

**Appendix A3 BACKGROUND INFORMATION DOCUMENT AND COVER  
LETTER**

SRK/PDNA Ref. 05035 (364470)  
DEAT Application Number: 12/12/20/806  
31 July 2006

Dear Stakeholder

**NOTICE: INITIATION OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS FOR PROPOSED PHASE 2 EXPANSION OF TRANSNET'S IRON ORE HANDLING FACILITY, SALDANHA**

Due to the increase in international demand for iron ore, **Transnet Limited** has identified the need to further expand the capacity of its bulk iron ore handling facility, at the Port of Saldanha, from 45 to 93 million tonnes per annum.

**SRK Consulting and P.D. Naidoo & Associates (Pty) Ltd** have been jointly appointed to undertake the required Environmental Impact Assessment (EIA) for **Phase 2** of the proposed expansion of the Saldanha Iron Ore Terminal from 45 to 93 million tones per annum.

Notice is given in terms of Regulation 4(6) of the Regulations published in Government Notice No. R1183 under Section 26 of the Environment Conservation Act, 1989 (Act No. 73 of 1989), of the intent to carry out the following activities, as Phase 2 of the expansion:

- Upgrades to Salkor Rail Yard, located 5 km north of the port.
- Upgrades to the Ports iron ore handling infrastructure with 3 alternative footprint areas being considered to locate the additional infrastructure:
  - 1: Southward expansion, requiring reclamation of approximately 50 ha of the bay;
  - 2: Northward expansion of approximately 36 ha into undeveloped dune area;
  - 3: Eastward expansion of approximately 55 ha into the reclamation dam area.

Further details of the proposed activity are provided in the background information document that has been sent with this letter. If you would like to comment on the proposed upgrade please contact: **Paul de Ruyter**, of SRK Consulting on (021) 659 3088 (tel.), (021) 685 7105 (fax) or email [pderuyter@srk.co.za](mailto:pderuyter@srk.co.za) by 1 September 2006. Should you prefer a copy of the attached BID in Xhosa please request your preference by either fax or e-mail and a copy will be forwarded to you.

The following Public Open House Forums will be held in order to provide information on the proposed upgrade, and allow any interested and affected parties to comment. Project team members will be available in the period indicated below and interested parties are invited to attend at any time within this period.

VENUE	DATE	TIME
Langebaan Library, Cnr Oostewal & Bree Street	15 August 2006	12h00 – 18h30
Saldanha Protea Hotel, 51 Main Road	16 August 2006	12h00 – 18h30
Vredenburg High School Hall, Skoolstraat	17 August 2006	14h30 – 19h00

Yours sincerely



Paul de Ruyter  
SRK/PDNA Joint Venture

SRK/PDNA Verw. 05035 (364470)  
Omgewingsake Aansoeknommer: 12/12/20/806

31 Julie 2006

Geagte Belanghebbende

**KENNISGEWING: AANVANG VAN OMGEWINGSIMPAKSTUDIE VIR DIE VOORGESTELDE  
FASE 2-UITBREIDING VAN TRANSNET SE YSTERERTSHANTERINGSGERIEWE, SALDANHA**

Vanweë 'n styging in internasionale aanvraag na ystererts, het **Transnet Limited** besluit om die huidige ystererts-uitvoerkapasiteit van die Saldanha Hawe op te stoot van **45 tot 93 miljoen ton per jaar**.

**SRK Raadgewers en P.D. Naidoo & Associates (Edms) Bpk** is saam aangestel om die vereiste Omgewingsimpakstudie (OIS) vir hierdie Fase 2-uitbreiding te onderneem

Kennis word gegee ingevolge Regulasie 4(6) van die OIS-regulasies, uitgevaardig in Staatskoerant No. R1183 onder Artikel 26 van die Wet op Omgewingsbewing (Wet No. 73 van 1989), van die voorneme om die volgende aktiwiteite as deel van die Fase 2-uitbreiding uit te voer:

- Verbetering van die Salkor Spoorwegwerf, 5 km noord van die ysterertsterminus.
- Verbetering van die hawe se ysterertshanteringsinfrastruktuur, waarvoor daar 3 moontlike liggingsopsies vir die nuwe infrastruktuur oorweeg word:
  - 1: Suidwaartse uitbreiding, waarvoor ongeveer 50 ha van die baai drooggelê sal moet word;
  - 2: Noordwaartse uitbreiding binne ongeveer 36 ha onontwikkelde duingebied;
  - 3: Ooswaartse uitbreiding waavor ongeveer 55 ha drooggelê sal moet word.

Verdere besonderhede in verband met die voorgestelde aktiwiteite word in die Agtergrondinligtingsdokument, wat hierdie brief vergesel, verskaf. Indien u kommentaar wil lewer op die voorgestelde uitbreiding, tree asseblief in verbinding met: **Paul de Ruyter** van SRK Raadgewers by (021) 659 3088 (tel.), (021) 685 7105 (faks) of e-pos: [pderuyter@srk.co.za](mailto:pderuyter@srk.co.za) voor 1 September 2006.

Opedae sal gehou word om inligting oor die voorgestelde uitbreiding beskikbaar te stel en om belanghebbende geleentheid te bied om kommentaar te lewer. Lede van die projekspan sal teenwoordig wees en belanghebbendes word genooi om die opedae by te woon tussen die tye hieronder aangedui.

PLEK	DATUM	TYD
Langebaan Biblioteek, h/v Oostewal- & Breëstraat	15 Augustus 2006	12h00 – 18h30
Saldanha Protea Hotel, Hoofstraat 51	16 Augustus 2006	12h00 – 18h30
Hoërskool Vredenburg skoolsaal, Skoolstraat	17 Augustus 2006	14h30 – 19h00

Vriendelik die uwe



Paul de Ruyter  
SRK/PDNA Joint Venture

ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

**PROPOSED PHASE 2 EXPANSION OF  
THE TRANSNET IRON ORE HANDLING  
FACILITY, SALDANHA**

BACKGROUND INFORMATION DOCUMENT



## BACKGROUND

Transnet Limited's (Transnet) existing iron ore handling facility was established in 1977 at the Port of Saldanha, located approximately 120 kilometres north of Cape Town in the Western Cape Province. A locality map can be viewed on pages 7 & 8.

The facility is presently able to handle approximately 30 million tons per annum of iron ore, mostly from Sishen in the Northern Cape. The iron ore is transported to the facility by rail, where it is stockpiled prior to loading onto bulk iron ore carrier ships for export.

Due to a rapid increase in international demand for iron ore, Transnet have been approached by mining companies wishing to increase the volumes of iron ore currently being exported through Transnet's iron ore handling facility up to a maximum of **93 million tons per annum**.

- ◆ In 2001 the Department of Environmental Affairs and Tourism (DEAT) approved the **Phase 1** expansion of the port's capacity from **20 to 38 million tons per annum**.
- ◆ In 2005, Transnet applied to DEAT to allow the **Phase 1B** expansion of the port's capacity from 38 to 45 million tons per annum. DEAT is still considering this application.

Transnet is proposing to further upgrade and expand its iron ore handling facility from **45 to 93 million tons per annum** and are naming this the **Phase 2** expansion of the facility. SRK Consulting (SRK) and PD Naidoo & Associates (PDNA) have been appointed by Transnet to undertake the required Environmental Impact Assessment (EIA) for the proposed **Phase 2** expansion of the Transnet's iron ore handling facility at the Port of Saldanha.

This document relates to the application for authorisation of the **Phase 2** upgrade and provides the following:

- ◆ A brief description of the project proposal;
- ◆ An outline of why the EIA is being undertaken;
- ◆ A description of what is involved in the EIA process;
- ◆ Information on how you can participate.

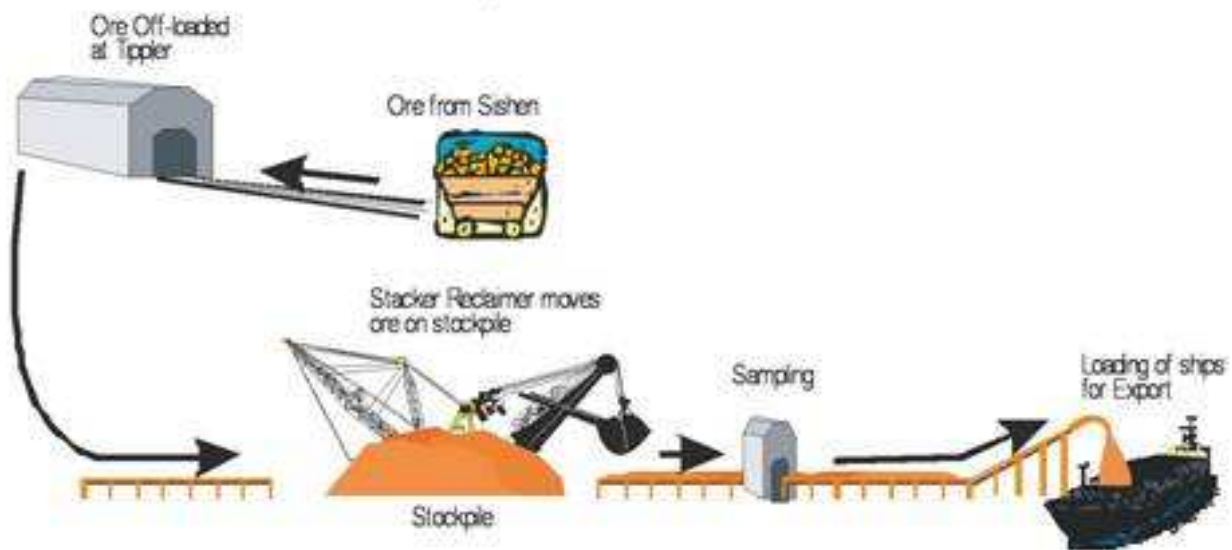


## DESCRIPTION OF TRANSNET'S CURRENT SALDANHA OPERATIONS

- ◆ Iron ore is transported via the Sishen-Saldanha railway line to Saldanha Bay;
- ◆ The 228 wagon trains arriving from Sishen are broken down into shorter, more manageable units at Salkor Shunting Yard, located approximately 5km north of the port;
- ◆ From Salkor Yard the shorter trains are shunted towards the port for unloading;
- ◆ At the port the ore is off-loaded using a tippler system, designed to turn the ore trucks upside down, dumping the ore onto a conveyor belt system below;
- ◆ From the tippler the ore is transported via a conveyor belt to the stockpile areas;
- ◆ Three stacker-reclaimers, using a bucket loading and retrieval system, stack the ore from the conveyor belt onto iron ore stockpiles;
- ◆ When an iron ore carrier ship arrives at the port the stacker-reclaimers are also used to retrieve the ore from the stockpiles, placing it onto conveyor belts that feed the ship-loading system;
- ◆ The ship-loaders load the ore from the conveyor belts into the holds of the iron ore carrier ships docked at the port.

The present iron ore handling process is illustrated in the Figure below. The process illustrated below will remain the same for the proposed **Phase 2** upgrade, although additional facilities and infrastructure will be required in order to increase capacity.

Transnet's Current Iron Ore Handling Process



## PROPOSED PHASE 2 UPGRADE

The proposed **Phase 2** upgrade from **45 to 93 million tons per annum** will entail:

- ◆ Upgrades to Salkor Rail Yard, located 5 km north of the port.
- ◆ Upgrades to the iron ore handling infrastructure at the port, including the following:
  - ◇ Additional rail infrastructure;
  - ◇ Road upgrades – this includes the MR 559 road bridge diversion;
  - ◇ 2 additional tipplers;
  - ◇ 3 additional stockpile areas;
  - ◇ 3 additional stacker-reclaimers;
  - ◇ Additional conveyor systems;
  - ◇ A possible additional sampling plant;
  - ◇ 2 additional ship-loaders;
  - ◇ 2 additional shipping berths;
  - ◇ Deepening of shipping channels;
  - ◇ Disposal of dredged materials;
  - ◇ Possible reclamation into the bay using dredged materials;
  - ◇ Possible backfilling of an existing reclamation dam area;
  - ◇ Storm water management infrastructure; and
  - ◇ Bulk supply services and utilities infrastructure.
- ◆ In line with global best practice design standards, Transnet plans to minimise environmental impacts by implementing the following equipment:
  - ◇ Water spray systems to minimise dust levels;
  - ◇ Chemical additive dust suppression systems;
  - ◇ Wind sheeting for conveyors;
  - ◇ Dust extraction plants;
  - ◇ Noise reduction equipment on the rail wagons; and
  - ◇ Other mitigation measures that may become evident through the course of the EIA process.
- ◆ Three alternative footprint areas are being considered for the location of the additional stockpile areas required. These three proposed alternatives will be comparatively assessed as part of this EIA study, and are illustrated with a red outline on pages 4, 5 & 6, as well as described briefly below:
  - ◇ 1: Southward expansion, requiring reclamation of approx 50 ha of the bay;
  - ◇ 2: Northward expansion of approximately 36 ha into undeveloped dune area;
  - ◇ 3: Eastward expansion of approximately 55 ha into the reclamation dam.



Alternative 1:  
Southward expansion  
requiring reclama-  
tion of ap-  
proximately 50 ha  
of the bay.



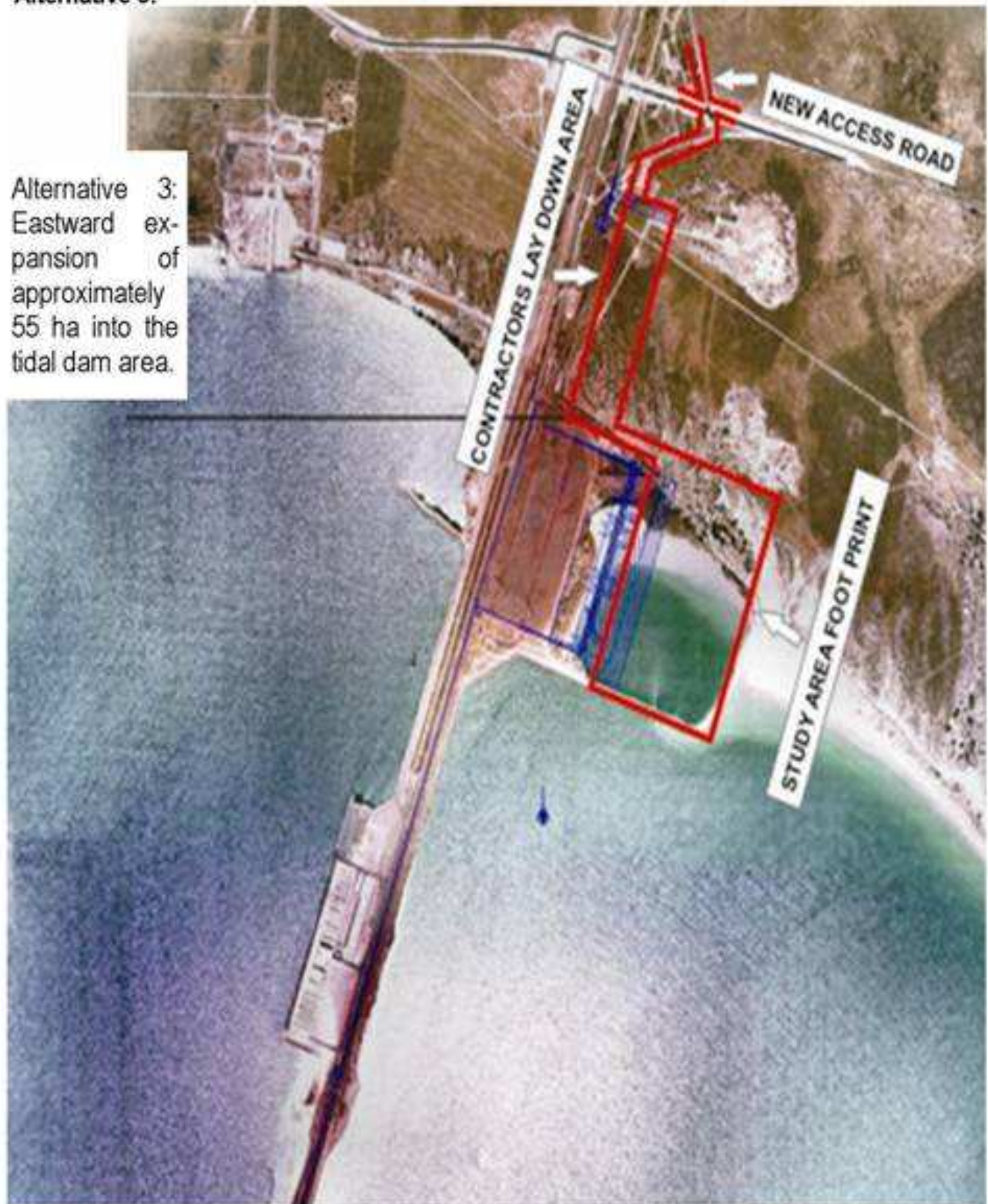
Alternative 2:

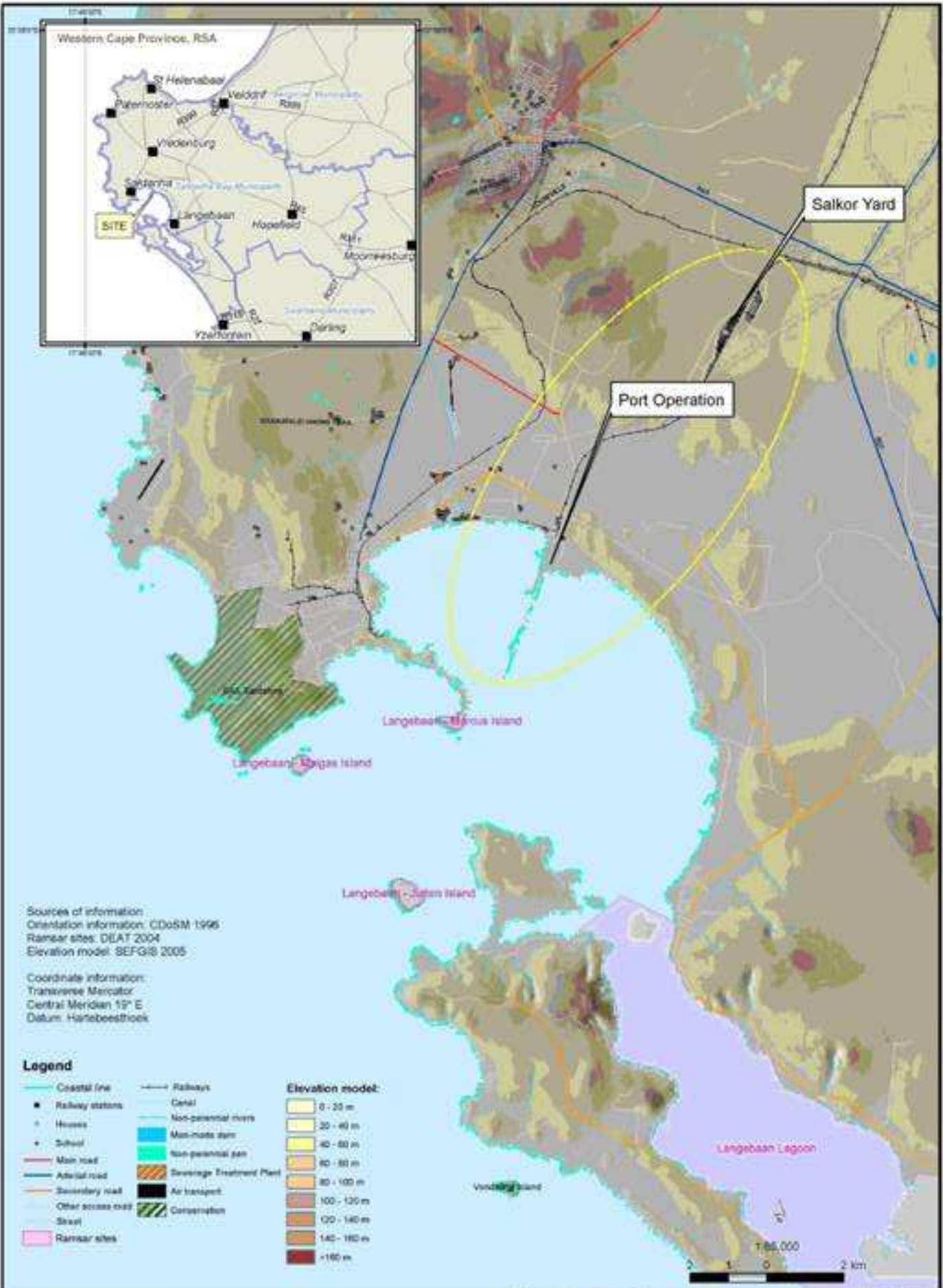
Alternative 2:  
Northward expansion of approximately 36 ha into undeveloped dune area;



**Alternative 3:**

Alternative 3:  
Eastward expansion of approximately 55 ha into the tidal dam area.





Sources of information:  
 Orientation information: CDoSM 1996  
 Ramsar sites: DEAT 2004  
 Elevation model: SEFGIS 2005

Coordinate information:  
 Transverse Mercator  
 Central Meridian 19° E  
 Datum: Hartbeesthoek

**Legend**

Coastal line	Railways	<b>Elevation model:</b>
Railway stations	Canal	
Houses	Non-perennial river	
School	Man-made dam	
Main road	Non-perennial pan	
Aerial road	Sewerage Treatment Plant	
Secondary road	Air transport	
Other access road	Conservation	
Street		
Ramsar sites		

**LOCALITY MAP**

Map produced for: **SRK Consulting** Map produced by:

## WHY IS AN EIA BEING UNDERTAKEN?

The EIA Regulations list certain activities that are deemed to be potentially harmful to the environment. The following listed activities may be relevant to this proposal:

1. The construction, erection or upgrading of:
  - (c) With regard to any substance which is dangerous or hazardous and is controlled by national legislation-
    - (i) Infrastructure, excluding road and rails, for the transportation of any such substance; and
    - (ii) Manufacturing, storage (incl. temporary), handling, treatment or processing facility for any such substance.
  - (d) The construction or upgrading of roads, railways...and associated structures;
  - (e) The construction or upgrading of marinas, harbours and all structures below the high-water mark of the sea and marinas, harbours and associated structures on inland waters;
- 2(c) The change of land use from agricultural or zoned undetermined use or an equivalent zoning to any other land use;
7. The reclamation of land, including wetlands, below the high-water mark of the sea, and in inland waters;
9. Scheduled processes listed in the Second Schedule to the Atmospheric Pollution Prevention Act, 1965 (Act No. 45 of 1965);
 

*Scheduled process 59: The bulk storage and handling of ore .... That is to say, the storage and handling of ore ... at dumps designed to hold 100 000 tonnes or more and not situated on the premises of a mine or works as defined in the Mines and Works Act, 1956.*
10. The cultivation or any other use of virgin ground.



Before undertaking any listed activity, the proponent (in this case, Transnet) is required to obtain authorisation in terms of the Environment Conservation Act (No. 73 of 1989) from the relevant authority. The relevant authority for this EIA application is DEAT, with the Western Cape Department of Environmental Affairs and Development Planning as a key commenting authority.

To apply for the authorisation for such listed activities, the proponent must appoint an independent environmental consultant (in this case, PDNA in a joint venture with SRK) to undertake an EIA that provides the authorities with sufficient information on the potential environmental impacts and benefits associated with the proposed activities, to enable them to make an informed decision. The proponent must ensure that the principles of the National Environmental Management Act (No. 107 of 1998) are adhered to.

In terms of the Environment Conservation Act an application form was submitted to DEAT in May 2006 and the process will thus be run in terms of the existing EIA regulations rather than the new EIA regulations promulgated under the National Environmental Management Act, which are applicable from 1 July 2006.

### **WHAT IS INVOLVED IN THE EIA PROCESS?**

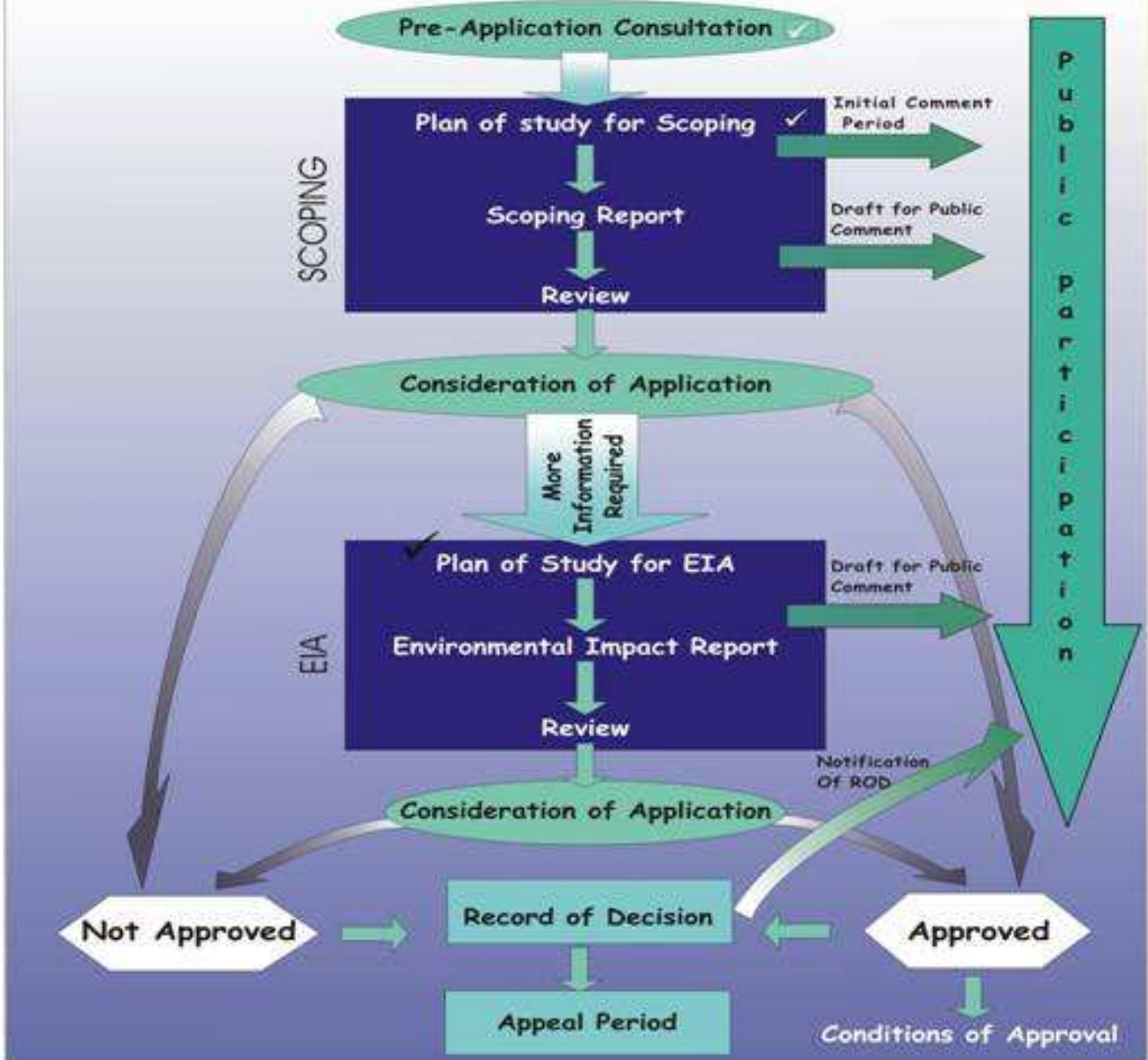
The EIA process, as outlined in the EIA Guideline Document and in the EIA process flow diagram on the next page, consists of a number of phases. Consultation with the public, relevant stakeholder groups and authorities forms a critical part of the EIA process.

During the Scoping Phase of the EIA the public consultation process will provide all interested and affected parties with an opportunity to comment or raise concerns regarding the project. This will help identify issues and concerns that may need to be addressed in the EIA by means of appropriate detailed specialist studies. A Draft Scoping Report will be compiled and made available for public review and comment. All comments will be incorporated into the Final Scoping Report.

The Final Scoping Report will allow DEAT to assess potential impacts related to the proposed upgrade and to decide if any detailed specialist investigations will be required. If the potential impacts are not significant and well understood, and do not require further specialist investigation, DEAT may authorise the expansion proposal after scoping. Due to the potentially significant impacts of the proposed Phase 2 upgrade, it is expected that a number of specialist studies will be required to assess the significance of potential impacts, and that a full EIA will therefore be required.



# What is Involved in the Environmental Process Required in Terms of the EIA Regulations?



## ENVIRONMENTAL ISSUES/CONCERNS IDENTIFIED

The following issues and concerns have been noted to date and the following specific detailed Specialist Studies are being proposed:

Issues Raised	Proposed Specialist Study
Dust (Health & Nuisance)	<ul style="list-style-type: none"> <li>• Air Quality Impact Assessment</li> <li>• Health Impact Assessment</li> </ul>
Visual	<ul style="list-style-type: none"> <li>• Visual Impact Assessment</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Noise Impact Assessment</li> <li>• Blasting &amp; Vibrations Impact Assessment</li> </ul>
Beach Erosion & Litter	<ul style="list-style-type: none"> <li>• Beach Erosion Impact Assessment</li> </ul>
Socio Economic	<ul style="list-style-type: none"> <li>• Socio-Economic Impact Assessment</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>• Traffic Impact Assessment</li> </ul>
Shipping Traffic & Ballast Water	<ul style="list-style-type: none"> <li>• Shipping Traffic Risk Assessment</li> </ul>
Ecological (Terrestrial, Avian, Marine & Botanical)	<ul style="list-style-type: none"> <li>• Fauna Impact Assessment</li> <li>• Marine &amp; Benthic Impact Assessment</li> <li>• Botanical Impact Assessment</li> </ul>
Heritage	<ul style="list-style-type: none"> <li>• Heritage Impact Assessment</li> </ul>

Anticipated programme of activities for the public consultation & scoping phase

Task	Date
Advertisements Announcing Commencement of EIA and Requesting Registration of Interested and Affected Parties.	17 - 23 July 2006
Distribution of Background Information Document	27 - 28 July 2006
Key Stakeholder and Focus Group Meetings	1 – 14 August 2006
Public Open Days	15 - 17 August 2006
Public Comment Period Ends	1 September 2006
Draft Scoping Report Released for Public Comment	Approx. 20 October 2006
Comment on Draft Scoping Report Ends (min. 30 days)	Approx. 24 November 2006
Submit Final Scoping Report to DEAT	Approx. 8 December 2006



## KEY STAKEHOLDERS AND FOCUS GROUPS IDENTIFIED TO DATE

The following key stakeholders and focus groups have already been identified. This list may be expanded as a result of the public consultation process as additional stakeholders are identified:

- ◆ Local Residents and Landowners
- ◆ Relevant authorities:
  - ◇ West Coast District Municipality;
  - ◇ Saldanha Bay Local Municipality;
  - ◇ Marine and Coastal Management;
  - ◇ CapeNature;
  - ◇ Department of Water Affairs and Forestry;
  - ◇ DEAT: Air Pollution Control Officer.
- ◆ Monitoring Groups:
  - ◇ Environmental Monitoring Committee;
  - ◇ Air Quality Monitoring Committee.
- ◆ Local Non Governmental Organisations and Community Based Organisations:
  - ◇ Saldanha Development Forum;
  - ◇ Chambers of business;
  - ◇ Environmental action groups.
- ◆ Other Companies and Institutions:
  - ◇ Eskom;
  - ◇ National and Provincial Road Agencies;
  - ◇ The West Coast National Park;
  - ◇ Langebaan RAMSAR\*;
  - ◇ Cape West Coast Biosphere Reserve;
  - ◇ Saldanha Bay Water Quality Trust.



\*The Convention on Wetlands, signed in Ramsar, Iran, in 1971, is an intergovernmental treaty which provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.



## HOW CAN YOU GET INVOLVED?

You are invited to participate in the EIA process. An important part of the EIA process is public consultation, which will assist with the identification of issues and concerns, potentially inform design and help the authorities to make an informed decision. Please could you pass this information on to any other interested and affected parties who may be interested.

Any comments or concerns regarding the proposed project may be forwarded to **Danelle Fourie or Paul de Ruyter** of SRK Consulting, **by 1 September 2006**.

### **SRK Consulting**

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Private Bag X18  
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