2012
COMPILED BY : Katherine de Jong
REVIEWED BY : Gisela Fechter

Acronymns	:	GIBB	Arcus GIBB (Pty) Ltd
		Foskor	Foskor (Pty) Ltd
		BID	Background Information Document
		BA	Basic Assessment
		BAR	Basic Assessment Report
		EIA	Environmental Impact Assessment
		EMP	Environmental Management Plan
		DoT	Department of Transport
		I&AP	Interested and Affected Party
		DWA	Department of Water Affairs
		DAFF	Department of Agriculture, Forestry and Fisheries
		DWAF	Department of Water Affairs and Forestry
		KZN	KwaZulu-Natal
		WESSA	Wildlife and Environment Society of South Africa
		RBCAA	Richards Bay Clean Air Association
		TIA	Traffic Impact Assessment
		TFR	Transnet Freight Rail
		NNR	National Nuclear Regulator

COMMENTS RECEIVED ON THE DRAFT BASIC ASSESSMENT REPORT

No	Issue Raised by	Correspondence Date	Issue Text	Key Issues (Summarised)	Response
1	<p>Ezemvelo KZN Wildlife Dominic Wieners</p> <p>Tel: 033 845 1437 Fax: 0865326442 Email: wienersd@kznwildlife.com Mail: P.O. Box 13053 Cascades 3202</p>	E-mail: <u>28 August 2012</u>	<p>"I assume a hard copy was sent to Ezemvelo for review and comment?"</p>		GIBB sent a hard copy of the Draft BAR to EKZNW (See proof attached in Appendix E4).
2	<p>KwaZulu-Natal Department of Transport Roy Ryan</p> <p>Pietermaritzburg Tel: 033-355 8860</p> <p>E-mail: roy.ryan@kzntransport.gov.za</p>	E-mail: <u>29 August 2012</u>	<p>"Due to the large number of e-mail applications we are receiving , this has put an enormous added work on the Administrative staff in our registry. It is advised that we will no longer be receiving e-mail applications due to the cost of printing etc. It is therefore advised that hard copy applications can be delivered to 224 Prince Alfred St. Pietermaritzburg or posted to the Dept of Transport, P/B X9043 Pmburg 3200. Until further notice digital applications will not be accepted. Your co-operation in this regard is appreciated."</p> <p>** In a telephone call with Mr Roy Ryan on the 29 August 2012, he requested a hard copy of the Traffic Impact Assessment (TIA) and the four copies of the Development Plan.</p>		GIBB delivered a hard copy of the TIA and four copies of the Development Plan to DoT (See proof attached in Appendix E4).
3	<p>National Department of Agriculture, Forestry & Fisheries Thobani Vetsheza</p> <p>Forestry Regulation and Oversight Pietermaritzburg: KZN 3201</p> <p>Tel. 033-392 7761 Fax 086 516 0896 Email: ThobaniV@nda.agric.za</p>	E-mail: <u>29 August 2012</u>	<p>"The Department would like to have the copy of the DBAR and be sent at this Postal Address P/Bag x 9029, Pietermaritzburg, 3200. Or at this Physical Address, 185 Langalibalele, Pietermaritzburg, 3200."</p>		GIBB sent a hard copy of the Draft BAR to DAFF (See proof attached in Appendix E4).
4	<p>City of Mhlatuze Sharin Govender</p> <p>Department: City Development</p>	E-mail: <u>29 August 2012</u>	<p>"I went onto the Arcus Gibb website but struggled to find the actual report. Can you perhaps send me a direct link. Please</p> <p>Thanks so much"</p>		GIBB sent a direct link to Ms Sharin Govender to access the Draft BAR and associated appendices.

	<p>Projects Manager: Environment Planning</p> <p>Tel: 035 907 5174 Fax: 035 907 5426 E-mail: Sharin.Govender@richemp.org.za</p>				
5	<p>Transnet Port Terminals Anthony Botha</p> <p>Tel: 031 308 8018 Fax: 086 518 8258 Cell: 084 022 6868 Email: Anthony.Botha@transnet.net</p>	<p>E-mail: <u>31 August 2012</u></p>	<p>"Hello Katherine.</p> <p>Reference our earlier conversation, please register Mr Raymond Van Rooyen of Transnet Port Terminals (details highlighted in red below) as an IA&P for the above project".</p>		Noted.
6	<p>Transnet Port Terminals Raymond van Rooyen</p> <p>Chief Environment & Quality Officer Safety, Security & Sustainability</p> <p>Tel: 031 308 8052 Fax: 0866309632 Cell: 083 5003986 Email: Raymond.vanrooyen@transnet.net</p>	<p>E-mail: <u>3 September 2012</u></p>	<p>"Morning Katherine</p> <p>I refer to the BA report of the above project. I have read the report briefly and have the following comments.</p> <p>I see that no mention is made of the fact that Rock Phosphate is radioactive. ? Your storm water plan will have to take this into consideration. Please also indicate the export route of the cargo, how will it be moved from the shed?</p> <p>Waste management is sketchy, it is known how much dust and spillage occurs in other rock phosphate premises around the country, so this can be included. What you might also want to include is what landfill sites are registered to accept radioactive waste or mixed waste or this hazardous rating.</p> <p>I see many comments regarding the capacity and logistics for freight rail. I assume there is a statement from TFR regarding the authenticity of the statements, together with information relating to the capacity of TFR to service the line in the future, is there a signed agreement? If so this needs to be referenced to add value."</p>	<p><i>Rock Phosphate</i></p> <ul style="list-style-type: none"> No mention is made of the fact that Rock Phosphate is radioactive? Will Foskor be applying for an NNR permit? Please also indicate the export route of the Rock phosphate how will it be moved from the shed. <p><i>Waste Management</i></p> <ul style="list-style-type: none"> Dust and spillage in rock phosphate stores, to be included. What landfill sites are registered to accept radioactive waste or mixed waste of this hazardous rating. <p><i>Transnet Freight Rail</i></p> <ul style="list-style-type: none"> Statement from TFR regarding the authenticity of the statements, together with information relating to the capacity of TFR to service the line in the future. Is there a signed agreement? 	<p>Client Response: "Foskor Rock Phosphate radiation levels is less than 0.5 Be/gm, therefore no license or permit is required from the National Nuclear Regulator. Foskor currently holds a COR from the NNR and the NNR will be consulted.</p> <p>The Rock Phosphate export block diagram is mentioned on page 7 of the BAR. In the present situation, rail trucks from Phalaborwa are tipped at Grindrod's Navitrade facility and then transported by a pipe conveyor to Foskor. The new store will be fed by a tap off from this conveyor and the reclamation conveyor will also tie into the existing Grindrod's pipe conveyor going to Foskor.</p> <p>All spillages will be recycled back to the store. Refer to SECTION A, Subsection 12 (a).</p> <p>Regarding the capacity and logistics for TFR, Foskor has only mentioned that this store will act as a buffer in the event that rail delivery is compromised and also act as insurance against any failures in the supply chain."</p>

7	<p>Richards Bay Clean Air Association Sandy Camminga</p> <p>Tel: + 27 (35) 786 0076 Cell: + 27(83) 515 2384 Fax: + 27 (35) 907 5340 E-mail : camminga@iafrica.com Visit : www.rbcaa.co.za</p>	E-mail: <u>10 September 2012</u>	<p>"Please would you send me the following Specialist Studies;</p> <ol style="list-style-type: none"> 1. Air Quality 2. Traffic 3. Wetlands <p>Thank you."</p>		GIBB sent a copy of the Air Quality, Traffic and Wetland Specialist Reports to Ms Sandy Camminga.
8	<p>uThungulu District Municipality</p> <p>Tel: 035 799 2684 Cell: 082 266 0178 Fax:035 789 1409 Email: Khulusen@uthungulu.co.za</p> <p>Private Bag X 1025 Richards Bay 3900</p>	E-mail: <u>11 September 2012</u>	<p>"uThungulu District Municipality has reviewed the application for the above mentioned Development. uThungulu District has no objection to the proposed development. However, the following must be noted:</p> <ul style="list-style-type: none"> • If the development will extend into the wetland or within the prescribed buffer, an authorization in terms of the section 21 of the National Water Act (no. 36 of 1998) may be required. The Department of Water Affairs must be contracted with regards to this matter. <p>Should you have any further queries, please contact the Environmental Officer miss Nkosingiphile Khuluse, at Tel: 035-7992684 or 0822660178 during office hours"</p>	<p><i>Water Use Licence</i></p> <ul style="list-style-type: none"> • An authorization in terms of the section 21 of the National Water Act (no. 36 of 1998) may be required. The Department of Water Affairs must be contracted with regards to this matter 	Noted. A water use license will be applied for and the Department of Water Affairs will be consulted with.
9	<p>WESSA Ms Carolyn Schwegman EIA Co-ordinator, WESSA KZN Region</p> <p>Tel: +27 (0)39 975 2147</p> <p>Cell: +27 (0)83 9814814</p> <p>Fax: +27 (0)39 9752147 (on request)</p> <p>Email:afromatz@telkomsa.net Website:www.wessa.org.za Address: P O Box 343, Pennington, 4184</p>	E-mail: <u>08 October 2012</u>	<p>"Thanks for the offer of sending the appendices separately. I found the BAR very comprehensive and the information well presented hence no need for the specialist studies. Please see our comment attached."</p> <p><u>"Cumulative Impacts – Loss of Wetland"</u></p> <p>WESSA's main area of concern pertains to the acknowledged contribution the proposed development of a rock phosphate storage facility will make to, in particular, the loss of wetland habitat and cumulative impacts on the wetland ecosystems in Richards Bay. Mitigation is proposed to reduce the impacts of development on the remaining area of wetland, on and off the site, however the loss of the system (and habitat) albeit considered small, has not been taken into consideration.</p> <p>While the City of uMhlatuze has adopted an Environmental Services Management Plan WESSA is not confident that the ecosystems which provide the goods and services are secured and there is apparent ongoing infringement into, and impacts on, the 'service providers'.</p>	<p><i>Cumulative Impacts – loss of wetland</i></p> <ul style="list-style-type: none"> • Mitigation is proposed to reduce the impacts of development on the remaining area of wetland, on and off the site, however the loss of the system (and habitat) albeit considered small, has not been taken into consideration. • WESSA is not confident that the ecosystems which provide the goods and services are secured and there is apparent ongoing infringement into, and impacts on, the 'service providers 	<p>GIBB appreciates input from WESSA and Coastwatch and acknowledges their concerns.</p> <p>In Appendix D1 – Wetland Assessment Report, Mr Greg Mullins the Wetland Specialist notes that "The development proposal presented will still involve the loss of the northern wetland on Portion 55, as per the proposal assessed as part of the original studies on the site. However, the nature of the development has changed for the positive. The environmental risks associated with the original land use are no longer an issue. The new development plan also allows for a more practical and effective method of stormwater management. This includes doing away with the need for formal attenuation ponds.</p> <p>While advocating wetland loss is never done easily, when one considers the regional pressures on these systems, the opportunity to have over 3 Ha of near pristine wetland of this type and in this locality protected must be given due attention.</p>

		<p><u>Impacts on Wetlands</u></p> <p>WESSA will support Ezemvelo KwaZulu-Natal Wildlife in its requirements for the development of Portions 55 and 56 of Erf 5333 and we trust that the revised designs aimed at reducing the impacts on the southern wetland system which forms part of a much larger system flowing into swamp forest and the Manzanyama system, and Richards Bay Harbour, both of which support critically important biodiversity, are acceptable to the organisation. The revised design features discussed at the meeting held between stakeholders on 4 June 2012 which aim to minimize the potential impacts on hydrology, drainage and the wetland systems are supported by WESSA, the revised design being as follows –</p> <ul style="list-style-type: none"> • The bunker will be constructed on concrete pilons driven or poured into the ground, which will therefore not restrict the underground movement of water, • The new eastern drainage channel will be provided with a permeable floor, energy dissipating features along the route of the channel and an energy dissipating structure at the inlet to the southern wetland, • The storm water culvert under the road will be a box culvert type provided with a permeable floor, • The base of the access road that traverses a small portion of the southern wetland will be broken rock rather than soil infill to allow water to permeate more freely. The roof of the bunker will not be provided with gutter, but rainwater will fall off the roof into a trench filled with rock surrounding the building. This is to allow the water to recharge the groundwater and wetlands. This return of water into the local water table will in turn feed the southern system via indirect inputs, • A 'first flush catch pit' will be provided at the outlet of the storm water system for the parking area to contain sediments and contaminants and prevent these from spilling into the southern wetland, • Where feasible, the designs would also include more natural free runoff, particularly from areas that will remain undeveloped. <p>The additional storm water management recommendations and mitigation measures to prevent erosion and sedimentation of the systems, as advised by Mullins (2010), are set down as requirements in the environmental management programme. We trust that the road infringing the southern wetland will incorporate specific design features to reduce its impact.</p> <p><u>Air Quality</u></p> <ul style="list-style-type: none"> • A dust control system aimed at reducing fugitive dust emissions is proposed and WESSA supports the regular monitoring of the rock phosphate facility with audits to identify and address trends which may have a negative contribution to ambient conditions. 	<p><i>Impacts on Wetlands</i></p> <ul style="list-style-type: none"> • WESSA will support Ezemvelo KwaZulu-Natal Wildlife in its requirements for the development of Portions 55 and 56 of Erf 5333 and we trust that the revised designs aimed at reducing the impacts on the southern wetland system which forms part of a much larger system flowing into swamp forest and the Manzanyama system, and Richards Bay Harbour, both of which support critically important biodiversity, are acceptable to the organisation. • The revised design features discussed at the meeting held between stakeholders on 4 June 2012 which aim to minimize the potential impacts on hydrology, drainage and the wetland systems are supported by WESSA. • We trust that the road infringing the southern wetland will incorporate specific design features to reduce its impact. <p><i>Air Quality</i></p> <ul style="list-style-type: none"> • A dust control system aimed at reducing fugitive dust emissions is proposed and WESSA supports the regular monitoring of the rock phosphate facility with audits to identify and address trends which may have a negative contribution to ambient conditions. 	<p>Noted.</p> <p>Noted.</p> <p>As noted in Appendix E4: Stakeholder Consultation, Minutes of Stormwater discussions with the Design team and the Wetland Specialist, "Mr Mullins stated that the access road crossing the wetland and wetland buffer should preferably be designed with a dump-rock base or something similar and covered with G material. Mr Mullins stressed that the feasibility of this would need to be confirmed. He noted that the course grade base will allow water to move beneath the road (not just through the culverts).</p> <p>Noted. Refer to Appendix G EMPr where these are stipulated mitigation measures.</p>
--	--	---	--	---