

Final Draft
DRAFT ENVIRONMENTAL SCOPING REPORT
(DEAT APPLICATION NO. 12/12/20/806)

for the proposed
PHASE 2 EXPANSION OF THE TRANSNET IRON ORE HANDLING
FACILITY, SALDANHA BAY, WESTERN CAPE

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EXECUTIVE SUMMARY

INTRODUCTION

Transnet has identified the need to expand the current capacity of the bulk iron ore handling facilities along the Sishen - Saldanha Export Corridor, which terminates at the Port of Saldanha (Figure 1). The expansion includes the increase of the iron ore handling capacity from approximately 45 million tonnes of iron ore per year (MTPA) to 93 MTPA, along with associated infrastructure at the port.

A Joint Venture of PD Naidoo & Associates (Pty) Ltd (PDNA) and SRK Consulting (SRK) (The Joint Venture) has been appointed by Transnet to undertake the required Environmental Impact Assessment (EIA) for the proposed expansion of the iron ore handling infrastructure at the Port of Saldanha, hereafter referred to as the "Proposed Phase 2 Expansion of the Transnet Iron Ore Handling Facility, Saldanha". A separate and independent EIA is being undertaken for the upgrade of the rail facilities between Saldanha to Sishen.

The process being followed complies with Sections 21 and 26 of the Environment Conservation Act, 1989 (Act No. 73 of 1989), as the EIA process was started prior to the EIA regulations in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) coming into effect. The Scoping Phase of the EIA process is aimed at identifying the important environmental issues and concerns and to focus the impact assessment phase that will follow on the significant impacts and appropriate alternatives. This stage also identifies and discusses alternative layouts for the expansion of the handling facility. As a follow up to the Scoping Phase, the second stage of the process will be a comprehensive environmental impact assessment (EIA) to determine the preferred site layout and to assess the significance of the environmental impacts in detail.

Previously, EIAs were conducted for smaller increases in export capacity, from 24 to 38 million tonnes per annum (MTPA) (Phase 1A) and 38 to 45 MTPA (Phase 1B). In response to concerns raised by the environmental authorities and members of the public about this approach, Transnet committed to conducting a comprehensive EIA to assess the cumulative impacts of an expansion in capacity up to 93 MTPA.

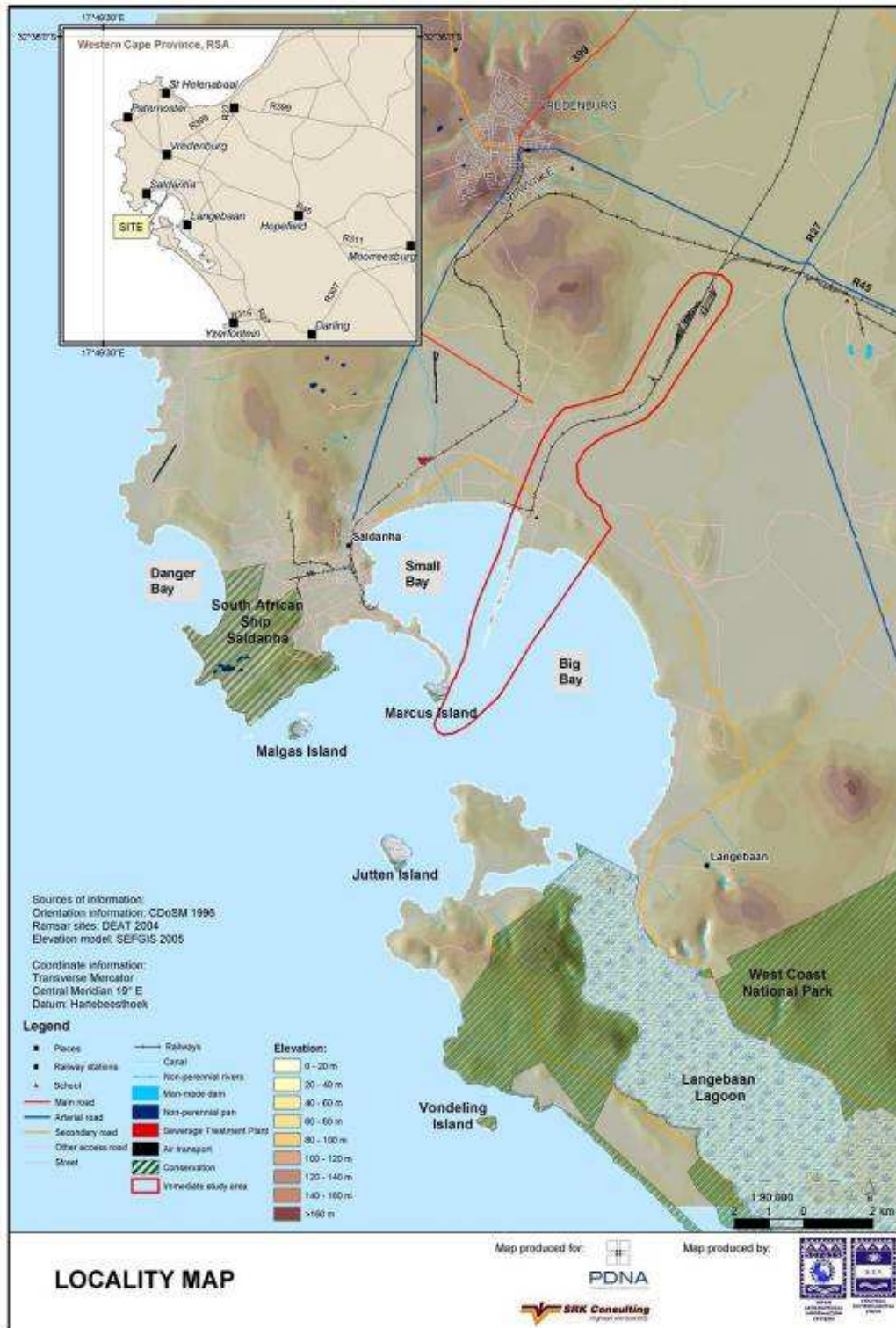


Figure 1: Locality Map of the Port of Saldanha, showing the study area

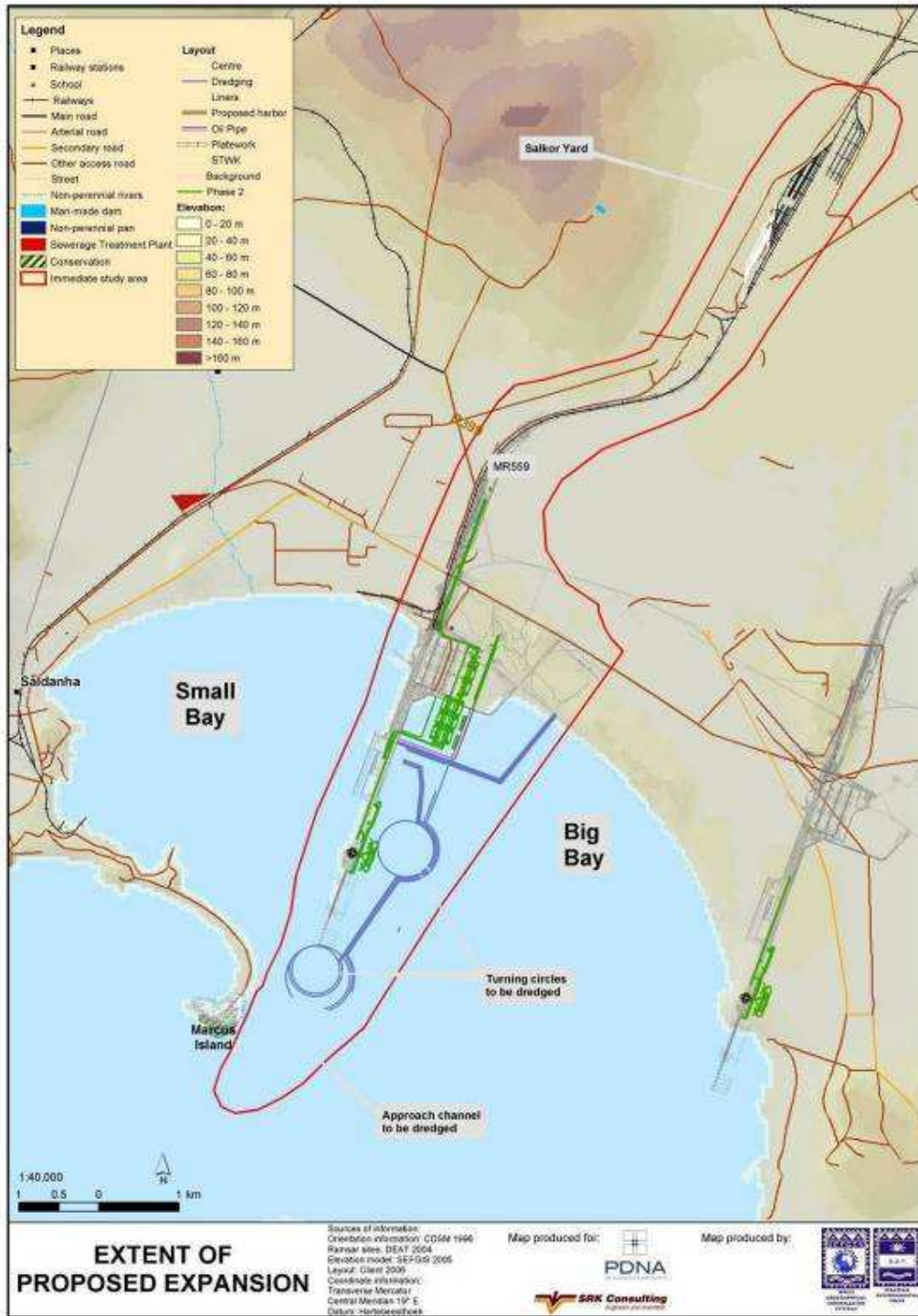


Figure 2: Close up map of Saldanha Bay showing the full extent of the study area, navigation infrastructure: active and future berths, as well as proposed turning circles.

GENERAL PROJECT DESCRIPTION

The Bulk Terminal at Saldanha functions as the export harbour for iron ore that is mined in the Sishen district of the Northern Cape Province. The iron ore mines are predominantly owned by Kumba Resources and Assmang and currently 32 MTPA of iron ore is transported by rail from Sishen to Saldanha. Of the total, 1.8 MTPA are consumed by the Mittal Steel smelter located at Saldanha Bay. The remainder of the iron ore (30 MTPA) is exported via the Port of Saldanha to the international market. In terms of agreements between Transnet and iron ore mining clients, Transnet will over the next five years invest in port and rail capacity on the Sishen - Saldanha export corridor to complement the investment by iron ore exporters (Business Report, January 2006).

Transnet is currently upgrading the capacity of the handling facility from 24 MTPA to 38 MTPA (Phase 1A). An EIA was completed in 2006 for a further expansion of the iron ore handling capacity to 45 MTPA (Phase 1B). The final phase of the expansion is to increase iron ore handling capacity from 45 MTPA to 93 MTPA (Phase 2). The additional iron ore throughput will require the expansion of both the rail side and port side operating infrastructure. The scope of this application does not include any upgrades to the railway between Sishen/Beeshoek and the Salkor shunting yard at Saldanha, which is being addressed in a separate EIA application process. The Salkor shunting yard (see Figure 2) is included in this application, which includes all infrastructure from the quay to the rail track at the Vredenburg bridge.



Figure 3: Current layout of the port.

ALTERNATIVES

The current layout of the port is shown in Figure 3. The underlying philosophy is to develop the iron ore expansion facility at the port with the best practicable layout plan, by taking into account the physical, biophysical and social aspects of the environment so as not to constitute an unmanageable hazard to the environment. To this effect Transnet has identified three proposed layout alternatives for the additional expansion of the Stockyard and Tippler areas. All three alternatives are described in the Scoping Report and will be examined by identifying all the associated issues and assessing the potential impacts of each layout on the environment. In the impact assessment phase of the EIA, a team of specialists will determine which of the alternatives would have the least physical, biophysical and social impacts. During the impact assessment phase, the impacts associated with each layout will be identified and comparatively assessed. Mitigation measures will be proposed in order to minimise potential negative impacts and ensure that benefits outweigh costs. The preferred layout will be identified through several decision-making processes, of which this EIA is one. The additional processes include the engineering feasibility study being conducted in parallel with the EIA and the environmental authorisation process of the authorities.

PUBLIC PARTICIPATION

A comprehensive public participation process aimed at allowing the public to participate meaningfully and to be involved at an early phase of the environmental process was followed throughout the Scoping Phase. Through a process of stakeholder identification and involvement, 494 Interested and Affected Parties (I&APs) were identified and subsequently notified of the project by various means. A number of public focus group meetings and public open days were held in the main towns within the study area. These meetings were informative and constructive, giving I&APs an opportunity to raise concerns in a small group environment. These concerns are all highlighted in the Scoping Report and will be addressed further within the EIA Report. The importance of a thorough public participation process, ensuring that the concerns of the people are heard, was borne in mind throughout Scoping.

Initial Public Meetings

Three Public Open Days were held on 15, 16 and 17 August 2006. The Open Days were held at the Langebaan Public Library, Protea Hotel Saldanha and at Vredenburg High School. The Public Open Days were used as an opportunity for I&APs to interact with the EIA team on a one-on-one basis, to obtain detailed information about the project and to raise concerns.

Issues Register

An issues register is included in the report. The main issues raised were in the following categories:

- The need to consider alternatives including the no-go alternative;
- Cumulative impacts of expanding the iron ore terminal;
- Dust (iron ore) and its impacts in the area;
- Ecological issues;
- EIA process and how it is being conducted;
- Heritage issues;
- Marine hydrodynamics, i.e. shoreline evolution;
- Noise impacts from the Tipplers;
- Planning issues;
- Risk management;
- Services and infrastructure;

- Shipping traffic;
- Socio-economic issues; and
- Visual impacts of the iron ore terminal.

Focus Group Meetings

Seven focus group meetings were held with key stakeholders who were selected on the basis that they represent larger stakeholder groups or have a particular institutional interest in the project. The focus group meetings allowed for a more focussed discussion of those issues specific to the relevant group and facilitated information exchange and circulation within groups of stakeholders.

Public Review of the Draft Scoping Report

The Draft Scoping Report (DSR) will be provided for comment to I&APs from the 22nd of January to the 23rd of February 2007 at several venues in the affected area. Comments raised by the public during this period will be incorporated into the Final Scoping Report before submission to the Department of Environment Affairs and Tourism (DEAT) for consideration.

RISKS AND KEY ISSUES

A site visit was undertaken in the study area (examining the 3 alternative layouts) in order to obtain a cursory overview of the potential risks and key issues associated with the development. Risks and key issues associated with the construction and operational phase were identified and addressed in consultation with the I&APs, through an internal process based on desk top studies and the site visit.

The risks and key issues identified include:

- Impact on groundwater quantity and quality;
- Impact on storm water;
- Dust (health and nuisance);
- Visual impacts;
- Noise impacts;
- Beach erosion and litter;
- Social impacts;
- Economic impacts;
- Road traffic impact;

- Shipping traffic and ballast water impacts;
- Waste management and impacts on energy requirements;
- Ecological (terrestrial, avian, marine and botanical) impacts;
- Impacts on sensitive dune systems;
- Marine biodiversity (including compliance with the London Convention);
- Cultural and heritage resources;
- Availability of water for port operations: i.e. various sources such as recycled water, industrial water, desalination of sea water; and
- Impact of dredging and disposal of dredged material.

The impacts of each of the three proposed site layouts were identified in terms of the most important parameters applicable to environmental management and all alternatives will be identified in the EIA phase. These impacts are discussed in a preliminary way to obtain an overview of the issues associated with each alternative layout.

For the time being, no mitigation has been proposed, as mitigation of the likely environmental effects that could arise from the development has to be specific to the chosen site layout. When the final layout is chosen, the impact assessment will be completed, with site-specific mitigation measures recommended.

THE EIA PHASE

In order to assess the impacts and issues identified in detail, a number of specialist studies are proposed to assess specific impacts. The specialist investigations will include studies addressing the potential issues and impacts of the following aspects:

- Air Quality (Dispersion Modelling Study);
- Avi-fauna and non-avian fauna;
- Cultural heritage,
- Groundwater;
- Marine Studies (Sediment Quality, Water Quality Assessment, Water Quality Modelling, Ecological Assessment (including Ballast Water Issues, Blasting Assessment), Shoreline Stability, with an Integrated report on Marine Impacts;
- Incremental Shipping Risk Study;
- Social Impact;

- Economic impact;
- Vegetation;
- Noise;
- Traffic and Transportation;
- Electrical Power;
- Visual Impact Assessment;
- Health Impact Assessment (Dust); and
- Integrated Water and Waste Management, Potable Water, Storm water, Sanitation, Domestic Waste, Hazardous Waste, Construction Waste, Industrial Effluent/Wastewater. These will all be incorporated into an Integrated Waste and Water Management Plan (IWWMP).

All three alternative site layouts are to be reviewed in this report. A variety of mitigation measures will be identified to reduce the scale, intensity, duration and significance of the impacts during the construction and operational phases of the proposed development. These measures will be developed by the relevant specialists.

CONCLUSION

The Scoping stage identified the scope of work required for the proposed expansion of the iron ore handling facilities at Saldanha by identifying environmental issues and impacts related to the development. These impacts must be minimised by the selection of the preferred layout, with the necessary mitigation implemented. The EIA will specifically identify:

- the impacts related to each alternative;
- indicate possibilities of mitigation to acceptable levels; and
- compare and contrast the three alternatives to determine the preferred layout.

The project is now to proceed to a detailed impact assessment stage to further assess the impacts, to provide feasible mitigation measures and to choose a layout alternative that would allow these economic benefits to be realised without resulting in unacceptable damages to the environment.

A proposed plan of action detailing the terms of reference for the impact assessment phase has been provided. Central to the next phase is the completion of the specialist studies to assist in the assessment of the residual and cumulative impacts of the expansion. The final Plan of Study for the EIA Phase will be submitted together with the final Scoping report issued to DEAT and DEA&DP. This Plan of Study outlines the terms of reference for the

specialist studies; it proposes a strategy to continue the public participation process during the impact assessment phase, and it outlines the proposed impact assessment approach and methodology.

**PHASE 2 EXPANSION OF THE IRON ORE HANDLING FACILITY AT THE PORT OF
SALDANHA
ENVIRONMENTAL SCOPING REPORT**

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
INTRODUCTION	i
GENERAL PROJECT DESCRIPTION	iv
ALTERNATIVES	v
PUBLIC PARTICIPATION	vi
RISKS AND KEY ISSUES	vii
THE EIA PHASE	viii
CONCLUSION	ix
LIST OF TABLES	xiv
LIST OF FIGURES	xv
LIST OF PHOTO PLATES	xvi
LIST OF ABBREVIATIONS.....	xvii
GLOSSARY OF TECHNICAL TERMS.....	xix
Section 1: INTRODUCTION	1
1.1 BACKGROUND TO THE PROJECT	1
1.2 DETAILS OF THE APPLICANT	2
1.3 PURPOSE AND STRUCTURE OF THIS SCOPING REPORT	3
Section 2: PROJECT DESCRIPTION AND MOTIVATION	8
2.1 PROJECT BRIEF	8
2.1.1 Phase 2 EIA process in relation to previous EIA processes	8
2.1.2 Current Operations	8
2.2 PROJECT DESCRIPTION	12
2.2.1 Phase 2 Expansion Proposal	12
2.2.2 Environmental Requirements	22
2.2.3 Security.....	22
2.2.4 Storm water Management	22
2.2.5 Road Infrastructure.....	23
2.3 PROJECT MOTIVATION.....	23
2.4 APPROACH TO THE SCOPING PROCESS	24
2.4.1 Authority Consultation	24
2.4.2 Approval of Plan of Study for Scoping.....	24
2.4.3 Environmental Assessment Process	24
2.4.4 Description of the Baseline Environment.....	25
2.4.5 Impact identification methodology	25
Section 3: REGULATORY FRAMEWORK.....	26
3.1 LEGAL REQUIREMENTS	26
3.1.1 Environmental Impact Assessment Requirements	26
3.2 TRANSITIONAL ARRANGEMENTS OF NEMA EIA REGULATIONS	27
3.2.1 Other Legal Requirements	29
3.2.2 Provincial and Local legislation	32
3.2.3 Provincial Policies/Guidelines.....	32
3.2.4 International conventions and agreements relevant to this study.....	33
Section 4: DESCRIPTION OF THE AFFECTED ENVIRONMENT	36

4.1	BIOPHYSICAL ENVIRONMENT	36
4.1.1	Climate	36
4.1.2	Air Quality	36
4.1.3	Topography	38
4.1.4	Marine and Benthic environment.....	38
4.1.5	Shipping Traffic.....	39
4.1.6	Vegetation	42
4.1.7	Avian and Terrestrial habitat.....	42
4.1.8	Noise	43
4.1.9	Shoreline Evolution.....	43
4.1.10	Geohydrology	44
4.2	SOCIAL ENVIRONMENT	45
4.2.1	Visual.....	45
4.2.2	Socio-Economic Environment	45
4.2.3	Cultural Heritage.....	46
4.3	MASTER PLAN FOR THE PORT OF SALDANHA	47
4.3.1	Future Development Scenarios.....	48
Section 5: PUBLIC PARTICIPATION PROCESS		60
5.1	PUBLIC PARTICIPATION PROCESS.....	60
5.2	PROCESS FOLLOWED TO DATE	61
5.2.1	Pre-application meeting with relevant authorities	61
5.2.2	Compilation of a stakeholder database	62
5.2.3	Compilation and distribution of a Background Information Document.....	63
5.2.4	Advertising.....	63
5.2.5	Public Open Days.....	65
5.2.6	Focus Group Meetings	65
5.3	ISSUES RAISED TO DATE.....	68
5.4	PUBLIC PARTICIPATION CONCLUSION	68
Section 6: KEY ENVIRONMENTAL ISSUES		71
6.1	INTRODUCTION	71
6.2	KEY ISSUES	72
6.2.1	Introduction.....	72
6.2.2	List of Key Issues	72
6.3	SPECIALIST STUDIES PROPOSED	74
6.4	ASSESSMENT OF IMPACTS	87
Section 7: ALTERNATIVE ANALYSIS.....		88
7.1	Introduction	88
7.2	LAYOUT ALTERNATIVES	88
7.2.1	Alternatives to the proposed iron ore handling facility	89
7.3	ALTERNATIVES.....	89
7.3.1	Common features of all these alternatives	95
7.4	NO-GO ALTERNATIVES.....	95
7.5	TIMING ALTERNATIVES	95
Section 8: CONCLUSION.....		97
8.1	POTENTIAL IMPACTS OF KEY SIGNIFICANCE	97
8.2	ALTERNATIVES TO BE ASSESSED IN THE IMPACT ASSESSMENT PHASE... 98	
8.2.1	Issues and Concerns Raised by I&AP's	99
8.3	CONCLUSION.....	99
Section 9: REFERENCES		100
ANNEXURE A – PUBLIC INVOLVEMENT INFORMATION.....		A
ANNEXURE B – TECHNICAL INFORMATION		B

LIST OF APPENDICES

APPENDIX A – PUBLIC INVOLVEMENT

- Appendix A1 Notes of Pre-application Authorities meeting
- Appendix A2 List of IAPs on the Stakeholder Database
- Appendix A3 Background Information Document and Cover letter
- Appendix A4 Newspaper Advertisements
- Appendix A5 Poster Advertisement
- Appendix A6 Radio Broadcast Advertisement
- Appendix A7 Open Day Poster Presentation
- Appendix A8 Open Day Attendance Registers
- Appendix A9 Notes of Focus Group Meetings
- Appendix A10 Issues and Responses Table
- Appendix A11 Copies of Written Submissions from IAPs

APPENDIX B – TECHNICAL INFORMATION

- Appendix B1 Technical Drawings of the project
- Appendix B2 Correspondence with Authorities
- Appendix B3 Minutes of Meetings with Authorities

LIST OF TABLES

Table 1: Details of the Applicant and Contact Person.....	2
Table 2: Summary of EIA authorisation process of the Iron Ore Handling Facility (BTS) upgrades.....	8
Table 3: Estimated volumes of dredge material to be generated in the channel and for each alternative layout.....	19
Table 4: Weather characteristics for the study area.....	36
Table 5: Summary of planned activities over the next 5 - 10 years	57
Table 6: Newspaper advertisements.....	64
Table 7: Public Open Days	65
Table 8: Summary of issues raised by I&APs	68
Table 9: List of planned specialist studies.....	75
Table 10: Anticipated timeframes for the completion of the EIA process.....	99

LIST OF FIGURES

Figure 1: Locality Map of the Port of Saldanha, showing the study area	6
Figure 2: Close up map of Saldanha Bay showing the full extent of the study area, navigation infrastructure: active and future berths, as well as proposed turning circles.	7
Figure 3: Illustration of the iron ore handling process at the iron ore export terminal.	10
Figure 4: Standard EIA procedure as prescribed by the Department of Environmental Affairs and Tourism (DEAT).	28
Figure 5: Current layout of the port.	47
Figure 6: Port master plan - alternative layout No. 1.....	49
Figure 7: Port master plan - alternative layout No. 2.....	50
Figure 8: Port master plan - alternative layout No. 3.....	51
Figure 9: Port master plan – alternative layout No. 4.....	52
Figure 10: Port master plan - alternative layout No. 5.....	53
Figure 11: Port master plan – alternative layout No. 6.....	54
Figure 12: Proposed Port Development Scenario – Long Term (beyond 2020)	58
Figure 13: Proposed Port Development Scenario – Medium Term (10 years)	59
Figure 14: Alternative layout No. 1.....	92
Figure 15: Alternative Layout No. 2.....	93
Figure 16: Alternative Layout No. 3.....	94

LIST OF PHOTO PLATES

Photo Plate 1: Aerial view of Saldanha with the port in the background..... 5
Photo Plate 2: One of the three existing Stacker Reclaimers with associated conveyors. ... 11

LIST OF ABBREVIATIONS

ASGISA	Accelerated and Shared Growth Initiative of South Africa
BID	Background Information Document
BTS	Bulk Terminal Saldanha, a business unit of SAPO
CAPCO	Chief Air Pollution Control Officer at DEAT
CBOs	Community Based Organisations
TPHMG	Transnet Projects Hatch Mott MacDonald Goba Joint Venture
CD	Chart Datum
CV	Conveyor
DEA&DP	Western Cape Department of Environmental Affairs and Development Planning
DEAT	National Department of Environmental Affairs and Tourism
DECAS	Department of Environmental, Cultural Affairs and Sport (predecessor to DEA&DP)
DSR	Draft Scoping Report
DWAF	Department of Water Affairs and Forestry
DWT	Deadweight Tonnage (typically reported in metric tonnes)
ECA	Environment Conservation Act, 1989 (Act No. 73 of 1989)
EIA	Environmental Impact Assessment
EMC	Environmental Management Committee
FSR	Final Scoping Report
HIA	Heritage Impact Assessment
HV	High Voltage
I&APs	Interested and Affected Parties
IDP	Integrated Development Plan
IEM	Integrated Environmental Management
ISO	International Organisation for Standardisation
IWWMP	Integrated Waste and Water Management Plan
JIS	Japanese Industrial Standard
JV	Joint Venture
MCM	Marine and Coastal Management
MPT	Multi-purpose Terminal
ML	Mean sea level
MTPA	Million Tones Per Annum
NEMA	National Environmental Management Act, 1998 (Act No. 107 of 1998)
NGOs	Non-Governmental Organisation
NPA	National Ports Authority (of South Africa), a business unit of Transnet
PDNA	PD Naidoo & Associates (Pty) Ltd
PDNA/SRK-JV	A Joint Venture of PD Naidoo & Associates and SRK Consulting
POSS	Plan of Study for Scoping
ROD	Record of Decision
SAHRA	South African Heritage Resources Agency
SANP	South African National Parks

SANBI	South African National Biodiversity Institute
SAPO	South African Port Operations, a business unit of Transnet
SDF	Spatial Development Framework
SEA	Strategic Environmental Assessment
SEF	Strategic Environmental Focus (Pty) Ltd
SOE	State-owned Enterprise
SRK	SRK Consulting
WESSA	Wildlife and Environment Society of South Africa

GLOSSARY OF TECHNICAL TERMS

Alien species: A plant or animal species introduced from elsewhere: neither endemic nor indigenous.

Anthropogenic: of human origin or caused by human actions.

Applicant: Any person who applies for an authorisation to undertake an activity or to cause such activity to be undertaken as contemplated in Section 22(1) of the Environment Conservation Act, 1989 (Act No. 73 of 1989) or in terms of Section 24(5) of the National Environmental Management Act (Act 107 of 1998).

Berth: A place in a port where a ship or boat can be moored, usually with enough room for a ship to turn round in.

Caisson: A retaining, watertight structure used, for example, to work on the foundations of a bridge pier or jetty, for the construction of a concrete dam or for the repair of ships.

Chute: A sloping funnel-like chamber, down which iron ore is loaded into the hold of an ore vessel by utilising gravity flow, guided through a change of direction or from one piece of equipment onto another.

Conveyor: A moving rubber belt used for continuous transportation of iron ore, etc.

Critically endangered: A taxon is Critically Endangered when it is facing an extremely high risk of extinction in the wild, in the immediate future.

Dredging: The mechanical removal of sediment from the sea bed. Entails clearing the bottom of or deepening the sea or a river by excavating mud and waste.

Ecology: The study of the inter relationships between organisms and their environments.

Environment: All physical, chemical and biological factors and conditions that influence an object and/or organism.

Environmental Impact Assessment: An assessment of the effects of a development on the environment.

Environmental Management Plan: A legally binding working document, which stipulates environmental mitigation measures that must be implemented by several responsible parties throughout the duration of the proposed project.

Eutrophication: Over-enrichment of aquatic systems, such that they are severely disturbed by unnaturally high nutrient loads as a result of natural or anthropogenic.

Iron Ore: The naturally occurring mineral deposit from which iron is extracted.

Local relief: The difference in elevation between the highest and lowest points in a landscape. For the purposes of this study, the local relief is based on a scale of 1:50,000.

Ore: Solid naturally occurring mineral deposit from which one or more economically valuable substances, especially metals, can be extracted, and for which it is mined.

Ore parcel: A train load of ore that may differ in grade and composition and is stored and loaded as a whole.

Quay: Wharf or bank where ships and other vessels are loaded or offloaded.

Soil compaction: Mechanically increasing the density of the soil, by vehicle passage or any other types of loading.

Stacker Reclaimer: A mobile crane-like structure with a bucket loading system used to discharge the ore from a conveyor to form a shaped stockpile of iron ore, or to reclaim the ore from the stockpile and load it onto the feed conveyors for ship loading.

Ship Loader: A large crane-like structure used to load iron ore into ore vessels.

Stakeholders: Those people or organisations that could have an impact on or be affected by the proposed activities and include all people who may be interested in the proponent or its activities. Stakeholders are therefore often referred to as interested and affected parties (I&APs).

Study area: Refers to the area including the Salkor Yard as indicated on the map of the study area.

Succession: The natural process of changes in the communities or species composition of an ecosystem over time.

Tipler: An automated piece of equipment, contained within a building structure, which is used to invert the iron ore cargo railway wagons to offload the ore into bins which feed the conveyor system.

Tonnage: The carrying capacity of a ship, measured in metric tons.

Vulnerable: A taxon is 'Vulnerable' when it is not 'Critically Endangered' or 'Endangered' but is facing a high risk of extinction in the wild in the medium-term future.