

**Appendix A9 NOTES OF FOCUS GROUP MEETINGS**

**SOUTH AFRICAN PORT OPERATIONS (SAPO) - PORT OF SALDANHA BULK TERMINAL  
ENVIRONMENTAL MONITORING COMMITTEE (SAPO BT EMC)**

Minutes of the 13<sup>th</sup> SAPO Bulk Terminal EMC meeting held at the Bulk Terminal Administration building on Tuesday, 01 August 2006 at 12h00.

**A. ATTENDANCE (MEMBERS):**

NAME	ORGANISATION	TEL	FAX	E-MAIL	
Alan Carnegie (AC)	Saldanha Bay Action Group	022-714 1963	022-714 1963		√
Andre Pieters (AP)	Environmental Consultant	073 600 5882	086 684 0783	andrepeters@mweb.co.za	√
Christo Van Wyk (CvW)	Saldanha Bay Water Quality Trust	022 714 1156	022 714 1099	metsal@imaginet.co.za	*
Leon Broom (LB)	SAPO Bulk Terminal	022-703 4600	022-703 4828	leonb@saportops.co.za	*
Lyndon Metcalf	National Ports Authority	022-701 4338	022-714 4236	lmetcalf@npa.co.za	√
Wilna Kloppers (WK)	DWAF	021-950 7141	021-950 7224	wilna@dwaf.gov.za	√
Piet Fabricius (PF)	Saldanha Bay Municipality	022-701 7020	022-715 1518	pietf@saldanhabay.co.za	√
Raymond Van Rooyen	SAPO HQI	022-709 4000	022-709 4100	rvooyen@saportops.co.za	√
Msimelelo Silomntu (MS)	SAPO Bulk Terminal	022-703 4502	022-703 4952	msimeleloS@saportops.co.za	√
K De Goede	SAPO Bulk Terminal				√

Present    √

Not Present (with apology)    \*

Not Present (without apology)    ×

**A. ATTENDANCE (OTHER):**

NAME	ORGANISATION	
Xola Mkefe	SA National Parks	
Mark Bird	Ecorseve	
CA Fedorsky	Ecorseve	
Paul De Ryter	SRK	
Hans Linder	DEADP	
Conrad Steenkamp	Transnet	

ITEM	DESCRIPTION	ACTION	DATE
<b>B</b>	<b>OPENING &amp; WELCOME:</b>		
1	Msi opened proceedings and welcomes everyone in attendance		
<b>C</b>	<b>APOLOGIES</b>		
1	Apologies received from Leon Broom		
<b>D</b>	<b>APPROVAL OF PREVIOUS MINUTES:</b>		
1	The chairman tables the previous minutes for approval		
2	Minutes approved subject to changes being made		
3	Msi requests that minutes be circulated at least two weeks before meeting		
<b>E</b>	<b>ADDITIONAL ITEMS:</b>		
	<ul style="list-style-type: none"> <li>• BTS Phase 2 Expansion</li> </ul>		
<b>1</b>	<b>MATTERS ARISING FROM PREVIOUS MINUTES</b>		

<b>1.1</b>	<b>Correspondence/Concerns/Queries</b>		
1.1.1	<i>Msi reported on the correspondence BTS had with CAPCO on BTS Dust Management Strategy</i>		
<b>1.2</b>	<b>Presentation (Guest Speakers)</b>		
1.2.1	<i>ECOSERVE to present progress on Dust Dispersion Modeling</i>		
1.2.2	<i>Presentation on ground BTS Dust Management Strategy CSIR</i>		
<b>2</b>	<b>BULK TERMINAL REPORT ON EXPANSION</b>		
<b>2.1</b>	<b>SAPO Bulk Terminal EMS ISO 14001 Implementation</b>		
2.1.1	<i>No Report</i>		
2.1.2	<i>Matter to remain on agenda in the meantime.</i>		
<b>3</b>	<b>ECO REPORT (For detailed ECO Report, please refer to official EMC Secretariat File)</b>		
<b>3.1</b>	<b>Groundwater Monitoring</b>		
3.1.1	<i>Ground water sampling was done in August 2006 – Report will be discussed during the next meeting.</i>		
3.1.2	<i>Wilna Kloppers suggested that BTS to do Sampling more often for trend analysis</i>		
<b>3.2</b>	<b>Dust Monitoring</b>		
3.2.1	<i>Mark Baird (ECOSERVE) presents preliminary results on Dust Modeling studies done for BTS</i>		
3.2.2	<i>ECOSERVE also presented the June 2006 and July 2006 dust monitoring report. Hans Linder recommended that BTS use the new standard of 75g/m<sup>3</sup> Hans Linder asked if BTS had any background information on the state of the bay before the Port was develop. Greg Scott from CSIR presented the dust mitigation strategy that will be implemented by the port. He stated that the 600mg/m<sup>2</sup> will have to be achieved before the operational license can be granted by DEAT Ravi Asked if the study was done for the current operations or phase two. Hans Linder suggested that BTS to communicate these strategies to the community to clear the negative perception on the port dust management.</i>		
<b>3.3</b>	<b>Noise Investigations</b>		
3.3.1	<i>Noise studies findings and recommendations approved by SAPO and Spoornet Technical Team</i>		
3.3.2	<i>Spoornet HQ currently finalizing the design and operating procedure to ensure staff safety during coupling and uncoupling of ballast wagons</i>		
3.3.3	<i>Target date of 31 October 2005 pushed back to 30 December 2006</i>		
<b>3.4</b>	<b>Construction Program Update</b>		
3.4.1	<i>Refurbishment of Conveyor, 114 to be complete end Nov 2006</i>		
3.4.2	<i>Installation of Sprinkler system along conveyor 111 was completed end June 2006</i>		
<b>3.5</b>	<b>Social Initiatives</b>		

3.5.1	<p><i>MS presents local employment figures and other social initiatives:</i></p> <ul style="list-style-type: none"> <li>▪ <i>Electrical 71% local labour – No BEE</i></li> <li>▪ <i>Civil: 95% local labour - 100% BEE</i></li> <li>▪ <i>Mechanical: 70% local labour –No BEE</i></li> </ul>		
<b>3.6</b>	<b>Legal Requirements</b>		
	<i>N/A</i>		
<b>4</b>	<b>ADDITIONAL ITEMS</b>		
<b>4.1</b>	<b>Meeting between Transnet and Concerned Blue Water Bay Community Representatives</b>		
4.1.1	<i>AP briefs to EMC on meeting Transnet had with aggrieved Blue Water Bay Residents regarding iron ore dust</i>		
4.1.2	<i>AP tables letter from Transnet to Blue Water Bay residents which outlines measures to address iron ore problem in Blue Water Bay</i>		
4.1.3	<p><i>The letter addresses following:</i></p> <ul style="list-style-type: none"> <li>▪ <i>Formation of new EMC replacing the existing one.</i></li> <li>▪ <i>Eliminating or reduction of dust generated by BTS operations</i></li> <li>▪ <i>Possible compensation of affected parties</i></li> <li>▪ <i>Conducting Comprehensive EIA covering full scope of proposed expansion (projected 96mt per year) instead of incremental phases</i></li> </ul>		
<b>5</b>	<b>GENERAL</b>		
<b>5.1</b>	<b>EMC public feedback</b>		
5.1.1	<i>Chairman states that EMC must give public feedback in terms of RoD requirements Committee agrees that initiative should come from SAPO</i>		
5.1.2	<i>EMC feedback session must be incorporated into annual SAPO Open Day/Public Feedback exercise</i>		
5.1.3	<i>Secretary to liaise with SAPO Communications Department and give feedback at next EMC meeting</i>		
5.1.4	<i>meeting</i>	MS	
<b>6</b>	<b>Next Meeting</b>		
6.1	Next meeting to be held on Thursday 28 November 2006 at 12h00.		
6.2	Meeting to be preceded by a site visit commencing at 11h00		

**THE MINUTES ARE A TRUE REFLECTION OF PROCEEDINGS AND ARE APPROVED ACCORDINGLY**

**Approved:** ..... (Chairman)

**Date:** .....

**Signed:** ..... (Secretary)

**Date:** .....

**AGENDA FOR THE 14<sup>TH</sup> SAPO BULK TERMINAL EMC MEETING TO BE HELD AT THE SAPO ADMINISTRATION BUILDING ON THURSDAY 28 November 2006 AT 12H00**

- A. Attendance**
- B. Opening & Welcome**
- C. Apologies**
- D. Approval of Previous Minutes**
- E. Additional Items**
- 1. Matters arising from previous minutes**
  - 1.1 Correspondence/Concerns/Queries/Complaints
  - 1.2 Presentation (Guest Speaker)
- 2. ECO Report**
  - 2.1 Groundwater Monitoring
  - 2.2 Dust Monitoring/Dust Dispersion Modelling
  - 2.3 Noise Investigations
  - 2.4 Construction Monitoring
    - 2.4.1 *Non-compliance/Corrective action*
    - 2.4.2 *Construction Program Update*
    - 2.4.3 *Social Initiatives*
  - 2.5 Legal Requirements
- 3. Additional Items**
- 4. Next Meeting**
- 5. Adjournment**

**MINUTES OF THE SALDANHA BAY FORUM MEETING HELD ON WEDNESDAY, 16 AUGUST 2006  
AT 14H00, LANGEBAAN COUNCIL CHAMBERS, LANGEBAAN**

ITEM	DESCRIPTION	ACTION	DATE
<b>1</b>	<b>WELCOME AND INTRODUCTION</b>		
1.1	Chairperson, P Fabricius, welcomes everyone present		
<b>2</b>	<b>PRESENT &amp; APOLOGIES</b>		
	An attendance register is circulated to record attendance and apologies and verify/change contact details. The following individuals are recorded as being present:		
2.1	<b>Government Sector:</b> F Albertus – DEA&T		
2.2	<b>Civil Society:</b> A Teale – Langedag and Langebaan Beach Groups C van Wyk – Saldanha Bay Water Quality Trust A Carnegie – Wildlife and Env Society W/Cape G Clemitson – High Energy Watersport W Goosen – Trade Unions		
2.3	<b>Business Sector:</b> Marcelle van Biljon – Duferco Steel Processing J Bornman – Namakwa Sands L Metcalf – NPA C Timlin – Namakwa Sands S Ross – PetroSA A Kruger – Saldanha Bay and Langebaan Tourism <i>(to indicate representation as attendance register reflects Mr Kruger representing the Saldanha Bay Tourism Organisation)</i> J Kotze – Saldanha Bay and Langebaan Tourism G Manuel – Mittal Steel S Brown – Southern Sea Fishing W van der Merwe – Bidfreight Port Operations M Silomntu – SAPO BTS  <b>Apologies were received from:</b> I Lee – Business Chambers F Hickley – Sea Harvest H Brand – PetroSA M Rothenburg – Ratepayers Association and Sports Aviation W Kloppers – DWAF P Nel – SANParks A Julyan – OREX J Uys – Saldanha and Langebaan Yacht Clubs N Malan – DEA&T		

2.4	<p>K Harrison – West Coast Eco Ed &amp; WCoast Bird Club  M Fourie – Saldanha Bay Water Quality Trust (apology tendered by C van Wyk)  N Williams – Black Mountain  I Bekko – DEA&amp;DP  M McGregor – Saldanha &amp; Langebaan Yacht Clubs  A Brink - Botanical Society of SA: West Coast  E Motloug – SAPO MPT Saldanha  D Visser – Saldanha Municipality: Planning  It is noted that Siegfried Spänig has resigned from Mittal Steel</p> <p><b>Observers/visitor- presentations</b></p> <p>C Steenkamp – Transnet Capital Projects  M Ruthenavelu – NPA Saldanha  F Visagie – FerroMarine Africa  D Fourie – SRK Consulting  P de Ruyter – SRK Consulting  I Aucamp – SEF  C vd Merwe – Transnet  M Clark – CPHMG (IOT Expansion Project Managers)</p>		
<p><b>It is recorded that the minutes reflect discussions held but do not necessarily follow the sequence as recorded below. For the sake of time, presentations were first allowed to proceed.</b></p>			
3	<p><b>APPROVAL OF PREVIOUS MINUTES</b></p> <p>3.1 Chairperson tables minutes of meeting held on 17 May 2006 for approval</p> <p>3.2 Corrections to minutes:  4.5.1 <i>To indicate that area referred to is the Waterfront area</i>  4.5.4 <i>To reflect that L Metcalf meant that development in general should be represented</i></p> <p>3.3 Subject to changes being effected, the minutes are accepted as true reflection of meeting</p>		
4	<p><b>MATTERS ARISING FROM PREVIOUS MINUTES</b></p> <p><b>4.1 Letters of Confirmation: Change in Representation</b></p> <p>4.1.1 Letter from DEA&amp;DP (I Bekko) still outstanding – DEA&amp;DP representative not present I Bekko</p> <p>4.1.2 L Metcalf presents official letter of representation</p> <p><b>4.2 Pollution: Langebaan Lagoon</b></p> <p>4.2.1 Sewerage Disposal in Lagoon (from boat houses)</p> <p>4.2.1.1 <i>P Nel to follow up on matter directly with Env Health Practitioner at West Coast District– report back expected at next meeting as P Nel is not present</i> P Nel</p> <p><b>4.3 Spatial Planning: SBM</b></p> <p>4.3.1 Matter to stand over to next meeting as no one from Council Planning is present D Visser</p>		

<b>4.4</b>	<b>Destruction of Vegetation and Sensitive Dune Areas</b>		
4.4.1	Matter to stand over to next meeting		
4.4.2	Chairman awaits feedback from MCM's Dr Yazied Petersen	F Albertus	
4.4.3	Chairman requests Ms Albertus to follow up and assist Forum with resolving matter.	DEA&T	
<b>4.5</b>	<b>EIA Feedback – Iron Expansion Project</b>		
4.5.1	SRK Consulting proceeds with presentation on EIA currently underway for proposed Phase 2 of the Iron Ore Expansion project – presented by Ms Danielle Fourie		
4.5.2	BID is distributed		
4.5.3	Historical incremental development: Phase 1(a) – from 20mt/pa – 38mt/pa (under construction) Phase 1(b) – from 38mt/pa – 45mt/pa (ROD issued – currently in appeal period) Phase 2 – capacity to be taken to 93mt (subject of current EIA process)		
4.5.3	EIA application for Phase 2 considered under old EIA regulations under ECA and not new NEMA regulations – application first registered in May 2006, before promulgation of new NEMA regulations (1 July 2006)		
4.5.4	D Fourie further explains that both Scoping and EIA processes to be conducted – refers to BID for relevant timeframes		
4.5.5	Critical issues identified so far include dust; health & nuisance; visual; noise; beach erosion and litter; socio-economic; traffic; shipping and ballast water; ecological (terrestrial, avian, marine and botanical); heritage		
4.5.6	Other issues to be included as process progresses		
4.5.7	Comment period ends on 1 September 2006		
4.5.8	Refer to BID for details on proposed development, associated infrastructure and alternatives		
<b>4.5.9</b>	<b>Q&amp;A session:</b>		
4.5.9.1	<b>C Clemitson:</b> notes that Saldanha Development Forum should read “Saldanha Bay Forum”		
4.5.9.2	<b>A Carnegie:</b> requests that location(s) of new dredging channels to be indicated in BID Further states that the process should've been held back until such time as all the information is clear and available		
4.5.9.3	<b>A Kruger:</b> To what extent is the proposed project related to the Oil and Gas development? The dust issue is most important – what is being done to identify and address impact of dust on marine environment? Provision of labour – previous developments have made empty promises of local job opportunities – are programmes in place to identify labour requirements and meet opportunities Tourism – beaches must be cleaned on a regular basis		
4.5.9.4	<b>A Teale:</b> Deepening of channels – study to be done to identify, assess		

	and address impact(s) of deepening <b>SRK response:</b> <i>Plans in place to appoint relevant specialist(s) – scope to be defined</i>		
4.5.9.5	Will study focus on entire bay (small and big bays)? <b>SRK response:</b> <i>Yes, whole system will be looked at holistically</i> <b>S Brown:</b> Circulation in the bay (small bay-around fishing industries) seems to be less than before – sediments and pollutants appear to remain in bay much longer. Issue of circulation to be looked at in bay study(ies)		
4.5.9.6	<b>C Clemitson:</b> Other developments also planned in the port and surrounds – expansion of iron ore terminal only a small part of future development Structured & integrated planning process must be put in place <b>NPA/SRK response:</b> <i>to be explained in NPA presentation on Port Development Framework</i>		
4.5.9.7	<b>J Kotze:</b> What is the difference between the old and new EIA regulations <b>SRK response:</b> <i>D Fourie explains that the main difference is the lists of scheduled activities. The new NEMA regulations contain more specific definitions of developments and distinguish between Basic Assessment and EIA process. The former caters for “smaller” developments which do not require a lot of env investigation while the latter is designed for developments with significant environmental impacts. The fact that the proposed Phase 2 is considered under the old ECA regs does not detract from the intense level of environmental impact assessment required.</i>		
4.5.9.8	<b>A Carnegie:</b> States that a Strategic Environmental Assessment must be conducted for the port, bay and other related areas. <b>NPA response:</b> <i>L Metcalf states that an SEA will commence early 2007 based on the scope of the Port Development Framework</i>		
4.5.9.9	<b>C Clemitson:</b> there must be closer cooperation and communication between NPA and Council ito planning		
4.5.9.10	<b>P Fabricius:</b> Placement of stockpiles is very critical as there is an existing perception that beach erosion is the result of previous reclamation Specialist studies to be focussed on bay wave action More emphasis should be placed on on-shore alternatives for stockpiles and be properly assessed Assessment of alternatives should be very broad-based		
4.5.9.11	<b>C van Wyk:</b> Agrees with A Carnegie that the focus of specialist studies must be wider than just the port		
4.5.9.12	<b>I Aucamp (Consultant –SEF):</b> <i>Informs meeting that comments related to socio-economic issues are welcomed – opportunity will be given to comment on Draft Scoping document</i> <b>C Steenkamp (Consultant-Transnet):</b> <i>states that any communication regarding dust must be directed to M Silomntu (SAPO BTS Env</i>		

	<i>Manager)</i>		
<b>4.6</b>	<b>Port Development Framework – L Metcalf</b>		
4.6.1	M Ruthenavelu (NPA Port Engineer) proceeds with presentation on Port Development Framework		
4.6.2	Presents <i>status quo</i> and proposed phased development to port development		
4.6.3	States that proposed port developments are only proposals which will be subjected to various assessment processes, one of which is a SEA that will probably commence in January 2007		
4.6.4	I&APs and broader public will have ample opportunity to comment		
4.6.5	<b>S Brown:</b> states that issue of circulation in bay is very important and must be assessed and addressed		
4.6.6	<b>F Albertus:</b> SEA must be conducted for entire bay (including Langebaan Lagoon)		
4.6.7	<b>C van Wyk:</b> To date no consultation with key stakeholders, such as the Water Quality Trust – NPA not taking community on board		
4.6.8	<b>J Kotze:</b> Concerned that other developments are also planned while coherent planning seems to be lacking – all development should be looked at as an integrated entity		
<b>4.7</b>	<b>Oil &amp; Gas Fabrication Facility – F Visagie</b>		
4.7.1	F Visagie proceeds with presentation on the Oil & Gas Fabrication facility planned in the port of Saldanha for general information purposes		
4.7.2	Explains that the facility will initially focus on fabrication of components for off-shore exploration equipment and structures		
4.7.3	Plans to eventually fabricate complete structures and maintenance and repair of structures		
4.7.4	<b>P Fabricius:</b> Why is EIA not conducted for proposed facility?		
4.7.5	<b>F Visagie response:</b> <i>Activity is a repeat of previous fabrication activity on same property and does not require an EIA</i>		
<b>4.8</b>	<b>Air Pollution: Southern Seas Fishing – Steve Brown</b>		
4.8.1	S Brown proceeds to inform meeting of measures SSF have implemented to mitigate environmental impacts		
4.8.2	Written report to be furnished by Mr Brown as part of minutes		
4.8.3	<b>F Albertus</b> asks what happens with complaints received from public		
4.8.4	<b>S Brown</b> will respond at a later stage	S Brown	
4.8.5	<b>P Fabricius</b> requests that SSF gives regular feedback reports		
<b>4.9</b>	<b>Development on Farm Witteklip, Portion 7 Erf 123171, Vredenburg (K Harrison)</b>	K Harrison	
4.9.1	Matter to stand over to next meeting as Mr Harrison is not present		
<b>4.10</b>	<b>Public Nuisance: Seaweed on Saldanha Beach – P Fabricius</b>		
4.10.1	<b>P Fabricius</b> states that MCM and Saldanha Bay Municipality met to discuss the matter	Chairman	
4.10.2	Report being compiled in order to enable a Council decision on the		

4.10.3	matter – should be finalised at the end of August 2006 <b>A Carnegie</b> states that some Blue Water Bay residents are planning to withhold <i>pro rata</i> payment for municipal rates & services for persisting inconvenience and nuisance		
4.10.4	<b>C Clemitson</b> states that the relevant councillor must be requested to resolve the matter		
<b>5</b>	<b>REPORT ON WATER QUALITY: SBWQFT – CHRISTO VAN WYK</b>		
5.1	'State of the Bay' report to be presented at the next Forum meeting in November	C van Wyk	
5.2	Some bacterial activities have been reported		
<b>6</b>	<b>REPORT ON AIR QAULITY: NAMAKWA SANDS</b>		
6.1	J Bornman presents latest report on Air Quality and states that this presentation also fulfils the Namakwa Sands EMS requirement to communicate results to key stakeholders.	J Bornman	
6.2	J Bornman to furnish summary of report for minute purposes – CO2 emissions to be included as requested at previous meeting		
6.3	<b>C Clemitson:</b> Do other industries report to the Forum as Namakwa Sands – are there other companies with Registration Certificates		
6.4	<b>G Manuel (Mittal Steel):</b> states that Mittal's permit requirements require monthly reporting to CAPCO		
<b>7</b>	<b>GENERAL</b>		
7.1	<b>Councillor Attendance</b> Attendance of councillors and municipal officials must be drastically improved. Current situation is unacceptable! Chairperson advises that new representative from Saldanha Bay Municipality is Cllr J Stoffels		
7.2	<b>Representation</b> Re-appointment of members to be discussed at next meeting	All	
7.3	<b>Beach Erosion – South of Smith Street</b> J Kotze states that the matter needs urgent attention – to be discussed at next meeting		
<b>8</b>	<b>NEXT MEETING</b>		
8.1	Next meeting to take place on 15 November 2006 (Joint meeting with SBWQT)		
8.2	Venue and time to be announced		
<b>9</b>	<b>ADJOURNMENT</b>		
9.1	Meeting is called to a close at 17h00		

Saldanha Bay Forum														
Organisation	Capacity	Title	Name	Surname	Telephone	Fax	Cell	Email	Address 1	Address 2	Signature	Present	Apology	
<b>Civil Society Sector</b>														
1	Botanical Society of SA - West Coast	Rep	Mr	Abraham	Brink	022 784 0153	022 784 0153	083 462 9377	brinkabraham@mweb.co.za	PO Box 323	Velldrif 7365		4	3
		Alt	Ms	Laetitia	Ellis	022 783 0310	022 783 0310	none	robrcoi@telkomsa.net	PO Box 614	Velldrif 7365			
2	Cape West Coast Biosphere Reserve	Rep	Ms	Pippa	Haarhoff	022 766 1606	022 766 1765	0832896902	pippah@iafrica.com	PO Box 42	Langebaan weg 7375		2	1
		Alt	Ms	Sharon	February	none	none	083 457 0113	sharonfeb@worldonline.co.za	PO Box 1266	Saldanha 7395			
3	High Energy Water Sport	Rep	Mr	Rob	Munro	022 772 1114	022 772 1115	072 138 7477	rob@capessport.co.za	PO Box 208	Langebaan 7357			
		Alt	Mr	Graeme	Clemitson	none	022 714 2476	083 403 6670	graemeclemitson@yahoo.com	PO Box 653	Saldanha 7395		5	1
4	Langedag and Langebaan Beach Groups	Rep	Mr	Antony	Teale	022 772 1114	022 772 1115	082 658 1114	cwcsa@intekom.co.za	PO Box 208	Langebaan 7357		2	
		Alt	Mr	Colin	Codner	022 772 2787	022 772 2787	072 231 9487	ccodner@telkomsa.net	PO Box 369	Langebaan 7357			
5	Ratepayers Association and Sports Aviation	Rep	Mr	B	Abdol	022 714 4634	none	none	none	PO Box 1545	Saldanha 7395			
		Alt	Mr	Johann	Fronemann	none	022 715 3602	082 457 9509	jfroneman@kingsley.co.za	PO Box 544	Vredenburg 7380			
		Alt	Mr	Mike	Rothenburg	022 7143624			mikean@imagnet.co.za	34 Gracillaria Cr.	Saldanha 7395		3	
6	Saldanha and Langebaan Yacht Clubs	Rep	Mr	Jannie	Uys	022 772 1235	022 772 1235	082 436 9874	uysjan@mweb.co.za	PO Box 122	Langebaan 7357		4	1
		Alt	Mr	Malcolm	McGregor	022 714 1432	none	082 350 0884	malcolmm@mweb.co.za	87 Merestein Str	Saldanha 7395		2	
7	Saldanha Bay Water Quality Trust	Rep	Mr	Christo	van Wyk	022 772 2372	022 772 2372	082 376 8529	metsal@imagnet.co.za	PO Box 446	Langebaan 7357		7	
		Alt	Dr	Martin	Fourie	022 772 2779	022 772 2825	none	none	PO Box 121	Langebaan 7357		1	1
8	Trade Unions - Cosatu and Fedusa	Rep	Mr	Willie	Goosen	022 703 4908	086654249	082 651 7547	willieg@saportops.co.za	PO Box 1350	Vredenburg 7380		6	1
		other	Mr	Trevor*	Wasserfall	021 449 2148	021 449 5257		trevorw@saportops.co.za					1
9	West Coast Business Development Centre	Rep	Mr	Gert	van Zyl	022 714 1731	022 714 2015	none	gert@wcbusinessdevelopment.org.za	PO Box 1453	Saldanha 7395		1	2
		Alt	Mr	M R	Malan	022 714 1731	022 714 2015	073 145 0068	maxwell@wcbusinessdevelopment.org.za	PO Box 1453	Saldanha 7395			1
10	West Coast Eco Ed and W/Coast Bird Club	Rep	Mrs	Jessie	Spenceley	022 719 1909	022 772 2112	072 609 6603	qj@telkomsa.net	PO Box 822	Vredenburg 7380		1	3
		Alt	Mr	Keith	Harrison	022 713 3026	022 713 3026	none	keithbharrison@lando.co.za	1 Hofmeyr Str.	Vredenburg 7380		5	1
11	West Coast Shore Angling Association	Rep	Dr	Vincent	Taylor	022 722 1451	none	084 503 7435	vinelsa@telkomsa.net	67 D Felicia Crescent	Langebaan 7357			
		Alt	Mr	Danny	Howells	022 713 1235	022 719 1824	083 350 6543	weskaapchev@mweb.co.za	PO Box 471	Velldrif 7365			
12	Wildlife and Environm. Society W/Cape	Rep	Mr	Alan	Carnegie	022 714 1963	022 714 1963	none	none	PO Box 491	Saldanha 7395		7	1
		Alt	Mr	Frank	Wessels	022 703 4464	022 703 4322	082 325 9798	fwessels@hatch.co.za	14 Beach Rd	Saldanha 7395			
<b>Saldanha Bay Forum</b>														
Organisation	Capacity	Title	Name	Surname	Telephone	Fax	Cell	Email	Address 1	Address 2	Signature	Present	Apology	
<b>Business Sector</b>														
1	Business Chambers	Rep	Mr	Ivor	Lee	022 714 4023	022 714 4068		ivorlee@intekom.co.za	PO Box 653	Saldanha 7395			1
		Alt	Mr	Gert	Van Zyl	022 714 1731	022 714 2015	none	gavz@imagnet.co.za	PO Box 1453	Saldanha 7395		1	2
2	Duferco Steel Processing	Rep	Mr	Marcelle	van Bijon	022 709 7073	022 709 7056	082 335 7117	marcellevb@dsp.co.za	P/Bag X 12	Saldanha 7395		7	
		Alt	Mr	Kobus	van Rensburg	022 709 7012	022 709 7056	082 770 9461	kobusvr@dsp.co.za	P/Bag X 12	Saldanha 7395		1	
3	Namakwa Sands	Rep	Mr	Johan	Bornman	027 217 3164		083 266 1519	jbornman@namakwa.co.za	PO Box 435	Vredenburg 7380		3	
		Alt	Mr	Cliff	Timlin	022 701 3036	022 701 3064	083 377 3768	ctimlin@namakwa.co.za	PO Box 435	Vredenburg 7380		6	1
4	National Ports Authority	Rep	Mr	Lyndon	Metcalf	022 701 4338	022 714 2285	082 405 2811	lyndonm@npa.co.za	P/Bag X 1	Saldanha 7395		2	
		Alt		To be nominated										
5	Petro SA	Rep	Mr	Gerhard	Naude	022 703 6203	022 703 6229	082 496 5628	gerhard.naude@petrosa.co.za	PO Box 117	Saldanha 7395			2
		Alt	Mr	Stephen	Ross	022 703 6211	022 703 6229	082 707 6332	stephen.ross@petrosa.co.za	PO Box 117	Saldanha 7395		6	
		other	Mr	Hein	Brand	022 703 6202	022 703 6229	082 552 4498	hein.brand@petrosa.co.za	PO Box 117	Saldanha 7395		1	2

6	Saldanha Bay and Langebaan Tourism	Rep	Mr	Jaco	Kotze	022 772 2884	022 772 2885	082 889 0685	info@villaverano.co.za	PO Box 662	Langebaan 7357		6	1
		Alt	Mr	Anè	de Wet	022 736 1160	022 736 1560	none	sthelenahotel@worldonline.co.za	PO Box 10	St Helena Bay 7390			
		Alt	Mr	Andre	Kruger	022 772 2412	022 772 2412	073 664 0506	info@woh20.com				1	
7	Mittal Steel (Saldanha Steel)	Rep	Mr	Gerswain	Manuel	022 709 4866	022 709 4100	083 277 2768	gerswain.manuel@mittalsteel.com	P/Bag X 11	Saldanha 7395		2	
		Alt												
8	Sea Harvest Corporation	Rep	Mr	Frank	Hickley	022 701 4137	022 714 0999	084 606 6306	frankh@seaharvest.co.za	PO Box 52	Saldanha 7395		6	2
		Alt					New alt to be appointed						1	
9	Spoonnet Orex	Rep		Enviro. Officer *	to be appointed									
		Alt	Mr	Andrew	Julyan	022 703 3568	022 703 3480	083 284 6739	andrewj@spoonnet.co.za	P/Bag X 11	Vredenburg 7380		5	2
10	Southern Sea Fishing	Rep	Mr	Steve	Brown	022 714 1211	022 714 3550		stephenb@premfish.co.za	PO Box 4	Saldanha 7395		1	
		Alt			to be appointed									
11	Vredenburg Farmers Association	Rep	Mr	Klaas	Louber	022 715 3605	022 715 3260	0823702337	klasio@intekom.co.za	PO Box 295	Vredenburg 7380		2	
12	Black Mountain	Rep	Mr	Kobus *	Prins	0549839457	0549839664		kprins@coal.anglo.co.za	P/Bag XOI	Aggenys 8893		2	
			Mr	Eddie	Raymond	0549839573							1	
		Alt	Mr	Nathan *	Williams	0549839206	0549839243		nwilliams@coal.anglo.co.za	P/Bag X01	Aggenys 8893		1	
13	Bidfreight Port Operations	Rep	Mr	Wikus *	van der Merwe	0227140212	0227140371	0828728189	wikus.vandemerwe@bidports.co.za	PO Box 40	Saldanha 7395		3	
	SAPO-BTS	Rep	Mr	Msimelelo	Silomntu	022 7034958	022 7034952	083 419 4570	msimelelos@saportops.co.za	Private Bag X8	Saldanha 7395		4	
		Alt			to be appointed									
14	SAPO - MPT	Rep	Ms	Elizabeth	Motloug	022 703 4939			elizabethmo@saportops.co.za	P/Bag X14	Saldanha 7395			1
		Alt			to be appointed									
<b>Saldanha Bay Forum</b>														
	<b>Organisation</b>	<b>Capacity</b>	<b>Title</b>	<b>Name</b>	<b>Surname</b>	<b>Telephone</b>	<b>Fax</b>	<b>Cell</b>	<b>Email</b>	<b>Address 1</b>	<b>Address 2</b>	<b>Signature</b>	<b>Present</b>	<b>Apology</b>
<b>Government Sector</b>														
1	Dept of Economic Developm. and Tourism	Rep	Mr	Cedric	Nkuna	021 483 9116	021 483 4892	082 489 1778	cnkuna@pgwc.gov.za	PO Box 979	Cape Town 8000			
		no altern.												
2	Dept of Env. Affairs and Developm. Planning	Rep	Ms	leptieshaam	Bekko	021 483 3370	021 483 4372		lbekko@pgwc.gov.za	P/Bag X 9086	Cape Town 8000		3	3
		Alt	Mr	Paul	Hardcastle	021 483 5687	021 483 4372	082 572 7210	phardcas@pgwc.gov.za	P/Bag X 9086	Cape Town 8000			
		Other	Mr	Alvan *	Gabriel	0214832742	0214834372		aggabrie@pgwc.gov.za				1	1
	DEA&DP (Pollution and Waste)	Other	Mr	Justice*	Matshili	0214835583	0214834425	0845595886	amatshili@pgwc.gov.za				1	
3	Dept of Environm. Affairs and Tourism MCM	Rep	Dr	Niel	Malan	021 402 3021	021 402 3009	082 574 9807	dmalan@deat.gov.za	P/Bag X 2	Roggebaai 8012		4	2
		Other	Mrs	Feroza *	Albertus	0214023346	0214023001	0721736234	feroza@deat.gov.za	P/Bag X2	Roggebaai 8012		2	
		Alt	Mr	Noel	Williams	021 402 3181	021 402 3009	083 306 6732	nwilliams@deat.gov.za	P/Bag X 2	Roggebaai 8012			
4	Dept of Minerals and Energy	Rep	Mr	To be appointed		021 419 6105	021 419 6260							1
		Alt	Ms	Nbomi	Npambani	0214196105	0214196263		nbomi.npambani@dme.gov.za				1	1
5	Dept of Transport	Rep	Mr	Lars	Starke	023 312 4120	023 312 2633		lstarke@pgwc.gov.za					5
		no altern.												
6	Dept of Water Affairs and Forestry	Rep	Ms	Wilna	Kloppers	021 950 7141	021 950 7224	082 807 6191	wilna@dwaf.gov.za	P/Bag X 16	Sanlamhof 7532		2	2
		Alt		To be appointed										
7	South African National Defence Force	Rep	Capt	Robert	Shelley	022 702 3500	022 702 3503	082 853 8489		P/Bag X 4	Saldanha 7395			3
		Alt	Com	Werner	Stassen	022 702 3510	022 702 3503	0834123464	wernerstassen@tiscali.co.za	P/Bag X 4	Saldanha 7395		2	1
8	South African National Parks	Rep		To be appointed						PO Box 25	Langebaan 7357			
		Alt	Mr	Pierre	Nel	022 772 2144	022 772 2607	082 470 4982	pierren@sanparks.org	PO Box 25	Langebaan 7357		1	3

9	Saldanha Bay Municipality	Rep	Mr	Daan	Visser	022 701 7051	022 715 1518	083 652 8186	daanv@saldanhabay.co.za	P/Bag X 12	Vredenburg 7380			2	5
		Alt	Ms	Nadine	Colyn	022 701 7107	022 715 1518	none	nadinec@saldanhabay.co.za	P/Bag X 12	Vredenburg 7380				
		Other	Mr	Pierre	Maritz	0227017047	0227151518		pierrem@saldanhabay.co.za	P/Bag X 12	Vredenburg 7380			1	
		Other	Mr	John	Smit	022 7017058	022 7151518		johns@saldanhabay.co.za	P/Bag X 12	Vredenburg 7380			2	
10	Saldanha Bay Municipality	Rep	Cllr	Johanna	Stoffels	022 701 7000	022 7151518		mun@saldanhabay.co.za	P/Bag X 12	Vredenburg 7380				
11	West Coast District Council	Rep							wmarkus@wcdm.co.za	PO Box 242	Moorreesburg 7310			2	
12	Western Cape Nature Conservation	Rep	Mr	Nicolaas	Hanekom			0824555288	nicolaash@xsinet.co.za	PO Box 503	Malmesbury 7299			1	
		Alt													
<b>Saldanha Bay Forum</b>															
	<b>Observers/Guest Speakers/Presentations</b>	<b>Capacity</b>	<b>Title</b>	<b>Name</b>	<b>Surname</b>	<b>Telephone</b>	<b>Fax</b>	<b>Cell</b>	<b>Email</b>	<b>Address 1</b>	<b>Address 2</b>	<b>Signature</b>	<b>Present</b>	<b>Apology</b>	
1	SRK Consulting	Consultant	Ms	Danielle	Fourie										
2	SRK Consulting	Consultant	Mr	Paul	de Ruyter										
3	Transnet		Ms	Christelle	vd Merwe										
4	CPHMG	Consultant	Dr	Max	Clark										
5	Transnet Capital Projects	Consultant	Dr	Conrad	Steenkamp										
6	NPA Port of Saldanha	Port Engineer	Mr	Mags	Ruthenavelu										
7	FerroMarine Africa	Consultant	Mr	Francois	Visagie										

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**NOTES OF ISSUES RAISED DURING AUTHORITY FOCUS GROUP MEETING  
24 AUGUST 2006**

<u>Breakwater Lodge, Cape Town, 10h00 – 13h00</u>	
<b>Attendance:</b>	
Name	Organisation
Kooben Samie	Department of Environmental Affairs & Tourism (DEAT)
Paul Hardcastle	Department of Environmental Affairs & Development Planning (DEA&DP)
Ayanda Matoti	Department of Environmental Affairs & Development Planning (DEA&DP)
Wally Silbernagl	Department of Transport & Public Works: Roads Infrastructure
Dru Martheze	Department of Transport & Public Works: Roads Infrastructure
Keresha Naidoo	Stewart Scott International
Piet Fabricius	West Coast District Municipality
Verna Bowie	CapeNature
Christabel Geland	CapeNature
Max Clark	TPHMG
Peter Silbernagl	PDNA/SRK JV
Dave Rudolph	PDNA/SRK JV
Paul de Ruyter	PDNA/SRK JV
Danéille Fourie	PDNA/SRK JV
<b>Proceedings:</b>	
<p>Paul de Ruyter of the PDNA/SRK JV presented background information about the proposed Phase 2 Expansion of the Transnet Iron Ore Handling Facilities, Saldanha and the proposed Environmental Impact Assessment (EIA) process (as contained in the Background Information Document). The presentation was followed by questions and an open floor discussion.</p>	
<b>Discussions:</b>	
Question / Comment:	Response / Discussion:
Mr W Silbernagl: What do the differences between the NEMA and ECA EIA Regulations mean for the project?	Mr Hardcastle: Even though the EIA will be conducted in terms of the ECA EIA Regulations, the process followed must cover all of the issues that would have been covered by a NEMA EIA process (e.g. cumulative impacts, need and desirability of the project, etc.). This also means that the Final EIR will have to be released for public scrutiny.

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<p>Mr Matoti: What is the procedure if the project entails activities that are listed in NEMA but not in ECA?</p>	<p>Mr Hardcastle: The EIA process must assess all activities listed in NEMA, even though the activities cannot be authorised in terms of ECA.</p> <p>Mr Samie: Actually, such activities should be applied for in terms of NEMA and a recommendation had been made that Transnet withdraw the ECA application to resubmit in terms of NEMA. The onus is on Transnet, however.</p> <p>A gentleman's agreement was made that the process will be conducted and authorisation granted in terms of ECA, as long as all activities and issues in terms of NEMA are assessed.</p>
<p>Mr Matoti: What would the process be if new listed activities are identified during the process (e.g. saltwater desalinisation, groundwater extraction, etc.)?</p> <p>Mr de Ruyter: What would the consequences of this be for public consultation?</p> <p>Mr Clark: What is the latest point in the EIA process that such information could be released in the public domain?</p>	<p>Mr Hardcastle: Transitional arrangements allow for holistic assessment of issues. These activities must be disclosed to the public as soon as possible.</p> <p>Mr Samie: DEAT is not amenable to adding new activities later in the process; it should be done early on so that everyone has all the information at the start of the process.</p> <p>Mr Fabricius: IAPs cannot identify and/or comment on potential impacts if they do not have all relevant information.</p> <p>Mr Hardcastle: All activities should be scoped.</p> <p>Mr Rudolph: An EIA is an iterative process so it is possible that new issues could even come up during specialist studies. But, all information should go to the public at the start of the process (before scoping is finalised).</p>
<p>Ms Martheze: Who is driving this expansion project? Is it Transnet, NPA, the Department of Transport?</p>	<p>Mr Clark: The applicant is Transnet. NPA is a business unit of Transnet.</p>
<p>Mr Samie: It is recommended that several options as source of water for dust mitigation is investigated and included in the EIA process, regardless of whether it is a NEMA or ECA process.</p> <p>Mr Clark: Our understanding was that this is a process separate from the EIA.</p>	<p>Mr Hardcastle: The impacts must be assessed and conditions set for the activities, regardless of the process.</p> <p>Mr Samie: Options should be included in the EIA so that the most environmental acceptable option can be identified.</p> <p>Mr P. Silbernagl: Discussions with DWAF on this issue are ongoing.</p> <p>Mr Hardcastle: This is also a strategic issue as the Langebaan aquifer was over-estimated – it must be included in the EIA.</p>

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<p>Mr Hardcastle: The incremental way in which the upgrade has been done and decision taken, e.g. new specialist studies are started before decisions are made, have led to confusion. It must be made very clear how the different EIA ROD conditions are implemented for each upgrade, especially wrt key issues such as dust. Information provided must show what was done, what the results were and what the actual impacts are. Immediate action is needed on what was assessed previously and the previous ROD conditions before the next EIA is finalised.</p>	<p>Mr Clark: The concerns are understood and attempts are being made to address them by combining future upgrades into the Phase 2 EIA. The problem is that it will take many years before the Phase 1 and Phase 1B mitigation measures can be effectively implemented. The CSIR has been appointed to study dust issues and to identify mitigation measures that will be effective for 93 MTPA, while keeping best practice in mind. Current monitoring taking place measures ambient dust; we are now looking at measuring iron ore dust and the origin of the iron ore dust. Dust levels are within health limits but not nuisance levels.</p> <p>Mr Hardcastle: "Best practice" should be considered in the environmental and social context of the port. Ambient levels are correct for assessing impacts on people. Industry must work together in a specific area as sources of dust are difficult to pinpoint.</p>
<p>Mr Matoti: Will the CSIR study include dust fallout areas?</p>	<p>Mr Clark: Yes, dust fall out measurements using bucket traps will be used to analyse dust and iron ore dust levels.</p>
<p>Mr Fabricius: What about direct loading, which would negate the need for additional stockpiling areas.</p>	<p>Mr Clark: Engineers are considering this in their investigations into the rail upgrade. An issue to consider is ore quality; stockpiling is done by iron ore grade so that mixtures can be made according to client requirements.</p> <p>Mr Hardcastle: This issue was also raised in the Phase 1 EIA and it was found to not be financially feasible. However, all alternatives need to be considered in the Phase 2 EIA as financial feasibility should be less of an issue now.</p> <p>Mr Matoti: Can direct loading not be considered as the No-go option?</p> <p>Mr Samie: Not really, the No-go option would be not upgrading the facility at all.</p>
<p>Ms Martheze: What would the impact be on the West Coast District Municipality IDP and on tourism, which is the main focus of the IDP? It seems that the port's initiatives are not being drawn into the IDP.</p>	<p>Mr de Ruyter: The current lack of integration between the Municipality and NPA planning is being addressed. Some of the potential impacts on tourism (i.e. dust, visual, etc.) will be addressed in the EIA.</p> <p>Mr Fabricius: The port must work more closely with the local municipality's planning department.</p>
<p>Mr Fabricius: The Port Master Plan shows significant expansion into the bay. If Alternative Layout 2 is selected, the plan would have to be amended. We are concerned that the selection of alternatives will be driven by the Port's Master Plan and that the environment will lose out.</p>	<p>Mr de Ruyter: The EIA, which will identify the best alternative, will override whatever is proposed in the Master Plan.</p> <p>Mr Clark: The dune option was brought onto the table later on in the process and is not reflected in the Port Master Plan. The port is also considering a Biodiversity Offset to conserve the Spreeuwalle area between the terminal and Paradise Beach.</p>

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<p>Mr Samie: If the offset is accepted, how will it be enforced? Will Transnet keep ownership of the land? How will the land be secured for conservation?</p>	<p>Mr Hardcastle: DEA&amp;DP is in the process of compiling guidelines for Biodiversity Offsets and these need to be taken into account. Offsets are last resort mitigation measures and should be done in the right context.</p> <p>Ms Bowie: CapeNature suggests that offsets are investigated as there will be ecological impacts regardless of which alternative is chosen.</p> <p>Mr Hardcastle: Offsets cannot mitigate unacceptable impacts.</p> <p>Mr Samie: The process must exhaust all other alternatives before offsets are proposed.</p> <p>Mr Harcastle: This discussion is premature; the process should bear offset in mind, but must not focus on it as an "end-prize". The process must go through the appropriate steps.</p>
<p>Ms Bowie: What does the application for the rail upgrade entail?</p>	<p>Mr Clark: This entails the upgrade of the railway line capacity, which is needed to feed the stockpiles for a 93 MTPA throughput. The rail upgrade will entail extended rail loops. Different consultants will undertake the rail upgrade EIA, but the two processes must feed into each other.</p>
<p>Ms Bowie: It is difficult for IAPs to comment on processes in isolation. Also, it is impossible to comment appropriately outside of the context of the Port's Master Plan.</p>	<p>Mr de Ruyter: The Port's Master Plan is not an EIA application, but rather a strategic long-term planning exercise.</p> <p>Mr Hardcastle: The key issue here is to determine how the Port's Master Plan affected the iron ore alternatives.</p> <p>Mr Clark: NPA is apparently planning to conduct a Strategic Environmental Assessment for the Master Plan.</p> <p>Ms Bowie: The Master Plan must be available so that people can comment on the iron ore upgrade in the context of the port's forward planning.</p> <p>Mr Hardcastle: The opportunity costs of the proposed Phase 2 upgrade need to be looked at in terms of the Master Plan.</p> <p>Mr Clark: We will speak to NPA about releasing the Master Plan for public scrutiny.</p>
<p>Mr Samie: We need an undertaking from Transnet that the Master Plan will be included in the Scoping Report.</p>	<p>Mr Clark: Because the Master Plan is conceptual and contentious, we are concerned that this would move the focus away from Phase 2 upgrade issues. We cannot assess the Master Plan at this stage as not enough detail is available. It may never even happen.</p> <p>Mr Hardcastle: The issue here is opportunity costs in terms of the Master Plan.</p> <p>Mr Samie: It is up to the consultants whether the information should be released to the public, but it should definitely go to the authorities.</p> <p>Mr de Ruyter: Perhaps the Master Plan can be released to the public as part of a separate public relations exercise by Transnet.</p>
<p>Ms Martheze: Since the rail is to be covered by a separate application, what about the Salkor yard and shunting between Salkor and the terminal?</p>	<p>Mr de Ruyter: Upgrades to the Salkor yard will be included in this EIA. The railway upgrade EIA will include everything from the Salkor yard to Sishen.</p>

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<p>Ms Martheze: NEMA is good for the assessment of cumulative impacts.</p>	<p>Mr Samie: It is important to include previous applications in the scope of the Phase 2 EIA to ensure that cumulative issues are addressed.</p> <p>Mr Hardcastle: You also need to ensure that the different specialists talk to each other!</p>
<p>Mr W. Silbernagl: There is a road proposed between Saldanha and Langebaan. Construction is planned for next year. It is important to know what the Phase 2 requirements are now. A local concern is that the new road will be used by heavy vehicles as a shortcut to Cape Town, but the intention is to make it a tourist route. Provision must therefore be made for industry.</p>	<p>Mr Clark: The port's engineers will contact the provincial roads department on this issue.</p> <p>Mr de Ruyter: Local municipal planning should also be involved.</p> <p>Mr Hardcastle: An issue for consideration is increased transport to the port and the opportunity costs of the different alternatives.</p> <p>Ms Martheze: The proposed road is included in the IDP so local municipal planning is aware of it.</p> <p>Ms Naidoo: More information is needed on the proposed upgrades to the roads and the bridge as part of Phase 2.</p>
<p>Ms Bowie: What about shipping traffic?</p> <p>Mr Hardcastle: How can Transnet be held responsible for shipping impacts at the port?</p>	<p>Mr de Ruyter: The upgrade will entail larger iron ore ships and not necessarily more ships.</p> <p>Mr Clark: The harbourmaster will be, and he is an employee of Transnet.</p> <p>Ms Geland: The Port's involvement in the Globallast Programme should also be taken into consideration.</p>
<p>Ms Bowie: We require a copy of Barrie Low's report and recommendations that were made for an EIA of the previous upgrades. Apparently these were never implemented.</p>	
<p>Ms Bowie: What about the gas pipeline?</p>	<p>Mr de Ruyter: The existing oil pipeline will be incorporated into the study depending on the alternative chosen.</p>
<p>Mr Matoti: Is there a preferred engineering option?</p> <p>Mr Samie: Are all of the alternatives proposed feasible?</p>	<p>Mr Clark: The engineers are busy with a business plan which is being done in parallel with the EIA.</p> <p>Mr Samie: If all of the proposed alternatives are feasible there should be no preferred option at this stage. Consideration must be given to more than just Transnet's preference.</p> <p>Mr Hardcastle: This principle is that all alternatives must address the issues at hand.</p>
<p>Mr Samie: Will there be an increase in energy requirements?</p>	<p>Mr Clark: Yes, Phase 2 would require new substations. This will be addressed in the Phase 2 EIA.</p> <p>Mr Samie: This information must be included in the Scoping exercise.</p>
<p>Mr Clark: A new issue has come up as part of the Phase 1B upgrade. The intention was to assemble the new stacker-reclaimers at the port, but now they are proposing to assemble them overseas before bringing them to the port. This would require a new temporary berth at the reclamation dam.</p>	<p>Mr Hardcastle: This would need a separate EIA application as the Phase 1B application cannot be amended at this stage.</p>

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<p>Mr W. Silbernagl: You must consider that transporting abnormal loads / vehicles is very difficult in the harbour area.</p> <p>Ms Martheze: You should also take note of the powerline.</p>	
<p>Mr Samie: Regarding the Scoping Process: it is important to get written comments. This is a challenge to the consultants.</p>	
<p>Mr Clark: We would like to propose setting up an authority forum that would meet regularly to ensure that the process is kept on track.</p>	<p>Mr Hardcastle: This is a difficult call as it is not possible to obtain interim "rubberstamps" for substantial issues, i.e. we cannot "sign off" on issues as we go along. But we can comment on / guide the process; the context of comments must just be made clear.</p>

Notes taken by: Dan lle Fourie, PDNA/SKR JV

## NOTES OF ISSUES RAISED DURING COMMUNITY FOCUS GROUP MEETINGS 4-6 SEPTEMBER 2006

Four focus group meetings were held to discuss the proposal with representatives of local civic society, including local communities, businesses and the local council. These notes summarise the discussions that were held during these meetings; discussions are categorised according to the issues discussed for ease of reference and presented alphabetically. Rough notes of these meetings that present the issues in the order in which they were discussed and indicate by whom they were raised are available on request. Discussions were mostly held in Afrikaans, with English used as and when necessary.

### 1. Saldanha Protea Hotel, 4 September 2006, 11h00

**Attendance:**

Name	Organisation
Gert van Zyl	West Coast Business Development Centre
Kathleen Blaauw	Cape Global
Hennie Steenkamp	Agriculture
Dan�lle Fourie	SRK/PDNA JV
Ilse Aucamp	SEF (social impact specialist)

**Discussions:**

Issue	Comments
<b>Alternatives – Stockyard extension options</b>	People cannot really object to any of the proposed stockyard extension layouts; if one option is identified by the engineers as the most cost-effective then that option is probably the best one.
<b>Dust</b>	Dust is an issue not only for the residents of Blouwaterbaai but also for the surrounding veld. Dust is an eyesore and everything is turned red; cars are red after driving through the area and the church had to be painted red. Blouwaterbaai is not located downwind of the iron ore facility, but is the closest residential area. The iron ore facility was there before Blouwaterbaai so people shouldn't complain too much. Estate agents would say that dust affects property prices.
<b>Marine hydrodynamics – Beach erosion</b>	The Langebaan erosion problems started as result of the construction of the breakwater to Marcus Island.
<b>Noise</b>	Noise is already a problem, especially at the Salkor yard and between the yard and the Port.

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<p><b>Planning issues – Port Master Plan</b></p>	<p>Transnet should investigate establishing a no-development zone around the Port. It must be accepted that there will always be pollution, but employees and the immediate surrounding area should be protected as much as possible.</p> <p>Where does the oil refinery fit in – the logical next step is for an oil refinery (maybe Clatex moving from Milnerton to Saldanha)? Everything should be investigated together. What about the shipbuilding yard? They should indicate exactly what is going to happen where in the Port and should zone the Port according to categories of activity.</p> <p>There should be a meeting with everyone that is affected by all the activities in the Port, so that councillors can keep this in mind when they make planning decisions.</p>
<p><b>Services &amp; Infrastructure</b></p>	<p>Saldanha has limitations; the lack of water ensured that it never turned into another Table Bay. Desalination would have to be looked at.</p>
<p><b>Socio-economic issues – Social dynamics</b></p>	<p>Saldanha is a very diverse social environment; people all have different values, interests and needs. Some don't care about pollution and only want jobs. Others care little about socio-economic benefits and only about pollution.</p> <p>The area is very isolated; older people still talk about 'inkommers' (incomers) and do not like tourists. Others don't agree – some 'inkommers' have been made to feel very welcome. The community is close-knit and care about each other; also across racial lines.</p> <p>The area is still rural and very Afrikaans. There is a resistance to speaking English, especially if there is one 'inkommer' that does not understand Afrikaans and everybody has to speak English.</p>
<p><b>Socio-economic issues – Influx of work seekers</b></p>	<p>People will stream into the area after possible job opportunities and unemployment will increase. Unemployment leads to many other problems such as street children.</p> <p>There is big problem with people from outside. People are brought here by busload from the Transkei, foreigners from Africa come here and bring crime. This leads to many more social problems.</p>
<p><b>Socio-economic issues – Job creation</b></p>	<p>Who will jobs be created for? It must be clearly defined whether jobs will be for people from outside the area who happens to live here or only for local people. It is not a new thing – for Saldanha Steel they identified community leaders and if a worker did not have a letter from these community leaders they did not qualify for jobs.</p> <p>The problem is that contractors from outside the area are used to do local work. Structures must be put in place to ensure that decisions taken are executed. It must be made part of the tender process so that companies with local content have a better chance to get jobs.</p>
<p><b>Socio-economic issues – Social infrastructure</b></p>	<p>Schools around here are full because all these 'inkommers' (incomers) send their children to the best model C schools. Any schools that are not full probably do not have a very good name. Many years ago it was predicted that the area would need three high schools and five primary schools by the 90s. All that's happened since is the new West Coast school; there will definitely be a need for more schools.</p> <p>The area is still relatively safe compared to other places such as Cape Town. Police stations are too small; there are plans for a large station between Saldanha and Vredenburg with satellite stations in each town, but there is a problem with money and all kinds of delays. There is an awareness of crime and that it should be addressed.</p> <p>In this drought area there is also a great need for fire fighting and currently the navy's facilities are used when necessary.</p>

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**2. Saldanha Protea Hotel, 4 September 2006, 11h00**

**Attendance:**

Name	Organisation
Cllr Elize Steyn	Saldanha Bay Local Municipality
J. van Litzendorgh	SAPS Vredenburg
Cllr Inus Bester	Saldanha Bay Local Municipality
Dan�lle Fourie	SRK/PDNA JV
Ilse Aucamp	SEF (social impact specialist)

**Discussions:**

Issue	Comments
<b>Dust</b>	<p>People complain a lot but nothing is done. They say often that they will do something but then nothing happens. Is there something that can be done? Houses have to be painted every two or three years; they can't just be washed because the dust stains. How can it be controlled?</p> <p>Houses can be repainted but what about health problems? People complain about bronchial problems, sinus problems, etc. There has been an increase in asthma and sinus problems and the perception is definitely that it is as a result of iron ore dust. In windy times especially there are many complaints from people about asthma, etc. Look how far the dust travels – all the way to Vredenburg's koppie. What are the health implications of iron ore dust?</p> <p>Not only people and animals suffer, the veld does as well. Look at the area around the iron ore facility; there used to be lots of flowers but now there's none. The soil is red deep down.</p>
<b>Marine hydrodynamics – Beach erosion</b>	<p>Dredging will create further beach erosion problems. You can't stop ocean currents; if you make the bay deeper you will create problems elsewhere. The sea takes back what you take out of it. Why has Portnet not done anything about the beach erosion? They know their activities have caused the erosion at Langebaan but there is nothing they can do about it so they keep quiet.</p>
<b>Miscellaneous comments</b>	<p>There was a committee in the days of Saldanha Steel, but now that it is Mittal Steel the committee doesn't exist anymore. There are always set conditions but nothing happens if these conditions are not complied with.</p> <p>People feel as if they complain and complain but nothing happens. It's not that we're against development, it's just that nothing is done when we complain.</p> <p>People come to the West Coast with these initiatives to come make money and they don't care about the environment. Nobody in the Saldanha area would say that, looking back, bringing Saldanha Steel and Namakwa Sands here was good idea. What is said will happen when these developments start is very different from what eventually happens.</p> <p>Reports produced by companies about their environmental performance do not tell the true story. The perception is that they can easily cook the data, or manipulate it to look good. They bury negative publicity in data or reporting that is difficult to interpret.</p> <p>The community is sceptical about the plans because they don't trust large companies; these companies have shown themselves to be untrustworthy.</p>

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<p><b>Miscellaneous comments – Transnet public image</b></p>	<p>Transnet does not have a good image in the area. For example, look at their property at the entrance to Vredenburg with the dilapidated station building. The building was constructed in 1919 and the property won prizes in the past. Since they picked up the railway line, the building was neglected and we can do nothing about it. Transnet must give back and contribute to the community. It looks as if Transnet does not care about the community; they don't act as if they are part of the community. Look at Sasol building a school for the community.</p> <p>We never had problems with Iscor; the problems started when Transnet took over. Iscor built houses for their employees, but their people were all removed when Transnet took over, it nearly became a ghost town. Since then, Transnet has had a bad name.</p> <p>There will always be an impact and we don't expect that no development should take place, but Transnet will have to show more community involvement.</p>
<p><b>Socio-economic issues – Crime</b></p>	<p>The past few years there has been an increase in property crime (theft, etc), but not really in personal crime such as assault, etc. This is the result of unemployment.</p>
<p><b>Socio-economic issues – Influx of work seekers</b></p>	<p>We have to know beforehand so that we can make sure we are prepared for the growth in population. This has a major impact on crime – more people mean more crime – and it is worse if unemployment is involved.</p>
<p><b>Socio-economic issues – Job creation</b></p>	<p>The problem is people coming into the area for job opportunities. This creates a problem for the municipality and the police service if they're not informed of the growth in population. How many temporary and permanent job opportunities will be created?</p> <p>There is already an unemployment problem and local unemployed people should benefit from opportunities before jobs are created for people coming into the area for possible jobs.</p> <p>With Saldanha Steel, promises were made that only local people would benefit from job opportunities, but look how few local people works there today. 'Local' means people who were born, or have lived for at least 10 years, in our municipal area.</p>
<p><b>Socio-economic issues – Sense of place &amp; community</b></p>	<p>Saldanha is no longer a fishing village; it is seen as an industrial town. Look at Paternoster that has lost its historical character.</p> <p>Saldanha has stagnated in terms of development. It used to be a tourism town, now it is an industrial town and people are leaving. Langebaan is now the development node. You can't market Saldanha as a tourism destination any more.</p>
<p><b>Socio-economic issues – Social dynamics</b></p>	<p>Saldanha used to be a close-knit community, but it is not like that any more. People are very apathetic, they'll complain but they won't become involved. Some feel that if there is a real crisis the community will stand together.</p> <p>Vredenburg/Saldanha is a difficult community. If you come into the area they will first check you out and call you an 'inkommer'. Things changed because people come into the area to work for a while and before they're really settled and accepted they leave again. This is the result of all these industrial ventures.</p>

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<p><b>Socio-economic issues – Social infrastructure</b></p>	<p>There are good schools in the area but they are full. A new school will be built but it will cater for a specific group's needs; it's not for the whole area. There are plans for more schools because there is no real public transport. There is a taxi monopoly in the area. There are efforts to address infrastructure needs; many RDP houses have been built and more are planned.</p> <p>Houses are expensive in Vredenburg and in Langebaan; it is not cheap to live here. Rent is expensive; it is difficult for your people starting out.</p> <p>Transnet sold all their houses, so did Namakwa Sands, so they don't provide housing for their employees anymore. Vredenburg can still accommodate everybody's needs, but the local economy is not experiencing a bloom period.</p> <p>There is limited policing manpower in Saldanha; it is manageable at the moment but if there is an influx of work seekers there will be shortcomings. The police do not have adequate facilities and new facilities are needed for them to do their job properly.</p>
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**3. Saldanha Protea Hotel, 5 September 2006, 9h00**

**Attendance:**

Name	Organisation
Graeme Clemitson	Saldanha Bay Trading cc
Cecil Griffiths	Saldanha community member
Wilfred Arendse	Saldanha community leader
Errol Boonzaaier	PAWC Ambulance Service Vredenburg
John Cloete	Vital Connection
Marie Nell	WPVV Saldanha
Kathleen Heynes	Women's Network
Willem Eksteen	Saldanha community member
Dan�lle Fourie	SRK/PDNA JV
Ilse Aucamp	SEF (social impact specialist)

**Discussions:**

Issue	Comments
<b>Alternatives – Stockyard extension options</b>	<p>The only reason for the three alternatives is that they want to justify the mess they've already made. They only want to reclaim into the bay so that they can rid of the dredged material.</p> <p>It is a crying shame that they want to fill in the dam – I cry with the fishermen.</p>
<b>Dust</b>	<p>Red dust is everywhere, if you drive through the area you are red by the time you get home.</p> <p>We keep talking of Transnet, but it is not their iron ore – Kumba must also take responsibility for the impacts of iron ore dust.</p> <p>It doesn't really matter who, but someone must take responsibility for the existing dust problems that they are not addressing. They have put measures in place but they're obviously not adequate. We now have to consider that there will be three times more dust.</p>
	<p>Dust is also limiting the harbour's commercial potential. Fruit packed at the harbour in the past was rejected by the European market because of dust. Capespan said in writing that they will not come back to Saldanha until the dust is under control. We're closer to the fruit producing area, but everything is taken to Cape Town because of the dust. The dust issue can be controlled; they must just be willing to spend the required money. Watering is not effective because they want to limit the water content of the iron ore exported. In Australia there are new ports where the stockpile areas are under cover and the conveyor system travels under the port to the ships. Why can't Kumba do the same? They have enough money, they just don't want to take responsibility.</p>
<b>Marine ecology – Impact of blasting</b>	<p>As soon as you blast in the marine environment the fish disappear. Fishing is the livelihood of many people. You may be creating alternative livelihoods, but then you must make sure that there are real opportunities.</p>

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<p><b>Marine hydrodynamics</b></p>	<p>Perlemoen was always very abundant along the causeway (on the big bay side). Since the new section of berth was built (in small bay), everything changed. The bay is now much shallower. Dredging will be a big tragedy.</p> <p>More ships mean more tonnage moved, which is good for the economy, but it means more berths, and dredging to accommodate more berths, which leads to erosion, e.g. what's happening at Langebaan.</p> <p>What will the impact of this be 30 years from now? What guarantee will government make, what money will be made available to address the future impacts?</p>
<p><b>Marine hydrodynamics – Beach erosion</b></p>	<p>The beach erosion problems started with the construction of the breakwater to Marcus Island – this lead to the problems at Langebaan.</p> <p>30 years ago you could go to the beach in big bay where they're building their offices. There is development everywhere right onto the beach. The damage was done when the terminal was built, many things happened and no money was put aside to address the problems created. Langebaan used to have the most beautiful beach, now look at it! What's done is done, but what happens tomorrow?</p>
<p><b>Miscellaneous comments</b></p>	<p>Let's understand exactly what does Saldanha's people mean? Don't bring people in from outside! Development should go on, but who will take responsibility? We can't wait until 50 years from now until a trust is established to address damage, make those funds available now so that we have a guarantee.</p> <p>We accept that Saldanha is earmarked for heavy industry. But in the 8 years since Saldanha Steel started, look at how the heaps of black waste grew. What is it going to look like in 20 years' time?</p> <p>On behalf of White City and Diazville communities: Transnet is a major player in the country's economy, but this goes along with some responsibility. We would like to see that Transnet conducts this assessment in a holistic manner by involving the communities and all role players. To quote Athol Fugard: "People live there". What Transnet has achieved thus far in the community looks good on paper but there has been shortcomings. We all strive for a better life for all and commit to a positive outcome. The time is right for Saldanha to move away from being a fishing village to becoming a port city – we want Transnet to help put Saldanha on the world map. The local and national economy will benefit.</p> <p>Some feel that the only benefit is for Transnet's balance sheet. It is difficult to see any benefits for local communities – money always end up in somebody else's pockets and they spend it elsewhere.</p> <p>There is much dishonesty. They know exactly what is going on but they don't do anything. They also don't listen; se keep saying the same thing, don't go into the sea, but they don't listen.</p> <p>The problem is that you need to work in the sea because you need to accommodate ships. And you will have to protect them; additional breakwaters will be needed.</p> <p>Transnet has stopped the inland harbour idea by building their offices right at the proposed entrance to the harbour. They must dredge now because they have already decided that that is where the berths will go.</p> <p>We are sceptical about how things are done and about any promises that are made. We live here, we bring our children up here. There was 3 km of beach for our children and now? Kelp wash up on the beach and lie there and rot for months and nobody does anything about it, especially not the role players with big bucks! It's not that we don't trust them, it's that they lie to us!</p>

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	<p>Alec Erwin has said that Saldanha will have a new container terminal in 5 years to accommodate the new draft carrier ships that can't go to Cape Town. So lots of development will happen in a short time in small bay, but there is limited space – they can only go back into land, but the port wants to go into the sea. We have to look at both sides, we don't want to chase away commercial ventures because this will bring jobs. It is a very intense time because we must make sure we are appropriately prepared!</p> <p>This is a big concern. The large industries come here and when they're done they go live elsewhere. There's no financial injection into Saldanha. I don't want to live elsewhere but we are left behind, in spite of all the industrial development. We get all the negative impacts but those that cause it don't care because they don't live here. For instance, there are no private schools in Saldanha but there are two in Langebaan – that's where the industry big shots live.</p> <p>There is a stigma, the old Portnet was cold, unfriendly, they were not friendly to the people, they were conservative - you can't change it. Maria Ramos is a great woman but many people don't like women at the top. There is a social history that may be difficult to change.</p> <p>The inland harbour proposal makes much more sense! Earthlife and Greenpeace will take Transnet to court if they don't do things properly.</p> <p>We need to take control and become part of the decision-making process – the community is becoming smarter on a daily basis. Policies are there but they don't know how to implement them so that it makes sense to the community.</p> <p>We should not forget people from other settlements, e.g. Hopefield. But we need to know what the bigger picture is; strategic planning needs to happen. We as a community must push for this.</p>
<b>Planning issues – Port Master Plan</b>	<p>What other plans are there for the Port? It must all be looked at holistically. What about the cumulative impacts of the iron ore facility and the oil and gas facilities? The impact of the iron ore facility is small relative to the bigger plans for the harbour. We're never told about the bigger plans. Every time there's a smaller development we are told about it but there's never any talk of the impact of the whole port. The port's plans must be taken through the process along with the smaller developments. See, there's the dishonesty! People know that the causeway only has 15 years' lifetime left – why don't they tell us about it beforehand? Why don't they tell us that they will need a breakwater so that we can take it into consideration?</p>
<b>Risk management</b>	<p>More ships in the harbour means a greater risk of oil spills, accidents, etc. There have already been such incidents. It is concerning because the possibility of is so high. If a large incident happens the harbour would close.</p>
<b>Services &amp; Infrastructure</b>	<p>There is a sewage infrastructure problem in Langebaan. There is a lack of adequate planning; the responsible engineers sit in Vredenburg and don't know or care about the problem in Langebaan. The person responsible for expansion of the Langebaan sewage system has not done his job. Is this a funding problem? No, the money is available because each developer has to contribute funds for infrastructure. This model should be used in the region. Can we not get each industrial player to contribute to a fund used for social infrastructure like schools, etc? Not a once-off payment, there should be constant feed into such a fund.</p>
<b>Shipping traffic</b>	<p>How will the fishing community be affected by the increase in shipping traffic? We had an incident with a loss of the Tamara (luckily no lives were lost) – how will the small fisherman who's been fishing for years be accommodated?</p>

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<p><b>Socio-economic issues – Influx of work seekers</b></p>	<p>The perception of possible employment opportunities will result in an influx of thousands of people in the area. Afterwards they will stay here, they don't leave. This has a major impact on e.g. crime, services, etc.</p> <p>Informal settlements are growing rapidly in the area (Middelpos) – you can't stop it, there is a huge influx of people. Contractors come in with their workers and when they leave they leave their workers behind. This leads to massive social problems. We are still the losers, we're not included in decisions about the economic growth of our area. Our children will one day point their fingers at us for contributing to the loss of Saldanha's heritage.</p>
<p><b>Socio-economic issues – Job creation</b></p>	<p>Who will benefit? Is there a plan to include unskilled people and especially women in opportunities? There are many women in the Saldanha area that are willing and skilled – they only need encouragement and opportunities.</p> <p>Where do women fit in? Also our children. There are women here with skills but no opportunities. Saldanha Steel only employs 10% women. There is much talk of opportunities for women but we don't see any of it. Our matriculants have to go to Cape Town for training but when they're trained there are no opportunities for them locally. The larger companies from outside the area get all the opportunities. Locally some small businesses benefit, but they're still the guys that go home last with the least money.</p> <p>It is a concern that the development looks quite technical with few opportunities for unskilled people.</p> <p>Tender forms are usually so complicated. Can they not be simplified and done in Afrikaans? Otherwise local people are immediately at a disadvantage.</p>
<p><b>Socio-economic issues – Social dynamics</b></p>	<p>People from different areas have different interests; the problem is that the community does not stand together. We need a truly representative body that can push the entire community's issues with the politicians.</p>
<p><b>Socio-economic issues – Social infrastructure</b></p>	<p>If people come into the area from outside, how will we manage the increase in crime? There is already a capacity problem – in Diazville and White City we easily wait five or six hours for a police vehicle. More policemen won't help, the problem is social degradation.</p> <p>Crime has tripled in the last 10 years since Saldanha Steel. This put a lot of pressure on existing infrastructure. How many local people have lost loved ones in that time? We are at the point where we nearly can't cope anymore; we hope it won't get worse with all these new developments.</p> <p>The situation in Saldanha justifies not only better schools but also a university, but there isn't even land available for housing, where would these go? The land that is available is so expensive that it is better for people to go live in Langebaan – you can't blame them! The average local man is oppressed by circumstances – they can't leave and they can't improve.</p>
	<p>The problem is also that if you do want to do some social upliftment it takes years to get the appropriate approvals to get access to available funds. Money enters in drips and drabs (e.g. from PetroSA) but when you need it you can't access it.</p> <p>We don't want handouts, we want monuments. We want to be able to show visitors the things that the Port contributed to the community, e.g. crèches, schools, sport facilities, etc. Things that make sense to visitors and mean something to the community. We want to work together with these industrial giants. Local people have to go shop in other towns, because Saldanha only has crumbs.</p> <p>Anybody can come from outside to develop here, but they must contribute financially to the community first, so that we can address all of these issues. The only people who can make this happen are the local politicians.</p>

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**4. Saldanha Protea Hotel, 5 September 2006, 13h00**

**Attendance:**

Name	Organisation
Cllr Jan Cillie	Saldanha Bay Local Municipality
Cllr Avril Hein	Saldanha Bay Local Municipality
Cllr Simon Biko	Saldanha Bay Local Municipality
Dan�lle Fourie	SRK/PDNA JV
Ilse Aucamp	SEF (social impact specialist)

**Discussions:**

Issue	Comments
<b>Alternatives – Stockyard extension options</b>	There are many people that fish in the dam – will these people be considered? Stay out of the sea, rather take land.
<b>Dust</b>	We don't have a problem with the proposed expansion because the iron ore terminal is already there. The problem is the control of iron ore dust. The process used here is very old. In other places in the world they use clean processes that do not produce dust. The only issue is that Transnet does not want to incur the necessary costs. Dust definitely has a health impact as well as an impact on nature. No animal can eat the vegetation around the iron ore terminal. There is much less flowers and fewer buck, tortoises and snakes.
<b>Ecological issues – Dune system</b>	What will be the impact on the dunes behind the dam? There are large dunes with a definite ecological purpose in terms of erosion, etc.
<b>EIA Process</b>	There is a concern that consultants cannot be objective. The company proposing the project appoints the consultants. If the consultants say something that the company doesn't like they just won't be appointed again. The EIA may be well done with good recommendations that are taken into consideration by Environmental Affairs, but there is no policing. How do we know that recommendations made will actually make a difference? It was stated previously that dust would not have an impact. What if in five years' time it is realised that Transnet did not comply with the ROD conditions, will the government do something about it? Can something be done about it, since the project is about the country's economy?
<b>Marine hydrodynamics</b>	What study has been done about ocean currents in terms of the beach erosion problems, the beaches of Saldanha and all the kelp that wash up on the beaches?
<b>Miscellaneous comments</b>	What about the proposed lengthening of the terminal?
<b>Planning issues – Port Master Plan</b>	Every development speaks on its own. Everybody should talk together and all the developments should be addressed together. The impact of the iron ore facility and the oil and gas development next door should be addressed together.
<b>Services &amp; Infrastructure</b>	What impact will this development have on municipal services? And how will it contribute to services? Will there be a contribution from Transnet for the municipality to adapt their services (water, electricity, sewage)?

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<b>Services &amp; Infrastructure – Roads</b>	Which of the roads will be upgraded? Will the road from Saldanha carry more traffic? How does this fit in with the new road between Saldanha and Langebaan? How far will their responsibilities go since there are many 'access' roads.
<b>Socio-economic issues – Housing</b>	The lack of housing at Middelpoos leads to informal settlements. Companies make many promises about housing and work but then nothing happens. Transnet should look after their employees by providing housing subsidies or by ensuring that people receive big enough salaries to afford housing.
<b>Socio-economic issues – Job creation</b>	<p>The large corporations like Saldanha Steel and Transnet are a nightmare. They promise thousands of job opportunities; then 80% of their employees are from outside the area and local people are without work.</p> <p>Transnet should conduct a skills need audit beforehand. They must look at the type of job opportunities that will be created and let the local government and other relevant organisations know. The Workforces and Globals of the world also bring people in from outside. They say they bring training etc. but they lie because they don't have the capacity to do training. Companies must determine what they will need so that local people can prepare themselves. They don't need to identify people, the local municipalities know who and how to contact people. Always work through the municipalities so that they know when companies will need workers and what skills will be needed. Along with skills training, people also need life skills training; there are many good people who are not schooled.</p> <p>Labour brokers are a problem because they appoint subcontractors that abuse the workers – people don't get pensions or other benefits. They appoint people but don't look after them, they're like cheap labour. People use labour brokers to short cut labour laws.</p> <p>They say they can't employ local people because they can't find any that are skilled. They don't want to employ local people, then they say that local people don't want to work.</p> <p>How long before construction starts and before they will be able to say how many and what kind of workers they will need?</p>
<b>Socio-economic issues – Unemployment</b>	14 years ago I could park my car outside with everything in it. Today I must lock my car up in a garage and it's still not safe. Any economic development must be measured against social degradation. It must be accepted that any industrial development brings an element of crime and unemployment. People hear that there is a development in Saldanha and they stream here in the hope of jobs; this leads to higher unemployment figures.

A fifth meeting was arranged for 6 September 2006 at the Langebaan Library but was cancelled when none of the invited community members showed up.

*Compiled by Danélie Fourie, SRK/PDNA JV*