FINAL SCOPING REPORT

SCOPING AND ENVIRONMENTAL IMPACT REPORTING PROCESS FOR THE DEVELOPMENT OF NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE

Prepared by : Indaloenhle Environmental Consultants

Email : info@indaloenhle.co.za

Contact: 031 003 4241

Post : 62 Old Main Road, Kloof , 3610

Website: www.indaloenhle.co.za

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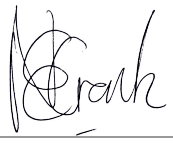
Prepared for:

HATCH AFRICA PTY LTD
Greenstone Hill, Johannesburg, 1609
South Africa
Tel: +27 11 239 5447

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Name and Designation		Signature
Indaloenhle Environmental Consultants		
Report Authors	Ms. Mbalenhle Mtshali Environmental Assessment Practitioner (EAP) EAPASA: Reg. EAP - 2019/660; IAIAsa – 6910	
	Mr. Mutali Guduvheni, Senior Environmental Consultant EAPASA: Reg. EAP - 2022/5405 SACNASP: Pr. Sci. Nat - 141174	
Hatch Africa Pty Ltd – Consulting Engineers		
Client Review and Approval	Dr. Nadine Cronk Project Environmental Manager SACNASP: Pr. Sci. Nat – 124441 ; IAIAsa - 7793	
	Mr. Drikus Swanepoel Project Manager	
Transnet National Ports Authority		
Client Review and Approval	Ms. Nokhuthala Hlongwana Programme Manager: Environmental	
	Mr. Muziwokuthula Ntuli Project Manager	

EXECUTIVE SUMMARY

BACKGROUND

Transnet National Ports Authority (TNPA) is planning to construct two new berths (709 and 710) at the Port of Richards Bay (PoRB) as part of the KwaZulu-Natal Logistics Hub (KZN-LH) programme (i.e. the Project). This development triggers the need for an Environmental Impact Assessment (EIA) in accordance with the National Environmental Management Act (No. 107 of 1998) (NEMA). Hatch Africa (Pty) Ltd as the TNPA appointed lead consultants, has appointed Indaloenhle Environmental Consultants as the Environmental Assessment Practitioner (EAP) to handle the Environmental Authorisation (EA) application, following the EIA Regulations (2014) under NEMA. A Scoping and Environmental Impact Reporting (S&EIR) process will be carried out to support the application. Additionally, TNPA will apply for a Water Use Licence (WUL) under the National Water Act (No. 36 of 1998) (NWA).

The Draft Scoping Report (DSR) was prepared as part of the S&EIR process and was made available for public comment over a 30-day period, from 13 June 2025 to 14 July 2025. This document now represents the Final Scoping Report (FSR).

PURPOSE OF THE FINAL SCOPING REPORT

This FSR has been prepared as part of the S&EIR process. It identified key issues requiring further investigation to assess the potential impacts and mitigation of these impacts on the receiving environment resulting from the development of the Project. The DSR was circulated to I&APs and relevant authorities for comment from 13 June 2025 to 14 July 2025. The EAP then finalised the Scoping Report, taking cognisance of the comments received, which were incorporated in the Comments and response Report (CRR) of this FSR, which was submitted to the DFFE. Once the DFFE accepts the FSR and approves the Plan of Study, the EIR will be undertaken. I&APs will be kept informed throughout the process and are encouraged to continue engagement with the EAP during the EIR phase.

PROJECT NEED AND DESIRABILITY

As the existing berths are nearing full capacity the proposed Project aims to increase the Port's capacity, relieve port congestion and facilitate access to new industry players for the export of dry bulk commodities. This expansion will enable the Port to handle larger volumes of dry bulk commodities, supporting regional economic growth and meeting rising export demands. The design will incorporate advanced equipment to boost operational efficiency, reduce turnaround times, and streamline cargo handling processes.

PROJECT LOCATION

The PoRB is located on South Africa's eastern seaboard, approximately 160 km north-east of Durban and 465 km south of Maputo, Mozambique. It falls within the uMhlathuze Local Municipality and King Cetshwayo District Municipality. The site for the proposed Project is included in the PoRB Master Plan 2021-2035 and is strategically positioned across the bay from Berths 706, 707, and 708.

The site is close to key port infrastructure, ensuring efficient logistics, and is accessible via major routes, including the N2 national road, connecting to regional roads like the R34 and R619. A detailed view of the Project Locality is provided in Section 2 of this Report. The proposed Project infrastructure layout is shown in Figure 0-1 below.



Figure 0-1: Project Infrastructure Layout

SUMMARY OF PROJECT COMPONENTS

The full detailed Project Description is provided in Section 3 of this Report. In summary, TNPA proposes to have the following activities undertaken as part of the development of the Project:

- **Marine Infrastructure:** Marine facilities including a deep-water quay and associated furnishings for two new deep-water berths (709 and 710)(3.1 ha). The new berths are to be designed with flexibility in mind, allowing them to accommodate a range of vessel sizes, including Cape size vessels up to 180,000 deadweight tonnage. To accommodate the manoeuvring and safe mooring of the earmarked design vessel (Capesize) to the new berths, capital dredging will be required. The dredging will achieve a depth of -19.5 m Chart Datum (CD) to accommodate the maximum design vessel draft of 17.5 m. The quay structure and access trestles, a deck on pile structure, will include crane rails and rail beams to support the ship loaders, with a finished cope level of +5.7 m CD.

- **Dredging Area and Dredge Disposal:** The dredging area, mainly limited to the vessel berth pocket, measures approximately 745 m long by 67.5 m wide. The estimated volume of material to be dredged is approximately 1.8 million cubic meters. This volume is based on achieving a berth depth of -19.5 m CD to accommodate the maximum design vessel draft of 17.5 m. The dredging will involve the removal of sediment, silt and other materials from the seabed to create sufficient depth for vessel manoeuvring and berthing. The proposal disposal site is the existing TNPA offshore disposal site; no temporary storage of dredge material will be taking place on land. As part of this process, a dredge disposal permit will be applied for.
- **New Access Road:** a new TNPA access road connecting the new Berths 709 and 710 to the existing road network to the south of the existing ferro slabs. This road is anticipated to be 1.8 km in length and 8m in width with gravel shoulders.
- **Stormwater System:** a stormwater management system will be installed to handle runoff from the quay wall area. This system includes drainage channels and sumps to collect the first flush of rainwater (10 mm) on the quay structure, which will be pumped to a stormwater storage pond, while clean runoff will overflow into the estuary. The pond will be an earth structure with an HDPE liner and will have a capacity of approximately 850 m^3, with an emergency overflow weir to manage excess inflow.
- **Site Wide Utilities:** provide new bulk services including water, potable/fire water and telecoms to the proposed new Berths 709 and 710 as well as power for lighting to the quay structure and along the access road.
- **Substation:** The site-wide electrical supply will consist of a new 11kV substation building that will be located along the new TNPA access road to the new Berths 709 and 710. The substation will be fed from the existing TNPA Eastern Intake Substation.
- **Construction Access and Laydown Areas:** to support the Project's construction activities, temporary laydown areas (11 ha) and access roads (2.3 km in length and 8 m wide) will be established within the site. These areas will include untarred access roads, material storage zones, equipment staging areas, concrete batching plant and precast concrete yard, portable office facilities, safety and security measures, and environmental controls. This setup will facilitate efficient storage and handling of construction materials, equipment, and machinery, ensuring organized execution and minimizing delays

PROJECT AREA SENSITIVITY

The inland portion of the Project area falls within a Critical Biodiversity Area (CBA: Irreplaceable), which represents the only localities where conservation targets for specific biodiversity features can be met under current planning scenarios. These areas are considered irreplaceable for maintaining biodiversity, and any development ensure that natural biodiversity patterns, ecological processes, and movement corridors (including daily, seasonal or episodic migrations) are not disrupted and are preserved throughout the Project lifecycle. No CBA: Optimal areas or Ecological Support Areas (ESAs) were identified within the Project footprint.

Baseline assessments confirm the presence of various vegetation types within the Project area, including Mangrove Forests, Swamp Forests, Subtropical Estuarine Salt Marshes, and Subtropical Freshwater Wetlands. The wetland and estuarine habitats are functionally important, considered highly sensitive, protected under the NWA, and play a vital role in maintaining the health of nearby mangroves. According to the South African National Biodiversity Institute (SANBI) and the DFFE (2022), these vegetation types are currently classified as being of Least Concern (LC) in terms of their national threat status.

Heritage and palaeontological sensitivity is rated as low, with no significant archaeological or cultural heritage resources identified within the development footprint. Social sensitivity is also low, as the site is already zoned for port and industrial use and is surrounded by existing port infrastructure.

LEGISLATIVE CONTEXT

In terms of Section 24(2) of the NEMA, the Minister may identify activities which may not commence without prior authorisation. GNR 983 (Listing Notice 1), GNR 984 (Listing Notice 2), and GNR 985 (Listing Notice 3) of the NEMA list activities requiring authorisation before commencement. Listing Notice 1 specifies activities that require a Basic Assessment (BA) process, Listing Notice 2 outlines activities that require a S&EIR process, and Listing Notice 3 lists activities in specific areas requiring a BA process.

Indaloenhle reviewed the listed activities associated with the proposed Project development and determined that a full S&EIR process is required, subject to confirmation by the DFFE, which is the CA.

The S&EIR process consists of various phases with associated timelines as defined in the EIA Regulations. The process can generally be divided into four main phases, namely;

- An unregulated pre-application phase,
- An Application and Scoping Phase,
- An Impact Assessment Phase, and
- Authorisation and Appeal Phase.

The full legal context of the Project as well as the legal plan of study (i.e. an overview of the S&EIR process, associated specialist assessment s etc.) is provided in Section 5 and Section 14, respectively, of this Report.

SUMMARY OF IMPACTS TO BE FURTHER INVESTIGATED IN THE EIR PHASE

Table 0-1 provides a summary of the anticipated impacts identified during the scoping phase that will be further investigated during the EIR phase of this process.

Table 0-1: Summary of anticipated impacts

Aspect	Potential Impacts	Preliminary Mitigation Measures
Fauna and Flora	• Loss of Red Listed/Protected Flora and fauna species if present • Loss of CBA • Lay-down areas are to be kept away from areas of sensitive natural vegetation.	• Limit construction footprint; relocate protected species if required. • Conduct a search and rescue operation if required; • Keep lay-down areas away from sensitive vegetation; rehabilitate non-operational areas that are part of the Project.
Noise	• Significant noise from machinery and vegetation removal • Noise from construction and truck activity. • More shipping activity could increase noise pollution, affecting marine life dependent on sound for navigation and communication.	• Noise barriers in the form of berms should be constructed as close to the noise sources as possible. • Regular machinery servicing. • Complaints register should be kept on site and investigated.
Socio-Economic	• Construction and operations may cause disruption due to noise and poor air quality, affecting health and the environment. • Increased traffic from construction and port activities may lead to congestion, accidents, and road damage. • Higher population and economic disparity may lead to an increase in crime, including theft and social unrest.	• Implement traffic control measures, including the improvement of infrastructure and alternate routes to reduce congestion. • Traffic Management Plan • Dust Suppression Measures • Prioritize local suppliers, hire locally, and provide training programs in line with the Social to ensure community benefits.
Heritage and Palaeontology	• Damage to or destruction of heritage resources generally protected under Sections 34, 35 and 36 of the NHRA (i.e. previously unidentified archaeological and fossiliferous material or burial grounds and graves respectively).	• Limit soil disturbance where necessary; stormwater control; inform contractors of penalties for unlawful removal of artifacts. • Consult affected families if unmarked graves are exposed; follow National Heritage Resources Act procedures.
Wetlands	• Disruption of wetland and estuarine habitats, water flow, and biodiversity • Disruption of wetland and estuarine habitats. • Disruption of the local hydrological processes and water flow to wetlands, potentially leading to further wetland degradation.	• Maintain buffer zones where necessary; improve vegetation cover; regular monitoring for leaks; proper waste management. • A 500 m regulatory area should be established around sensitive wetlands (if applicable); if not feasible, maintain a minimum of 100 m. • Restore vegetation in eroded or infrastructure-impacted areas using

Aspect	Potential Impacts	Preliminary Mitigation Measures
	• Soil disturbance (erosion) and decreasing biodiversity result in increased sedimentation and increased erosion. • Loss of wetland vegetation and habitat.	native hydrophytic and facultative hydrophyte plants. • Regularly monitor for any leaks and carry out repairs as needed. • Refuel under controlled conditions, away from adverse weather conditions. • Proper waste management and containment of contaminants. • Any abstraction of water from wetlands for construction purposes must be approved by DWS by means of WUL.
Visual	• Potential loss of visual landscape quality • Disturbance to the surrounding recreational landscape, including waterfront areas and boat clubs. • Possible impacts on sensitive receptors	• Rehabilitate disturbed areas caused by construction; use non-reflective materials for permanent structures; ensure proper waste disposal. • Disturbed areas to be rehabilitated/ revegetated as soon as possible after the construction phase. • Stockpiles to be located within approved construction footprints. • Recycling and refuse bins to be provided to eliminate litter from the site.
Avifauna	• Habitat destruction and disturbance; collisions with infrastructure • Disturbance to the surrounding recreational landscape, including waterfront areas and boat clubs. • Disruption to avifauna from noise caused by dredging equipment. • Displacement of resident avifauna through increased disturbance Habitat destruction and fragmentation.	• Minimise construction footprint • Limit clearance and soil disturbance to the development footprint; • Maintain the construction footprint as per the approved design and, where feasible, retain indigenous vegetation outside of this footprint.
Traffic	• Increased truck traffic leading to congestion and road damage • Increase in construction truck traffic on internal and external road networks. • An increase in construction truck traffic may cause temporary congestion, especially during peak periods. • Higher emissions from trucks may affect air quality, particularly near residential areas. • Increased truck traffic may accelerate the deterioration of	• Coordinate vehicle movement; schedule deliveries to reduce congestion; maintain onsite gravel roads. • The movement of vehicles, especially heavy trucks, will need to be carefully coordinated to minimize congestion. Abnormal loads, which may require special handling, should be scheduled to avoid peak traffic hours. • To reduce the potential for traffic jams and congestion, the delivery of components and materials should be staggered over time where possible,

Aspect	Potential Impacts	Preliminary Mitigation Measures
	roads, especially if infrastructure is not upgraded.	avoiding bulk deliveries at once. This will help maintain a smoother flow of traffic and reduce localized congestion. • All vehicles and drivers involved in the Project must comply with the relevant local traffic laws and regulations to ensure the safe and efficient movement of traffic around the site. • During the construction phase, onsite gravel roads must be maintained regularly to ensure safe and efficient movement of construction vehicles. This will reduce the risk of road deterioration and minimize traffic-related disruptions.
Marine and Estuarine	• Mortality of benthic fauna; increased turbidity and nutrient release • Mortality of benthic fauna due to physical injury or burial during dredging. • Increased turbidity affecting light penetration and disturbing fauna. • Release of nutrients (phosphorus, nitrogen) and contaminants, leading to oxygen depletion and potential algal blooms. • Risk of hydrocarbon spills, waste oils, and contamination from dredging activities. • Smothering of the seabed and potential disturbance to fauna due to dumped dredged spoil. • Flood events and sea-level rise could damage infrastructure. • Fine sediments may smother mangrove and salt marsh areas, disrupting hydrological processes. • Surface litter and operational machinery spills impacting the estuary and surrounding vegetation. • More shipping activity could increase noise pollution, affecting marine life dependent on sound for navigation and communication.	• Equip dredging vessels with spill kits. • Design stormwater systems. • Regular inspections of equipment for leaks. • Incorporate flood risk and climate change considerations in infrastructure design. • Include maintenance and management plans for stormwater handling. • Ensure availability of chemical spill kits on-site. • Collect and dispose of solid waste in designated bins.

CONCLUSION

This FSR has been prepared as part of the S&EIR process for the proposed development of Berths 709 and 710 at the PoRB. It outlines the key issues identified during the scoping phase that require further investigation to assess the potential impacts of the Project on the receiving environment. The DSR was made available for public comment from 13 June 2025 to 14 July 2025. Comments received from I&APs and relevant authorities have been considered and incorporated into the CRR, which forms part of this FSR.

The Project footprint includes areas of environmental sensitivity, such as a CBA: Irreplaceable and wetland habitats protected under the NWA. These sensitivities, along with potential impacts on marine and estuarine systems, water quality, and socio-economic conditions, will be further assessed through specialist studies in the EIR phase.

The Project will include several authorisations, including a full S&EIR; a WUL for activities specified in section 21(b), (c), (f), (g), (i), and (j); a Dumping at Sea Permit for the offshore disposal of dredged material (which can only be applied for post-positive EA); and permits for the removal or destruction of nationally protected plant and/or tree species, if applicable.

This FSR has been submitted to the DFFE for consideration. Once accepted and the Plan of Study is approved, the EIR phase will commence. I&APs will be kept informed and are encouraged to remain engaged throughout the process to ensure inclusive and transparent decision-making.

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LIST OF ACRONYMS, ABBREVIATIONS AND DEFINITION

IAPs	Invasive Alien Plants
BID	Background Information Document
BPEO	Best Practicable Environmental Option
CA	Competent Authority
CARA	The Conservation of Agricultural Resources Act (No. 43 of 1983)
CBA	Critical Biodiversity Areas
CD	Chart Datum
CRR	Comments and Responses Report
CV	Curriculum Vitae
DFFE	Department of Forestry, Fisheries and the Environment
DSR	Draft Scoping Report
DWS	Department of Water and Sanitation
EA	Environmental Authorisation
EAP	Environmental Assessment Practitioner
EIA	Regulations Environmental Impact Assessment Regulations, 2014, as amended
EIR	Environmental Impact Assessment Report
ESAs	Ecological Support Areas
FSR	Final Scoping Report
GA	General Authorisation
Ha	Hectares
I&APs	Interested and Affected Parties
NDP	National Development Plan of 2030
NEMBA	National Environmental Management: Biodiversity Act, 2004 (No. 10 of 2004)
NEMA	NEMA National Environmental Management Act (No. 107 of 1998)
NHRA	The National Heritage Resource Act (No. 25 of 1999)
NWA	The National Water Act (No. 36 of 1998)
ONAs	Other Natural Areas
PDFP	Port Development Framework Plan
PoRB	Port of Richards Bay
PPP	Public Participation Process
RBCT	Richards Bay Coal Terminal
SAHRA	South African Heritage Resources Agency
SANBI	South African National Biodiversity Institute

S&EIR	Scoping and Environmental Impact Reporting
SR	Scoping Report
WML	Waste Management License
WUL	Water Use License
WULA	Water Use License Application

UNITS OF MEASUREMENT

CD	Chart Datum
Ha	Hectares
kV	Kilovolt
km	Kilometre
m	Metre
m^3	Cubic metres
mm	Millimetre
MV	Medium voltage
sqm	Square metres
TEU	Twenty-foot equivalents

1. INTRODUCTION

The Transnet National Ports Authority (TNPA) is planning to construct two new berths, 709 and 710, at the Port of Richards Bay (PoRB), as part of the KwaZulu-Natal Logistics Hub (KZN-LH) programme. This activity triggers an Environmental Impact Assessment Reporting (EIAR).

Hatch, as the TNPA appointed lead consultant, appointed Indaloenhle Environmental Consultants to undertake an Environmental Authorisation (EA) application process for the Project in terms of the Environmental Impact Assessment (EIA) Regulations, 2014 (GN R982 of 4 December 2014, as amended) (EIA Regulations, 2014) promulgated under the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA). A Scoping and Environmental Impact Reporting (S&EIR) process will be undertaken in support of the EA application.

TNPA will also apply for a Water Use Licence (WUL) in accordance with the provisions of section 41(5) of the National Water Act, 36 of 1998, as amended (NWA), as read with the Water Use Licence Application and Appeals Regulations (GNR 267 of 24 March 2017).

The Draft Scoping Report (DSR) was prepared as part of the Scoping and S&EIR process and was made available for public comment over a 30-day period, from 13 June 2025 to 14 July 2025. This document now represents the Final Scoping Report (FSR).

1.1. Background

TNPA operates under the National Ports Act (No. 12 of 2005), which mandates TNPA to provide and manage port services and facilities across South Africa's ports. As the principal planner, TNPA is dedicated to the enhancement, development, and maintenance of Port infrastructure. The PoRB is one of South Africa's leading ports in terms of cargo volumes handled and is the largest port by area, covering approximately 3,773 hectares. This extensive area includes land available for further expansion, as outlined in the PoRB Master Plan for 2021-2035.

The Port Development Framework Plan (PDFP) is a comprehensive document that outlines long-term goals and policies for land use and development at the port. This plan aims to strategically manage resources, adapt to changes in the shipping industry, and prepare for future challenges to maintain competitiveness in the global economy. The Master Plan includes updates to reflect environmental goals and incorporates previous amendments to ensure sustainable growth. Given the port's location and the proposed expansion, it is crucial to consider the environmental sensitivities at the site and in the surrounding areas.

TNPA has identified several development opportunities across the Port precincts, namely South Dunes, Newark, and Bayvue, as reflected in the PDFP and the PoRB Master Plan 2021-2035 (Figure 1-1). The following Projects, among others, form part of the Master Plan: New Berth 605; provision for Container Handling Facility; New Berths 709 and 710; Extension of Ferro slab to cater for future growth; Reconfiguration of Bayvue Railroad; Powership Project; New Berths 802 and 803 for Mega Chrome Terminal; Relocation of South 32; Additional Chrome Storage Area; Provision for DLH bulk relocation commodities; and New Berth 207 for LNG.



Figure 1-1: Port Development Framework Plans, 2022 (TNPA)

The Berths 709 and 710 Project is a pivotal element of the PDFP and the PoRB Master Plan. The Project is designed to significantly boost the port's capacity and operational efficiency. By constructing these new berths, the port will be able to accommodate larger vessels and handle increased volumes of dry bulk commodities such as coal, chrome, and magnetite. This expansion is crucial for meeting the growing demands of the maritime and logistics sectors, supporting regional economic growth, and enhancing South Africa's position in global trade.

1.2. Project Team

The key role players in this Project include:

- TNPA as the Applicant (Project Proponent) for the development and operation of the Project.
- Indaloenhle Environmental Consultants, appointed as the EAP to undertake an EA application process for the Project. The EAPs formal declaration of interest and undertaking and Curriculum Vitae is included in Appendix A and Appendix B.
- According to Appendix 1 of Listing Notice 1 (GNR 983), the CA for listed activities is usually the provincial CA where the activity occurs. However, if the activity falls under section 24C(2) of the NEMA, the CA is the Minister or a delegated organ of the state. Since TNPA is a State-Owned Entity, clause (a) of Appendix 1 applies, making the National DFFE the CA for this Project.

Table 1-1 provides a summary of details of the Project Applicant and EAP.

Table 1-1: Project Team Contact Details

Role	Applicant	EAP
Name/Organization	Transnet National Ports Authority (TNPA)	Indaloenhle Environmental Consultants (Pty) Ltd
Physical Address	Queens Warehouse 237 Mahatma Gandhi Rd, Durban, 4001	62 Old Main Road Kloof, Durban, 3610
Contact Person	Mr. Thami Sithole	Ms. Mbalenhle Mtshali
Telephone	031 361 1738	031 003 4241
Email	Thami.Sithole@transnet.net	mbali@indaloenhle.co.za

1.3. Assumptions And Limitations

This section provides a brief overview of specific assumptions and limitations having an impact on this environmental application process:

- The description of the baseline environment and, where possible, the updated information, has been obtained from various sources. More detailed information will be provided in the EIR phase based on the outcomes of the specialist studies and finalisation of the design layout.
- In areas where field access was restricted due to dense vegetation, wetland and vegetation boundaries were delineated using desktop methods based on Google Earth imagery, supplemented by previous related studies in the area. While care was taken to ensure accuracy, these delineations are subject to confirmation through future field verification where feasible.
- The feedback gathered during the public participation process (PPP) will reflect the views of the wider community.
- This report is based on Project information provided by Hatch and the client and deviations from the design will be presented in the Draft EIR.

2. PROJECT LOCATION

The PoRB is located on the eastern seaboard of South Africa (SA) on the north-eastern coast of KwaZulu-Natal (KZN), approximately 160 km north-east of Durban and 465 km south of Maputo, Mozambique. The PoRB falls within the uMhlathuze Local Municipality (ULM) and King Cetshwayo District Municipality (KCDM).

The site for the Project has been earmarked within the PoRB Master Plan 2021-2035 ("Master Plan") and is strategically located across the bay from Berths 706, 707, and 708 (Figure 2-1). The site is situated near key port infrastructure, ensuring efficient logistical operations. Accessibility to the site is facilitated by several major routes. The primary access route to the PoRB is the national road, N2, which connects to regional roads such as the R34 and R619. These regional roads provide direct access to the site, ensuring seamless connectivity for transportation and construction activities.

The Project Locality Map is provided (Figure 2-2). A larger detailed map can be viewed in Appendix C.

With the new operations located on the east of the Port and the primary truck entrance at the west, trucks will have to travel from west to east via Newark Road, which is the main artery in the Port. Alternatively, a new route is being considered using Silver Ocean around the north of the Port with two alternative approaches into the Project area.



Figure 2-1: Berths 706, 707 and 708 at the PoRB, across the Basin towards the Project Site (dotted outlined greenfield site on the left). Richards Bay Coal Terminal (RBCT) is in the distance (on the right) and the harbour entrance channel on the left.

Figure 2-3 provides an overview of the key Project infrastructure, as well as the associated coordinates. The sites cadastral information is also provided (Table 2-1).

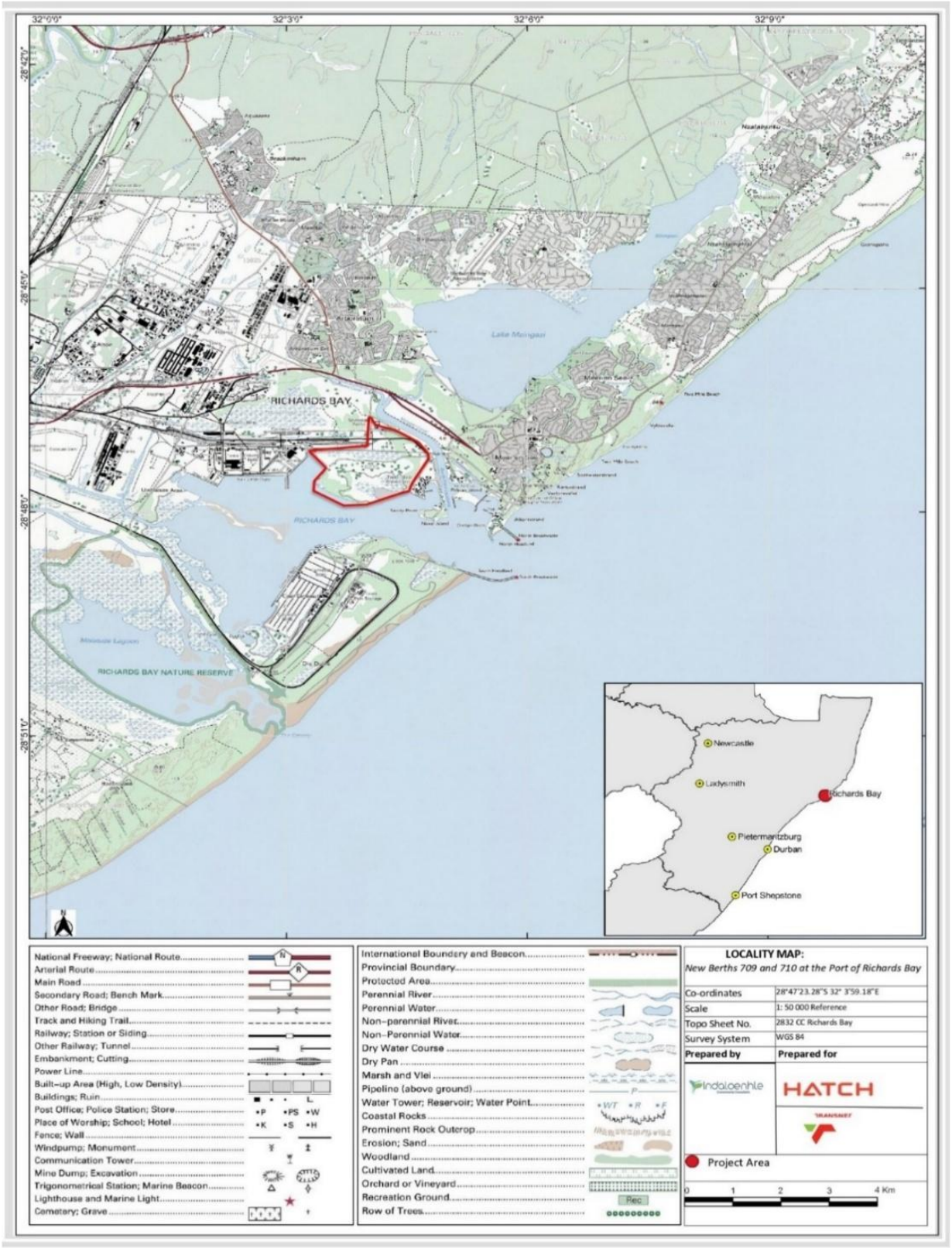
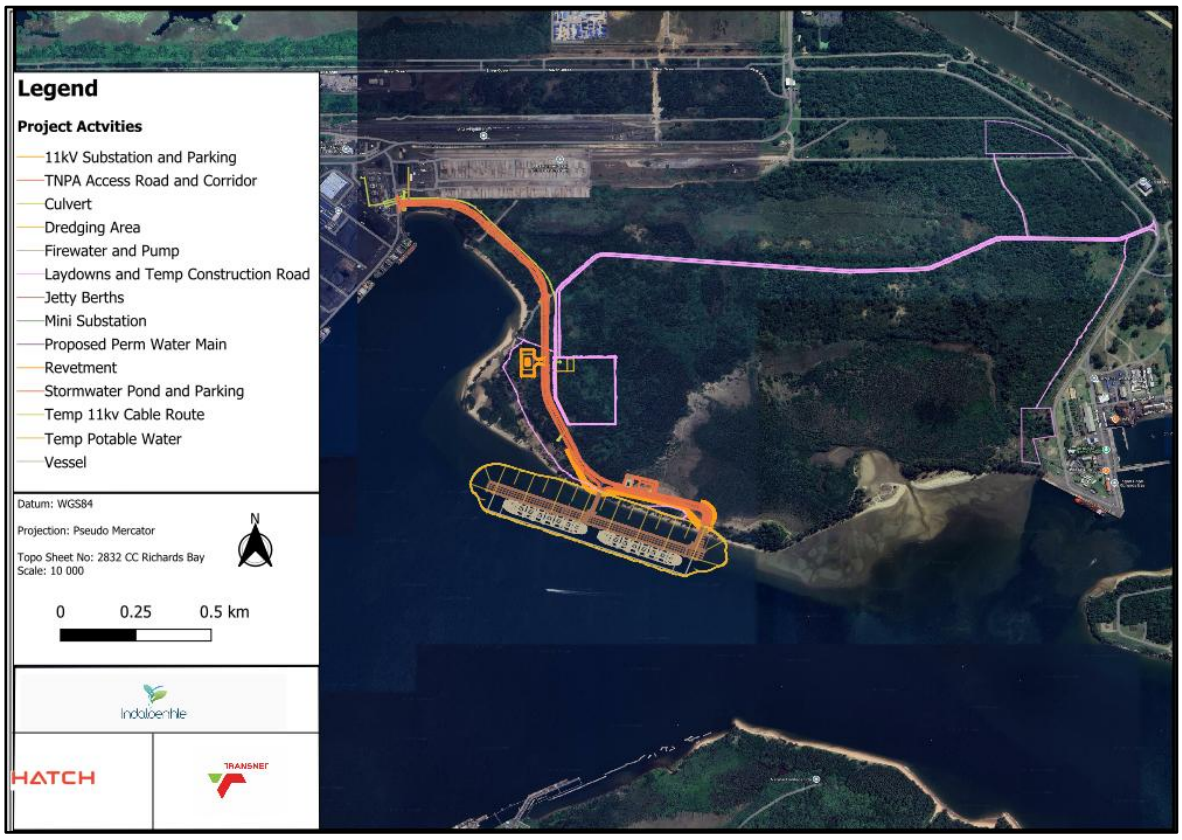


Figure 2-2: Locality Map (Indaloenhle, 2024)



New TNPA Substation	28° 47.540'S, 32° 3.509'E
Jetty Berths	28° 47.812'S, 32° 3.623'E
Dredging Area	28° 47.830'S, 32° 3.726'E
Temporary Construction Access Road	28° 47.323'S, 32° 4.172'E
Stormwater Storage Pond	28° 47.771'S, 32° 3.748'E
TNPA Access Road	28° 47.488'S, 32° 3.521'E
Temporary Construction Laydown Areas	1: 28° 47.610'S, 32° 3.582'E 2: 28° 47.047'S, 32° 4.499'E 3. 28° 47.641'S, 32° 4.523'E

Figure 2-3: Key Project Infrastructure and Associated Coordinates

Table 2-1: Cadastral Information of the Site

Details required as per GNR 326	Details
21 Digit Surveyor General Code of each Cadastral Land Parcel	N 0 G V 0 0 0 0 0 0 0 0 1 6 2 0 0 0 0 0 0 N 0 G V 0 4 2 1 0 0 0 0 0 3 9 7 0 0 0 0 0
Physical Address and Farm Name	Lot 223 uMhlathuze 16230 Portion 0, ERF 5333 Richards Bay Portion 21
Land use Zoning	Port and Harbour
Municipality	King Cetshwayo District Municipality and uMhlathuze Local Municipality

3. PROJECT DESCRIPTION

The details provided herein for the Project description are preliminary and may be subject to further refinement as the Project progresses through subsequent phases of design and evaluation. In summary, TNPA proposes to have the following activities undertaken as part of the development of the Project:

- Marine facilities including a deep-water quay and associated furnishings for two new deep-water berths. Capital dredging to accommodate the manoeuvring and safe mooring of the earmarked design vessel to the new berths (depth of -19.5 m Chart Datum (CD)).
- New TNPA access road (1.8 km long and 8m wide) connecting the new Berths 709 and 710 to the existing road network to the south of the existing ferro slabs.
- Provide a new electrical supply (11kV substation) to feed the quay structure and associated infrastructure.
- Provide new bulk services including water, potable/fire water and telecoms to the proposed Berths 709 and 710 as well as power for lighting to the quay structure and along the access road.
- Stormwater drainage for quay structure including a stormwater storage pond.

The proposed terminal to be associated with this Project in future is to be developed by a concessionaire (i.e., terminal operator) who, in turn, will establish the export capability and associated material handling capacity. This terminal does not form part of this scope of work or part of this EA.

The subsequent sections provide a detailed overview of the Project infrastructure. Appendix D illustrates the engineering Project Master Layout which shows the integration of all Project elements (overlain with key sensitivity indicators).

3.1. Marine Infrastructure

The marine infrastructure is a critical component of the Project, designed to enhance the Port's capacity to handle increased volumes of dry bulk and break-bulk cargo. This infrastructure will include the construction of a new quay structure (3.1ha), dredging activities to achieve the required water depths (21ha) and the installation of essential services to support efficient Port operations. The design and construction of these elements will follow international standards and best practices to ensure safety, durability and environmental sustainability. Marine infrastructure and related works include:

- **Dredging of Berth Pocket**: The new berths are to be designed with flexibility in mind, allowing them to accommodate a range of vessel sizes, including Capesize vessels up to 180,000 deadweight tonnage (DWT). To accommodate the manoeuvring and safe mooring of the earmarked design vessel (Capesize) to the new Berths 709 and 710, capital dredging will be required. The dredging will achieve a depth of -19.5 m CD to accommodate the maximum design vessel draft of 17.5 (see Section 3.2 below).

- **Marine Structures and Associated Structural Works:** The construction of marine structures will include the development of the quay structure and associated structural works to support the new berths. This includes the installation of all quayside furniture such as fenders, mooring bollards, walkways and handrails, quay-side ladders, aids to navigation and emergency safety equipment.

  The quay structure will be designed to service dry bulk exports with flexibility for ad hoc break bulk cargo. The structure will support ship loaders and a conveyor system, with provisions for Port terminal truck movements. The quay structure (a deck on pile structure) and access trestles, will include crane rails and rail beams to support the ship loaders, with a finished cope level of +5.7 m CD. Figure 3-1 depicts the indicative structural form of the quay.

- **Quayside Utilities:** Essential utilities will be installed along the quayside to support the operations of the new berths and associated infrastructure. This includes:
  - Potable Water: Potable water supply will be provided for both operational and human consumption needs.
  - Electrical/Fibre Supply: Electrical and fibre optic cables will be installed to supply power and communication services to the equipment and facilities at the berths.
  - Electrical Supply to CCTV: Power supply for CCTV systems to ensure security and monitoring of the berths.
  - Area Lighting: Adequate lighting will be installed to ensure safe operations during nighttime and low visibility conditions.
  - Aids to Navigation: Navigation aids will be installed to guide vessels safely to and from the berths. These aids include buoys, lights and markers that demarcate specific navigation areas and potential obstructions.
  - Stormwater: The stormwater in the quay wall will be channelled towards catchpits from where it will be pumped towards an on-land storage pond.

These components are designed to ensure that the new Berths 709 and 710 are fully equipped to handle modern maritime operations, providing a safe, efficient and flexible infrastructure to support the Port's growth and operational needs.

3.2. Dredging and Dredge Disposal

Dredging is a critical component of the Project, necessary to achieve the required depths for safe navigation and berthing of large vessels at the new berths. The dredging area is shown in Figure 3-2 below.

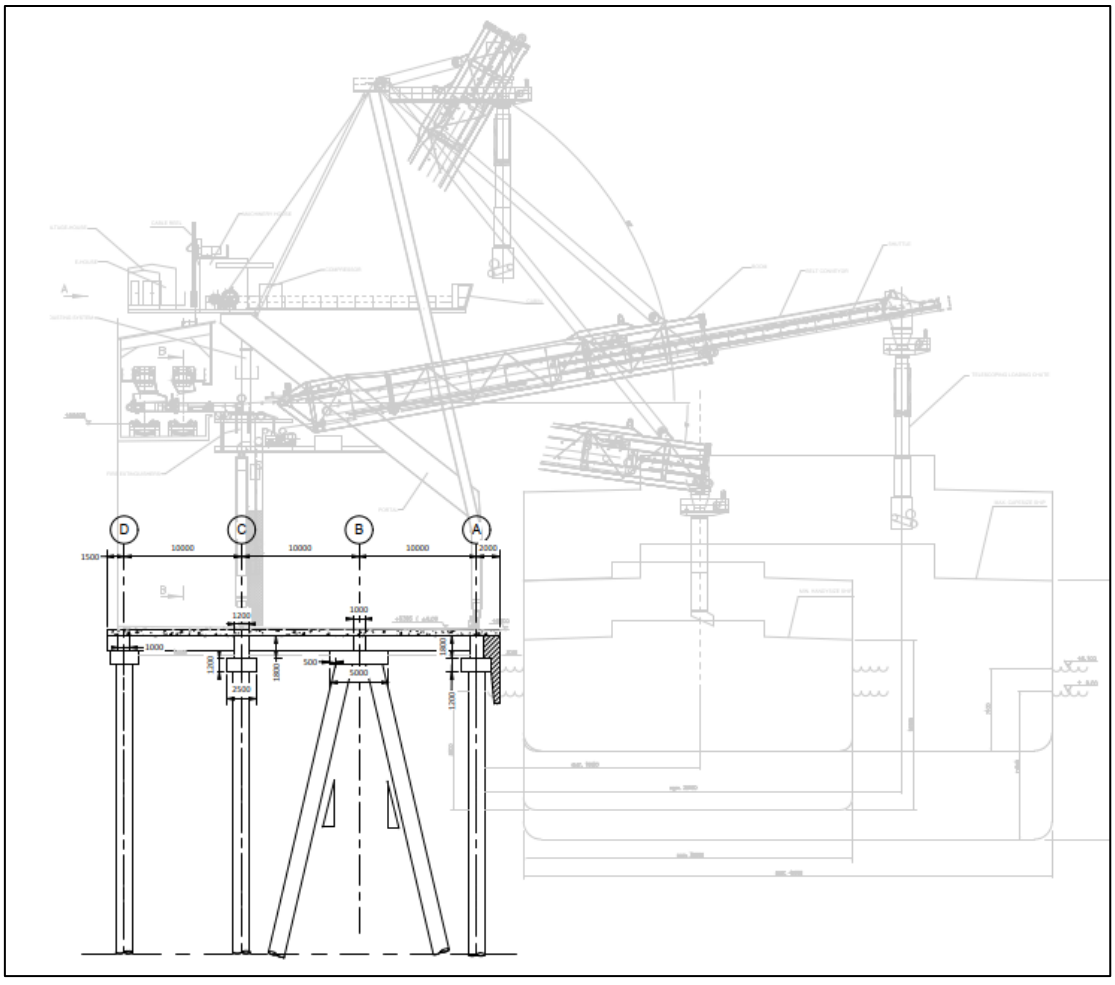


Figure 3-1: Indicative Deck on Pile Structural Form of the Berth (PRDW, 2024)

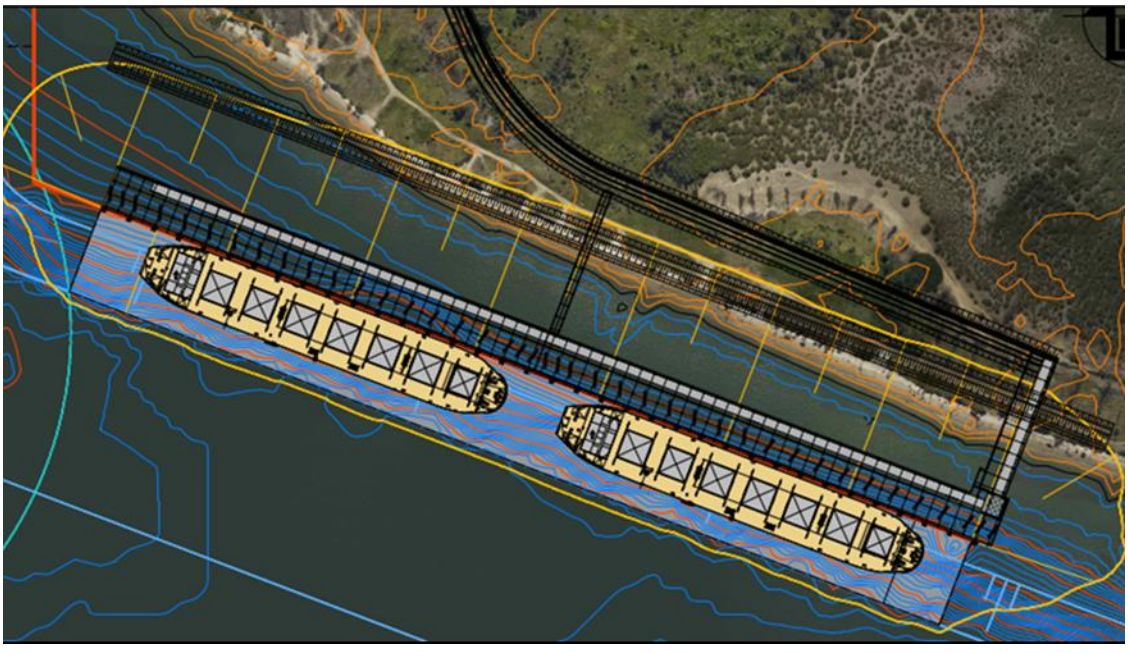


Figure 3-2: Current Proposed Dredging Location as Indicated by the Area Circled in Yellow (PRDW, 2024)

The dredging process involves several key steps and considerations:

- **Dredging Area:** The dredging area, mainly limited to the vessel berth pocket, consists of a rectangular shape adjacent to the entrance channel and will be defined by the berthing and navigation requirements. As discussed above its intent is to provide a berth pocket for safe maritime operations. The area measures approximately 745 m long by 67.5 m wide.
- **Dredging Volume:** The estimated volume of material to be dredged is approximately 1.8 million cubic meters. This volume is based on achieving a berth depth of -19.5 m CD to accommodate the maximum design vessel draft of 17.5 m. The dredging will involve the removal of sediment, silt and other materials from the seabed to create sufficient depth for vessel manoeuvring and berthing.
- **Material Classification:** Material classification for dredging has been performed by reviewing available geotechnical information which consists of boreholes and some surface sediment grab samples from the berths 706 to 708 basin. Sediment characterization and assessment of sediment quality have been completed as part of the dredge disposal strategy for the various TNPA initiatives from their master plan development (PRDW, 2024). The development of the interpreted soil profile is currently underway, however Table 3-1 indicates the soil layers that could be encountered as part of the dredging process which consist of the upper and lower harbour beds. The material is described as loose to fine grained silty sands on the upper layer and very soft to soft silty clay/clayey silt on the lower layer of the upper harbour bed. The lower harbour beds are expected to be beyond the intended dredge depth and consist of consolidated silty clay, clayey silt or medium dense to very dense sand.

Table 3-1: Interpreted Soil Profile in Proposed Development Area (PRDW, 2024)

Layer		Start elevation (mCD)	End elevation (mCD)	Average thickness (m)	Description
	Upper harbour bed	3.2 to -3.09	-3.09 to -10.58	8	Very loose becoming loose, fine- to medium-grained silty SAND.
		-3.09 to -10.58	-28.57 to -45.50	29	Very soft to soft (occasionally firm) normally consolidated silty CLAY/ clayey SILT.
	Lower harbour bed	-28.57 to -45.50	-54.84 to -69.33	25	Firm to very stiff, normally consolidated silty CLAY/ clayey SILT or medium dense to very dense fine- to medium-grained slightly silty SAND. These layers are highly to moderately compressible (Transnet, 2011).

- **Dredging Methods:** The dredging method will be selected by the dredging contractor depending on their equipment and fleet available as well as assessment of productivity and material assessment. For the material type described above, a trailer hopper suction dredger (TSHD) could be employed and seems to be the most suitable selection. A TSHD entails lowering a suction pipe to the seabed where a drag head acts as the vacuum for lifting the soft material from the seabed whilst the vessel is moving. Once the material is lifted by the suction pump it is deposited at a hopper compartment on the vessel. Other dredging methods could be employed by the contractors which involve the use of equipment such as backhoe dredgers or grab dredgers to remove material from the seabed. These methods are effective for precise excavation and handling of various sediment types although at reduced productivity. The top section of the dredge slope can be excavated using land-based equipment.
- **Sediment Assessment and Monitoring:** The Port of Richards Bay has a programme on sediment assessment and monitoring as part of its permitting process for disposing of dredged sediments offshore. This permitting procedure is in line with London Convention protocols and the NEM: Integrated Coastal Management Act (NEMICMA) of 2008. The purpose of the annual sediment characterisation is to evaluate various properties of the sediment such as material grading and classification, assessment of metal contents and toxicity. Based on the results, the DFFE: Oceans and Coasts guides with respect to the suitability of the materials to be disposed of offshore or if any special provisions need to be considered. The proposed location of the new berths is adjacent to the navigation channel. The sediment testing that the Port carries out is focused on assessing the quality of the Port areas to assess the impact of the Port activities. It is envisaged that sediment testing will be carried out specifically for the Project firstly to inform of any provisions for offshore disposal and subsequently become part of the regular monitoring going forward.
- **Dredge Disposal Options**: The primary disposal option for the dredged material is offshore disposal. The selection of an appropriate disposal site is a critical aspect of the Project, requiring careful consideration of environmental, logistical and regulatory factors. The following dredge disposal site options were available (Figure 3-3):
    - **Option 1: Existing TNPA disposal site –** The PoRB currently has an offshore disposal dumpsite, approximately 4.4Km south of the Port entrance that is used primarily for maintenance dredged material. The existing offshore dumpsite may not be able to accommodate the volumes that may result from the TNPA capital dredging programme. It is indicated in the recent Dredge Disposal studies (Sediment quality analysis, impact analysis of dredge spoil, Dredge disposal strategy) undertaken by PRDW that the existing offshore disposal site can still accommodate maintenance dredging for the next 16 years if material is placed in an even layer with a maximum allowed bed level of - 12.2m CD. In early consultation with TNPA and the DFFE Oceans and Coasts, the authorities have indicated that there is no differentiation between capital and maintenance dredging material disposal and therefore disposal at this existing site is the disposal option for this Project. TNPA are also exploring the potential of expanding the existing disposal site (see below).

- **Option 2: new disposal site (identified by PRDW, 2024)** – Due to the limitations associated with Option 1, TNPA had recently commissioned a dredge disposal capability assessment specialist study to identify offshore dredge material dump site. The dredge disposal strategy study evaluated two alternative sites for disposal of the capital dredging volume from the various Port initiatives. The first alternative (Alternative Site 1) considered is located within the Port limits and located south of the existing site as indicated in Figure 3-3. This site is preferred to the second alternative which is located north of the existing site, but outside the Port limits. Wave modelling was performed to assess the impact of offshore disposal of dredging material on the wave climate at the existing and proposed alternative dumpsites considering the volume of all capital dredging initiatives together. As part of this Project (Berths 709 and 710), a sedimentation assessment will be carried out, considering the volume specific from this Project on the proposed alternative disposal site.

It should be noted that the EIR process for the expansion of the existing site, nor the identification and approval of the new offshore disposal site, is not part of the Berths 709 and 710 Project scope. TNPA is, however, in the process of appointing a consultant(s) to undertake an EIR (due to the associated regulatory requirements) to assess the impacts associated with expanding the existing site or using the preferred Alternative Site 1. The appointed consultant(s) will be responsible for conducting and managing the environmental application processes for the existing disposal site expansion, and/or obtaining authorisation for a new offshore dumpsite for capital dredged material for the PoRB.

TNPA's first choice is to extend the existing maintenance dumpsite and the second choice is to authorize Alternative Site 1 (preferred site), whilst Alternative Site 2 is used as an alternative that has been assessed and found to not be feasible to use.

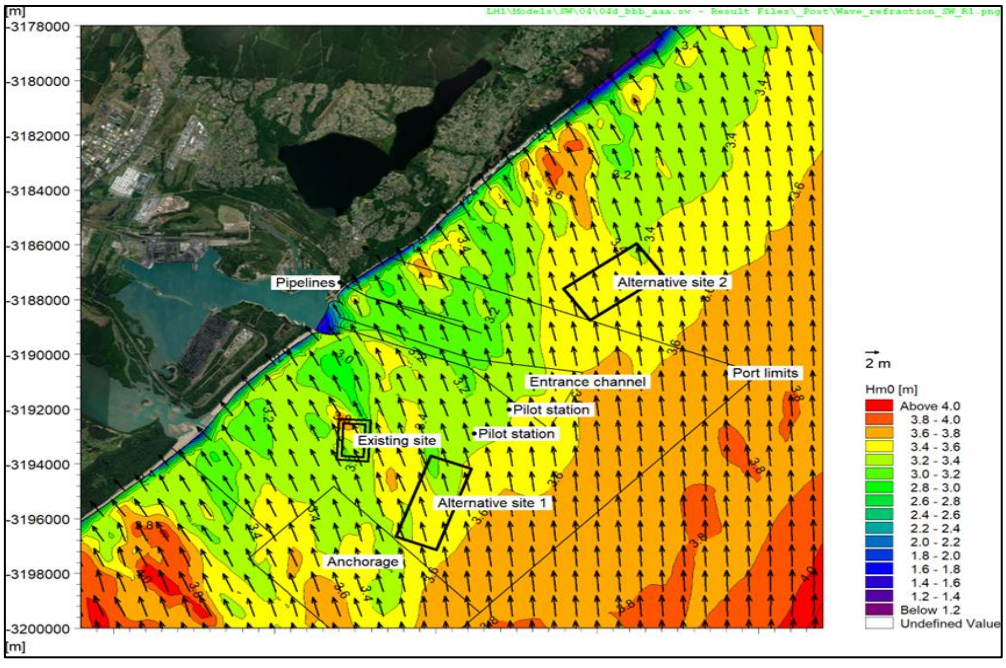


Figure 3-3: Results from Wave Modelling Study Assessing Impact of Proposed Alternative Dredge Spoil Dump Sites (PRDW, 2024)

By implementing these dredging and disposal strategies, the Project aims to create a safe and efficient marine environment for the new berths 709 and 710, supporting the Port's operational needs and growth, while ensuring environmental sustainability.

3.3. Site Wide Infrastructure

The site-wide infrastructure is essential for supporting the operations of the berths and ensuring seamless integration with existing Port facilities.

The site-wide facilities required to support the Project, although not specifically forming part of the marine infrastructure, includes, but is not limited to, road connections to provide access to marine infrastructure, stormwater connections, utilities (fire water, potable water) connections, and security systems/CCTV and access control.

- Roads – Access Road to marine infrastructure.
- Stormwater, Fire Systems, Potable Water – Connection for water supply to the quay structure and stormwater drainage from the quay to a land-based storage pond. No upgrade to existing infrastructure and utilities.
- Electrical – Connection to the Project infrastructure, as well as TNPA related CCTV and area lighting.

By developing this comprehensive site-wide infrastructure, the Project aims to create a well-integrated and efficient Project that supports the operational needs of the new berths 709 and 710. This infrastructure will enhance the safety, functionality and sustainability, contributing to the overall success of the Project.

The sub-sections below define the site wide infrastructure in more specific detail.

3.3.1. Roads – Site Wide

The road network for the Project will include new connections to link the berths with the existing road network within the Port. These connections will facilitate the movement of goods and vehicles to and from the berths, matching existing roads in terms of width, number of lanes and surfacing type. Traffic management measures, including signage, road markings and traffic control systems, will be implemented to ensure smooth and safe operations. The pavement structure for new roadways will be based on expected traffic volumes and axle loadings. This will be verified at a later stage of this pre-feasibility study based on the results and recommendations of a site-specific geotechnical study.

Based on the above the road network extension for this Project will be limited to the new TNPA access road connecting the new Berths 709 and 710 to the existing road network to the south of the existing ferro slabs. This road is anticipated to be 1.8 km in length and have an 8m wide surfaced riding surface and have gravel shoulders either side.

3.3.2. Storm Water System – Site-Wide

A stormwater management system will be installed to handle stormwater runoff from the quay area. This system will include drainage channels and sumps to collect and convey stormwater. The volume of run-off produced by a first flush of 10 mm rainfall, will be collected in sumps located on the quay.

The first flush is the initial runoff of rainwater that washes over the quay that may carry with it debris and sediments that have accumulated since the last rain. The sump(s) will be sized to hold the first flush volume. At the first flush top water level in the sump there will be an overflow to the estuary. Any water entering the sump after the first flush will start overflowing. The pumps in the sumps will start up once the top level is reached and thus theoretically only pump the first flush volume to the stormwater storage pond. Run-off more than the first flush will be considered to be clean and will flow into the estuary via overflow pipes from the sumps. The sumps will therefore act to contain the debris and sediments from the first 10 mm runoff.

The first flush will be pumped from the on-quay sumps to a stormwater storage pond located adjacent to the quay on dry land (measuring approximately 0.25ha in size) (refer Figure 3-4). The pond will have storage capacity of approximately 850 m^3 with a freeboard to prevent overtopping. An emergency overflow weir will direct excess inflow to an overland channel and pipeline system. The pipeline will discharge at the toe of the berth revetment, where discharge will seep away and/or naturally drain into the estuary. The stormwater storage pond will be an earth structure with an HDPE liner to prevent uncontrolled discharge/seepage of stormwater into the sub soil.

The estimated length of the pipeline from the sumps to the stormwater storage pond will be 260 m and the diameter 110 mm. This will be confirmed during detail design

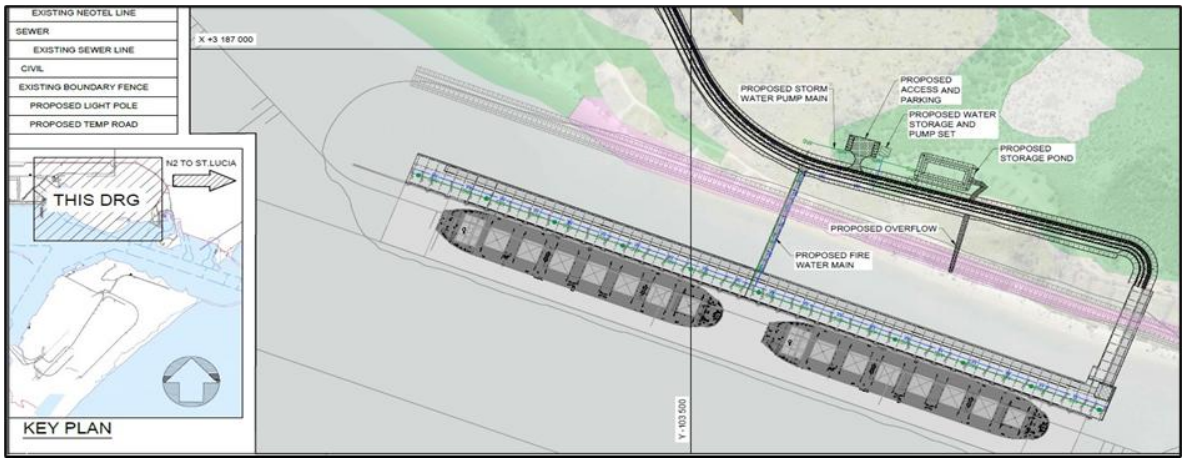


Figure 3-4: Zoomed in Detail of Proposed Quayside Infrastructure (PRDW, 2024)

3.3.3. Wet Utilities (Fire Systems, Potable Water) – Site Wide

A new fire water pipeline will be provided on the quay structure for firefighting purposes. The pipeline will be pressurized on the quay for firefighting purposes by means of a pump set with storage tank. The pump set and storage tank will be supplied with water by a new pipeline which will be routed along the new TNPA road (buried in the potable water servitude within the road shoulder) and connect to an existing bulk supply pipeline. The estimated length of the water pipeline will be 2.62 km and the diameter 300 mm. This will be confirmed during detail design.

Similarly, a new potable water pipeline will be provided on the quay structure. This pipeline will provide potable water to the quay for vessel consumption purposes. The new pipeline will connect to the potable supply upstream of the fire storage tank. A fire hydrant will be provided at the new TNPA substation, which will be connected directly to the potable supply line and will operate at the pressure of the existing potable water network.

3.3.4. Electrical, Lighting & Security – Site-Wide

The site-wide electrical supply will consist of a new 11kV substation building (approximately 0.3ha) that will be located along the new TNPA access road to the new berths 709/710. The substation will be fed from the existing TNPA Eastern Intake Substation, which will be upgraded as part of this project. The TNPA new substation will be used to feed the following infrastructure:

- Area lighting along the new TNPA access road and on the quay wall.
- Pumps for potable water, fire water and stormwater distribution.
- Provision will be made within the new substation for the connection of terminal substations (concessionaire substations) that will feed all terminal & rail related infrastructure.

The electrical and fibre reticulation required on the quay will be as follows:

- CCTV;
- Area lighting; and
- Aids to navigation.

The estimated electrical load demand for this Project is 8.4kVA. Electrical and fibre reticulation for the Project will be as follows:

- The reticulation on the quay will be via sleeves cast into the concrete structure.
- The reticulation to and from the new TNPA substation will run along the new TNPA access road and be contained in a dedicated electrical servitude within the road shoulder.
- The reticulation from the existing Eastern Intake Substation to the new TNPA access route will be along existing electrical servitudes. This reticulation will be buried and protected by concrete culverts and concrete encasement where required.

3.4. Temporary Construction Access Roads and Construction Laydown Areas

To support the construction activities for the Project, designated temporary construction laydown areas (approximately 11 ha vegetation clearance) and temporary access roads will be established. These areas will be strategically located within the Project site to facilitate the storage and handling of construction materials, equipment and machinery.

The temporary laydown areas will include:

- Access Roads: Construction access roads of 2.33 km in length and 8 m wide. These will be untarred access roads, layered with G5-wearing course material.

- Material Storage Zones: Designated spaces for storing construction materials such as steel, concrete, pile casing and piping. A concrete batching plant and precast concrete yard is also envisaged to be established in this area.
- Equipment Staging Areas: Areas for staging construction equipment and machinery, ensuring they are readily accessible for use.
- Temporary Office Facilities: Portable/ prefabricated office units (including associated conservancy tanks) for site management and administrative functions.
- Safety and Security Measures: Fenced perimeters, lighting and security personnel to ensure the safety and security of the stored materials and equipment.
- Environmental Controls: Measures to manage dust, noise and stormwater runoff from the laydown areas to minimize environmental impact.

These construction laydown areas will be essential for the efficient and organized execution of the Project, ensuring that all necessary materials and equipment are available on-site and reducing delays in the construction schedule.

3.5. Need and Desirability of the Project

The existing berths at the PoRB are operating at or near full capacity, limiting the Port's ability to accommodate additional cargo volumes. The development of the new Berths 709 and 710 at the PoRB is a strategic initiative aimed at enhancing the Port's capacity and efficiency to meet the growing demands of the maritime and logistics sectors.

The construction of Berths 709 and 710 will significantly increase the Port's capacity, enabling it to handle larger volumes of dry bulk commodities such as coal, chrome and magnetite.

This expansion is crucial for supporting the economic growth of the region and meeting the increasing demand for export facilities. The throughput considered for the back of quay area is 7 Mtpa dry bulk exports, catering for 3 Mtpa of coal, 3 Mtpa of chrome and 1 Mtpa of magnetite.

The new berths will be specifically designed to cater to the needs of junior miners who require access to export facilities for their products. This initiative aligns with national economic development goals by promoting the participation of smaller mining companies in the global market. The design of the berths and terminal will incorporate state-of-the-art facilities and equipment, including rail-mounted linear traveling ship loaders and advanced bulk material handling systems. These systems will streamline the loading and unloading processes, limit turnaround times and ensure overall operational efficiency.

4. PROJECT ALTERNATIVES

This section discusses the alternatives that have been considered as part of the Scoping Phase, as well as the selection process of the preferred alternatives that will be considered and assessed as part of the EIR Phase. Sections 24(4) (b) (i) and 24(4A) of the NEMA require an Environmental Assessment to include investigation and assessment of impacts associated with alternatives to the proposed Project. In addition, Section 24O (1)(b)(iv) also requires that the CA, when considering an application for EA, takes into account "where appropriate, any feasible and reasonable alternatives to the activity which is the subject of the application and any feasible and reasonable modifications or changes to the activity that may minimise harm to the environment".

Therefore, the assessment of alternatives should, as a minimum, include the following:

- The consideration of the no-go alternative as a baseline scenario
- A comparison of the reasonable and feasible alternatives; and
- Providing a methodology for the elimination of an alternative

The 2014 NEMA EIA Regulations (as amended) define "**alternatives**", in relation to a proposed activity, "as different means of meeting the general purpose and requirements of the activity, which may include alternatives to the:

- Property on which or location where the activity is proposed to be undertaken;
- Type of activity to be undertaken;
- Design or layout of the activity;
- Technology to be used in the activity;
- Operational aspects of the activity; and
- Includes the option of not implementing the activity"

Appendix 2 of the 2014 NEMA EIA Regulations (as amended) provides the following objectives, *inter alia*, of the Scoping Process in relation to alternatives:

- To identify and confirm the preferred activity and technology alternative through an identification of impacts and risks and ranking process of such impacts and risks; and
- To identify and confirm the preferred site, through a detailed site selection process, which includes an identification of impacts and risks inclusive of identification of cumulative impacts and a ranking process of all the identified alternatives focusing on the geographical, physical, biological, social, economic, and cultural aspects of the environment.

The Scoping Report is therefore required to provide a description of the process followed to reach the proposed preferred activity and technology alternative, site and location of the development footprint within the site, including details of all the alternatives considered and the outcome of the site selection matrix.

4.1. No-Go Alternative

The no-go alternative assumes that the proposed Project will not go ahead i.e. it is the option of not developing the proposed Berths 709 and 710 Project. This alternative would result in no environmental impacts from the proposed Project on the site or surrounding local area. It provides the baseline against which other alternatives are compared and should be considered. The following implications will occur if the no-go alternative is implemented (i.e. the proposed Project does not proceed):

- No benefits will be derived from the implementation of the Project;
- The no-go alternative will not contribute to and assist in the development of new infrastructure. This limits the Port's ability to modernize and improve its infrastructure, potentially affecting long-term competitiveness;
- Continued capacity constraints that limit the Port's ability to handle additional cargo volumes, potentially leading to congestion;
- Aim of junior miners attaining access export facilities will not be realised, hindering their market participation;
- Overlooking opportunities to support regional economic growth;
- There will be lost opportunity for skills transfer and education/training of local communities;
- The positive socio-economic impacts likely to result from the Project, such as increased local spending and the creation of local employment opportunities, will not be realized.

Contrary to the above, the following benefits could occur if the no-go alternative is implemented:

- No change to the current landscape will occur and the visual character of the area will remain unchanged;
- Cost savings by eliminating the need for significant capital investment;
- Environmental preservation by avoiding potential impacts from construction and increased port activity;
- No noise impacts will occur either during the construction phase or during the operational phase;
- Maintaining the status quo of current port operations without disruption;
- Preventing potential negative impacts on local communities such as noise and increased traffic;
- No biodiversity (fauna and flora) will be removed or disturbed during the development of this proposed Project;
- No aquatic resources will be impacted upon during the construction Project; and
- Reducing the potential for increased pollution and environmental degradation associated with higher Port activity levels.

The no-go alternative means no development of the new Berths 709 and 710 which means continued capacity constraints that limit the Port's ability to handle additional cargo volumes, potentially leading to congestion.

TNPA will also miss out on opportunities to support regional economic growth and job creation, restricting the ability of junior miners to access export facilities and hindering their market participation, and failing to benefit from advanced facilities and equipment that could streamline operations and reduce turnaround times. Hence, the no-go alternative is not currently the preferred alternative.

4.2. Project Activity Alternatives

The activity alternative refers to the different methods or approaches to achieving the objectives of a Project.

In the planning and development of the Project, the approach was derived directly from the strategic planning outlined in the TNPA Master Plan. As such, no other activity alternatives were considered for this Project. The Master Plan identified the construction of these new berths as the most effective solution to meet the port's capacity and operational needs.

The TNPA Master Plan earmarked Berths 709 and 710, along with other key Projects, as primary solutions to enhance the port's infrastructure and operational efficiency. This strategic initiative aims to accommodate larger volumes of dry bulk commodities, such as coal, chrome, and magnetite, which are crucial for supporting regional economic growth and meeting export demands. The Master Plan emphasizes the importance of these developments in maintaining the Port's competitiveness and ensuring its ability to handle future cargo volumes efficiently.

Based on these considerations, the construction of Berths 709 and 710 is the preferred approach and no other activity alternatives were further considered.

4.3. Project Location and Site Alternatives

The location alternative refers to the different geographical areas or broader regions where a Project could potentially be situated.

The development of Project is based on the strategic planning outlined in the TNPA Master Plan. This site within the PoRB was specifically earmarked for Berth 709 and 710, and was based on several key factors:

- Strategic Planning: The TNPA Master Plan identifies Berths 709 and 710 as critical components for expanding the Port's capacity to accommodate larger volumes of dry bulk commodities such as coal, chrome, and magnetite.
- Infrastructure Alignment: The location aligns with existing infrastructure and operational requirements, ensuring seamless integration with current port activities.
- Operational Efficiency: The site is designed to optimize loading and unloading processes, incorporating state-of-the-art facilities and equipment to streamline operations and reduce turnaround times.
- Environmental Considerations: The selected location minimizes potential environmental impacts by utilizing an area already designated for Port expansion.

Based on the above factors, the location as presented in Figure 4-1, Figure 4-2 and Figure 4-3 is the preferred site for the development of Berths 709 and 710. No other geographical location alternatives have been considered for this Project; however, the layout location of the berths was formally assessed (see Section 4.1.1.1).



Figure 4-1: TNPA Master Plan (refer point 13 for listing of Berths 709 & 710)



Figure 4-2: Proposed Development Area for new Berths 709 & 710 (Hatch, 2025)

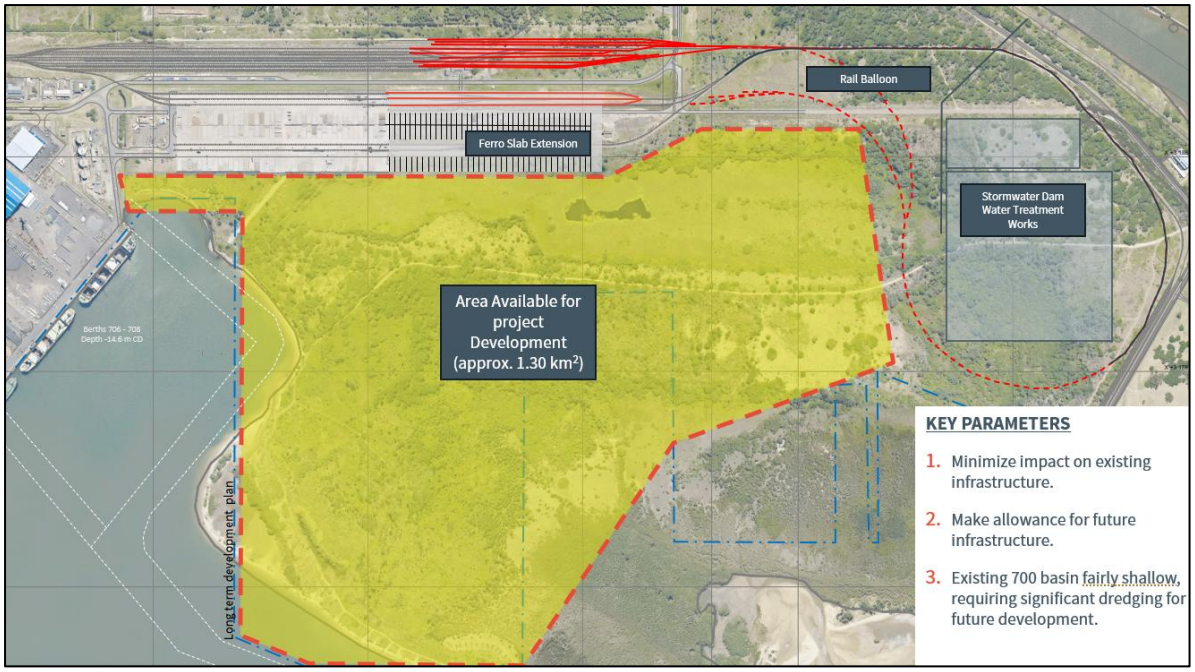


Figure 4-3: Location of the Primary Infrastructure for the Project (Hatch, 2025)

4.4. Infrastructure Layout Alternatives

The layout alternatives refer to different ways of arranging the infrastructure and facilities within a selected site. Layout alternatives focus on the internal configuration and organization of the Project components, such as the placement of buildings, roads, utilities, and other elements within the site. For the development the Project several layout options were considered to optimize the functionality, efficiency, and aesthetics of the Project.

The following key layout components were evaluated:

- Primary Infrastructure Alternatives:
  - The placement of the jetty for the berths, and
  - TNPA access road.
- Secondary Infrastructure Alternatives:
  - Stormwater storage pond,
  - Substation,
  - Temporary construction access road, and
  - Temporary construction laydown areas.

Each of these layout options was carefully analysed to determine the most effective arrangement that meets operational requirements, minimizes environmental impact, and enhances overall Project performance. In some cases, multiple alternatives were considered, while in others, only one option was evaluated.

4.4.1. Primary Infrastructure Alternatives

The establishment of the primary infrastructure layouts were done through an options development and selection process that used a Multi-Criteria Analysis (MCA) to evaluate the appropriateness and establish an overall preference in terms of design options. The aim of the MCA was to rate the identified options against weighted criteria to determine the preferred "Go Forward Option" across the entire spread of applicable criteria. The main evaluation criteria established included:

- Risk
- Health and Safety
- Environmental Sustainability
- Operational Performance
- Scalability, Flexibility and Future Expansion
- Financial

A multidisciplinary MCA workshop was held on 15 October 2024 and included members of the engineering, environmental, marine services and design teams from TNPA, Hatch, Indaloenhle, and PRDW respectively. The options development and shortlisting process to result in holistic primary infrastructure options were discussed and agreed within the workshop.

The "Go Forward Option" / Preferred Option for the Primary Infrastructure is presented in Figure 4-4 and Figure 4-5. The placement of the jetty for the berths and TNPA access road are discussed in further details in sections 4.4.1.1 and 4.4.1.2, respectively.

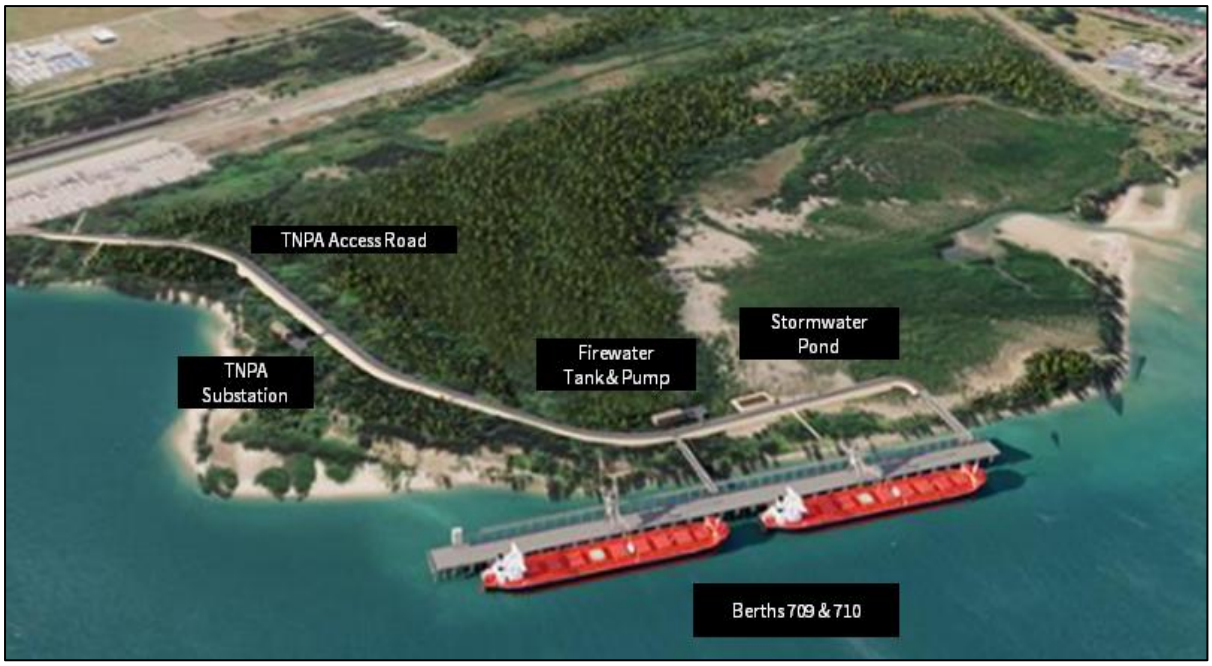


Figure 4-4: Go-Forward Option (Artist Impression – Hatch, 2025)



Figure 4-5: Go- Forward Option- Layout (Hatch, 2025)

4.4.1.1. *Marine Jetty and Berths Layout*

A marine layout options analysis was carried out as part of the concept design. The options analysis considered the marine access channel and basin dimensions, manoeuvring area and turning basin dimensions, safety of navigation, future vessel traffic considerations, environmental conditions at the proposed berth, the environmentally sensitive wetlands and the high-level impact of dredging volumes.

Several layout options were developed. These were evaluated based on: avoiding interference with future development of the 800 series berth extension and the 700 series basin; considering the navigational space needed for the Cape-size design vessel; and minimizing impact on the environmentally sensitive wetland area east of the 700 series basin. Three options are presented (Figure 4-6):

- Layout Option 1: - North-South Berths on west coast of Project area (Figure 4-6 – A): designed to align to the current master plan layout. This layout allows for ease of navigation for the design vessel onto the berth, and the planned 800 series extension does not interfere with navigability requirements. However, it goes through the environmentally sensitive mangrove forest area east of the 700 series basin.
- Layout Option 2 - Diagonal Berth with 800 Series Berth Extension on west coast of Project area (Figure 4-6 – B): shifts the alignment of Layout 1 to allow for a sufficiently large 700 series basin entrance. This layout allows for safe navigation of the design vessel into the 700 series basin and onto the berth, and the planned future 800 series berth extension does not interfere with navigability requirements. On the downside, it is further oriented through the environmentally sensitive mangrove forest east of the 700 series basin.

Further to this, the dredge slope has the potential to have higher environmental impact of swamp forest and other mangrove sites in-land, resulting in higher terrestrial and aquatic impacts.

- Layout Option 3 - Entrance Channel, located south of Project area (Figure 4-6 – C): considers that the berths be placed parallel to the entrance channel, while allowing for future berth development inside the 700 series basin. This layout allows for ease of navigation of the maximum design vessel onto the berth, and the planned 800 series berth extension does not interfere with navigability requirements. This also allows for future development of Capesize berths in the 700 series basin. This option offers considerably lower environmental impact on the sensitive mangrove forests, resulting in avoidance of dredging and clearance of this area, a notable improvement from Layout 1 and 2. However, considerations of the deep bedrock conditions need to be made.

In comparison of options, Layout no.1 offers safer navigation compared to Layout no.2. Both layouts have a similar environmental impact on adjacent wetlands, but Layout no.1 was considered more favourable due to its enhanced navigational safety. The third option, Layout no.3, is preferred (Figure 4-6 – C): for its relatively much lower environmental impact and reduced navigational risk. The outcome of the holistic MCA resulted in the selection of Layout no.3 as the preferred marine layout. This layout allows for the future development of two Capesize vessel berths inside the 700 series basin, has a limited impact on environmentally sensitive areas, and meets navigation requirements without being affected by the planned future extension of the 800 series berths.

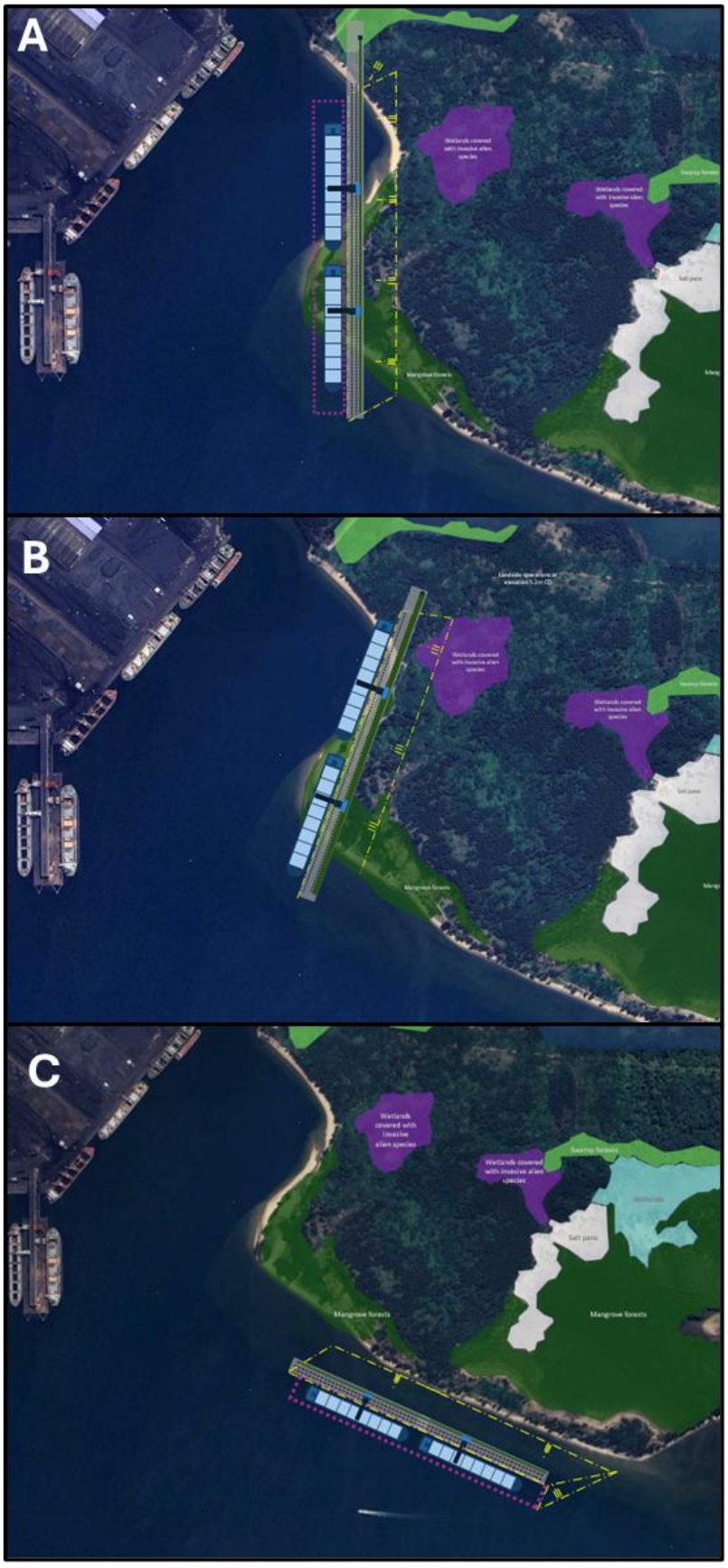


Figure 4-6: Marine Jetty Berths Layout Options Assessed

4.4.1.2. TNPA Access Road Layout

With the new terminal located on the east of the port and the primary truck entrance at the west, trucks will have to travel from west to east via Newark Road, which is the main artery in the port. Alternatively, a new route can be considered using Silver Ocean around the north of the port with two alternative approaches into the new terminal. Three options were considered as illustrated in Figure 4-7, and summarised as follows:

- Option 1 – Newark Road to the entrance from the Western Side of Berths.
- Option 2 – Newark Road to the entrance from Northern Side of the Berths, then connecting to the existing access road towards the berths.
- Option 3 – Eastern Boundary Road around the port boundary to entrance from Eastern Side of Berths, then connecting to existing access road towards the berths.



Figure 4-7: Access Route Options Assessed

Option 1 was selected due to the following considerations:

- This option does not interfere with future development within the eastern region of the port and would therefore not sterilise any land for future development.
- Shorter travel distance to existing port network, therefore reducing capital investment and long-term operating cost for the users.

By minimizing the development footprint, this option helps preserve the natural landscape and reduces the impact on local ecosystems. Bulk utility supply is collocated with the access road, and utility servitudes are located within the road shoulder, further reducing environmental disruption.

4.4.2. Secondary Infrastructure Alternatives

The secondary infrastructure alternatives were assessed in relation to the "Go Forward Option" for the primary infrastructure (Figure 4-5), i.e., as presented in the Project layout in Figure 2-3.

4.4.2.1. Stormwater Storage Pond Layout

A stormwater management system will be installed to handle runoff from the quay wall area. This system will include drainage channels and sumps to collect and convey stormwater. First flush water will be pumped from the on-quay sumps to a lined stormwater storage pond located adjacent to the quay on dry land. There are no site location alternatives for the stormwater storage pond. The selected location was chosen to avoid sensitive areas and must be next to the quay to ensure effective stormwater management.

4.4.2.2. New TNPA Substation Layout

The new TNPA substation needs to be centrally located to ensure efficient and effective power distribution to current and future development within the eastern area of the port. With this in mind, no alternative locations were considered for the substation, however the proposed location was selected due to the following:

- The substation is positioned close to the new Berths 709 and 710 to facilitate efficient power distribution. This proximity ensures that the new berths receive a reliable and robust power supply, which is crucial for their operational efficiency and safety.
- Its placement takes into account its proximity to existing feeder substations, such as the Liquid Pitch and Eastern Intake substations. By being near these existing substations, the new substation can integrate seamlessly into the current power infrastructure, enhancing overall system reliability and reducing the need for extensive new cabling and infrastructure.
- The location supports future back-of-quay developments that will rely on the new berths 709 and 710, as well as the TNPA substation. This strategic positioning ensures that future expansions and developments can be easily accommodated, promoting long-term growth and operational flexibility within the port.
- The site was chosen to avoid environmentally sensitive areas and to prevent the sterilisation of land needed for future development. By selecting a location that minimizes environmental impact, the Project aligns with sustainability goals and regulatory requirements, preserving natural habitats and ensuring that valuable land remains available for future use.

4.4.2.3. Temporary Construction Access Route and Laydown Areas Layout

Construction traffic congestion and access controls at the existing Port entrance were identified as Project risks. Therefore, a dedicated temporary construction access route is proposed. This access will be located on the eastern boundary of the Port.

- The temporary construction access route location was chosen to align with existing access roads within the Project site (Figure 4-8). The entrance from the east (Newark Road) and running west within this site is a clearly visible access road previously used

within the site. The portion of the access road running south towards the jetty area, and adjacent to the proposed location for the TNPA access road, was recommended to avoid any sensitivities in the south-eastern area of the site and also allowed easier access to the proposed locations of adjacent infrastructure for construction purposes.

- The third portion of the temporary construction access road on the eastern border of the site runs south from the existing access point, towards the proposed laydown area at the repair quay on the southeastern border of the site. This was chosen as it runs alongside an existing fence, with minimal vegetation growth compared to the rest of the site, and avoids the sensitive vegetation and wetlands identified in this interior portion of the area, thereby reducing potential biodiversity disturbance. Any other alternatives towards this area would have resulted in overlap with potentially sensitive areas and would have required significantly more vegetation clearance in comparison.
- It is important to note that the two construction laydown areas on the east of the Project site are recommended laydown areas, particularly for any future works. They will not necessarily be used in the construction of this Project but will form part of the Environmental Authorisation for this Project.

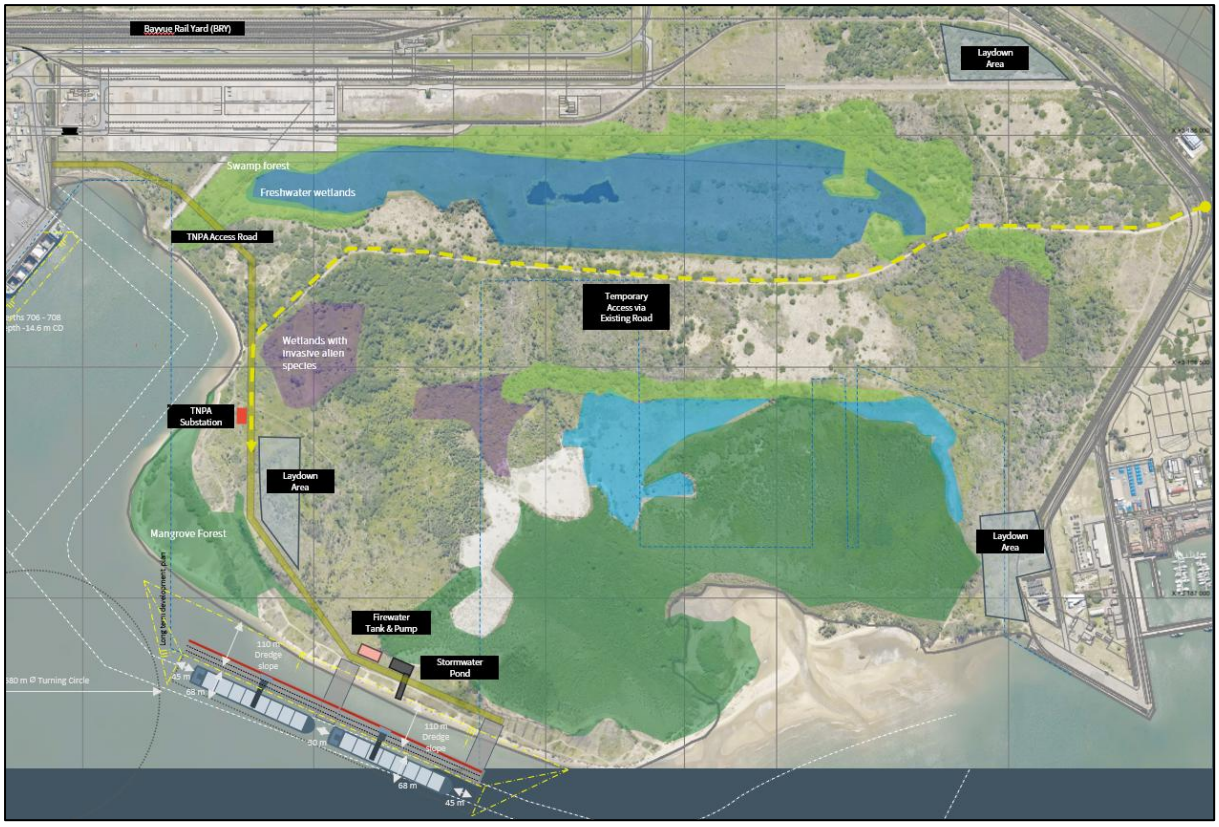


Figure 4-8: Temporary Access and Laydown Area

As a whole the selection of this as the preferred option is primarily to minimize the environmental impact of this infrastructure by avoiding additional vegetation clearance that would not form part of the existing Port Maintenance Plan. As a result, no alternative routes were considered for the temporary construction access roads.

For the construction laydown areas, these zones are essential for the efficient and organized execution of the Project. They ensure that all necessary materials and equipment are available on-site, thereby minimizing delays in the construction schedule. Site establishment and construction laydown areas were planned to avoid interference with construction work fronts.

- Three temporary construction laydown areas are proposed. The laydown area in the northeastern section of the site will serve as the site establishment and laydown area for the enabling works contractor. The other two laydown areas, also constructed by the enabling works contractor, include the main construction laydown area near the main construction works just north of the new quay location, and the laydown area at the repair quay for materials imported from abroad, such as pile casings.
- From initial desktop and site verification investigations, areas of low environmental sensitivity were prioritized for the proposed laydown area locations. Given the strategic selection of these sites, additional alternatives for the laydown areas were not considered. The chosen locations align with the temporary access route, ensuring minimal environmental impact and operational efficiency. Therefore, the preferred locations are deemed the most suitable and effective options for the Project's needs, eliminating the necessity for considering other alternatives for the construction laydown areas.

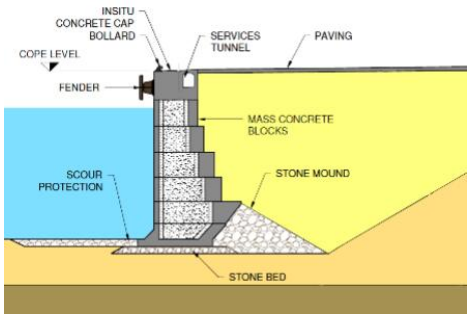
In conclusion, no other alternatives for the temporary access route and laydown areas were considered, as the selected locations and routes were deemed the most suitable and effective options for minimizing environmental impact and ensuring operational efficiency.

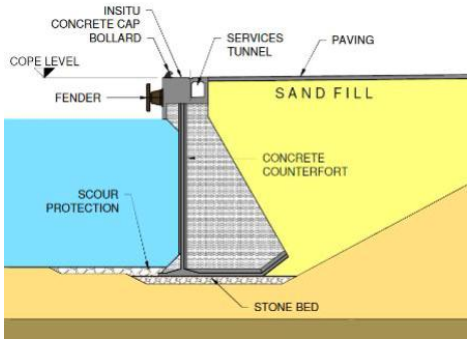
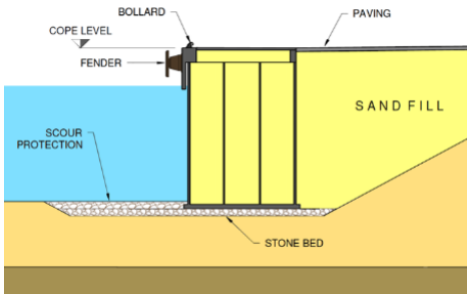
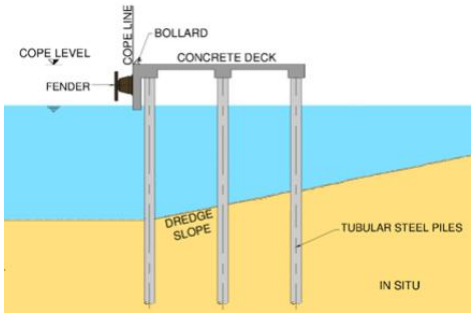
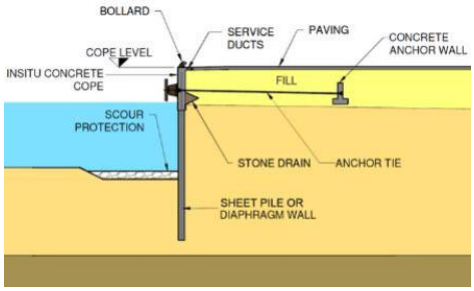
4.4.3. Process and Technology Alternatives

4.4.3.1. Berth Structures and Quay Wall Design

A number of different quay structure types have been considered in order to select the most suitable structure type for the port development. The structure types considered fall under two broad categories, namely gravity and embedded/pile structures. Table 4-1 provides a summary of the potential structure types.

Table 4-1: Marine Structure Options Assessed

Type	Section	Description
Gravity Structure		
Blockwork wall		Block walls consist of mass concrete blocks, either cast in situ or precast and placed into position using mobile cranes. The stability of the structure relies on its own deadweight and the relatively large deadweight of the structure requires competent founding conditions to avoid settlement. Block walls typically require very little maintenance over their design life.

Type	Section	Description
Counterfort		Counterfort walls consist of L-shaped reinforced concrete elements which rely on the deadweight of the soil above the wall to ensure stability. As for block walls, counterfort walls require competent founding conditions to avoid settlement of the wall.
Caisson		A caisson quay wall consists of cellular concrete structures which can be constructed in situ or in a casting yard before being floated, towed and sunk into position on a prepared base. The cells within the caisson units are then filled prior to the cope being cast. As for the other gravity structures, the caisson walls require competent founding conditions.
Embedded/ piled structures		
Deck on pile		A deck on pile structure consists of a deck supported by piles driven into the seabed or bedrock. Piles transfer the vertical and lateral load from the deck to the underlying soil or bedrock. Deck-on-pile structures are particularly suited for berths located in deep-water where the bedrock is too deep to allow the use of gravity structures, or where problematic soils are encountered.
Sheet pile/combi wall		Sheet pile quay wall structures consist of preformed steel sections which are driven into the ground adjacent to one another with interlocking clutches to form a continuous wall. The quay wall itself is unable to resist the lateral pressures due to the operational loads and earth pressures behind the quay wall and an additional lateral support is therefore required. This lateral support is provided by a steel tie rod and concrete anchor.
Diaphragm wall		Diaphragm quay wall structures consist of a reinforced concrete quay wall constructed in situ using top-down construction methods. As for the sheet pile quay structure, the lateral support is provided by a steel tie rod anchor system.

4.4.3.1.1. Geotechnical Consideration

The analysis of the geotechnical information allowed for the identification of the upper harbour bed very soft to soft silty clays/ clayey silts at the dredging level. This soil was assessed and was found to be problematic as a founding soil.

Due to this finding, conventional gravity type structures are considered unsuitable for the quay wall alignment, and a piled structure is considered more appropriate.

This conclusion is supported by Transnet (2011) who also state that due to the unfavourable conditions, the following is to be considered:

- For structures requiring reclamation/ back-up area, ground improvement in the form of engineered fill or preloading of the soil may be suitable; however, obtaining 90% consolidation of the cohesive material will require a significant amount of time.
- Some alternatives suggested by Transnet (2011) to be considered include:
  - Piling of sensitive structures;
  - Founding on spread footings for minor structures; and
  - Establishment of a continuous maintenance programme for stacking areas, ballasted tracks and roads where large settlements are anticipated.

As a result of the geotechnical assessment of the site and its soils, blockwork, counterfort and caissons are considered unsuitable structures due to the poor founding material, and a piled structure is recommended.

4.4.3.1.2. Selection of structural form

Based on the existing port structures, the expected geotechnical conditions, and reviewing various structural options, it was concluded that a deck-on-pile structure is the most suitable solution for the terminal. A typical cross section for a deck on pile structure is presented Figure 4-9.

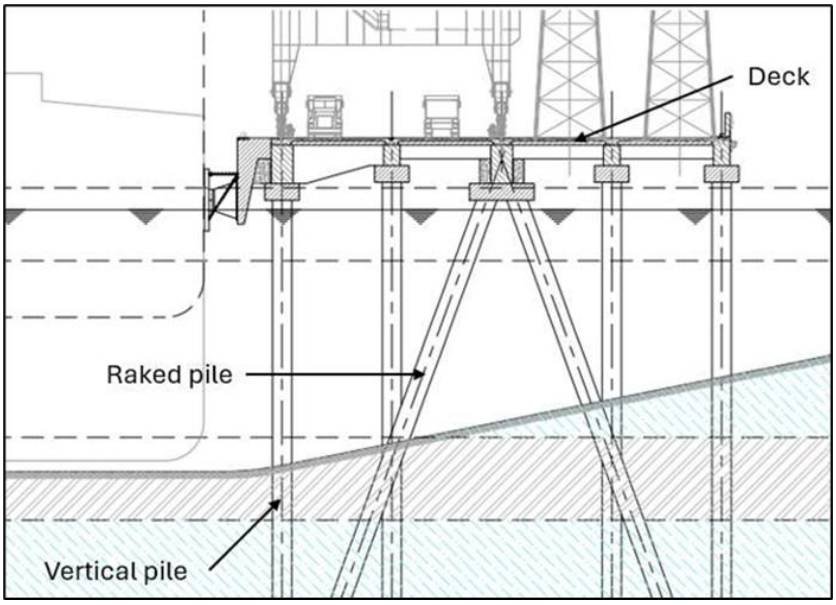


Figure 4-9: Typical cross section of a deck on pile structure

A combination of vertical and raked piles will be used to support the terminal structure. Vertical piles will be positioned directly under ship loader and adjacent areas where vertical loads are concentrated. Battered piles will be installed centrally along the terminal, in areas exposed to large lateral forces. The combination allows for a balanced design that addresses both vertical and lateral loading conditions, enhancing the overall integrity of the jetty or terminal.

4.4.3.2. Dredge Disposal

Effective management of dredged material is crucial for the success of the Project, ensuring minimal environmental impact and compliance with regulatory requirements. The evaluated options for dredge disposal included:

- The existing offshore disposal site (preferred alternative), approximately 4.4 km south of the port entrance, is used for maintenance dredged material (Figure 3-3). Studies indicate it can accommodate maintenance dredging for the next 16 years. However, it may not handle the volumes from the TNPA capital dredging programme. The estimated volumes of dredging material from this Project can be accommodated at this site. TNPA is also exploring expanding this site. This site is already established, reducing the scale of the permitting processes, and its proximity to the port minimizes transportation costs and time.
- Given the limitations of the existing site, TNPA commissioned a study to identify new offshore disposal sites. Two alternatives were evaluated, with the preferred site located within port limits, south of the existing site (Figure 3-3). This site requires an EIAR for approval, which may not be completed in time for the Project's start. Additionally, the EIR process is complex and may reveal significant negative environmental impacts. This option offers increased capacity to handle larger volumes of dredged material and its strategic location within port limits potentially reduces transportation costs. However, it faces regulatory hurdles requiring a complex EIR process, which may delay the Project, and there are potential significant negative environmental impacts during the approval process.
- Land-based disposal was initially considered as an alternative for the Project. Its potential use is in the end dependent on the results from geotechnical investigations, laboratory testing (e.g., fines content, sediment grading), and chemical composition of the sediments. Land-based disposal reduces the need for offshore disposal, potentially minimizing marine pollution, and offers the potential for reclamation Projects. However, the suitability of the material for reclamation fill based on testing results and logistical challenges requiring significant infrastructure for transportation and handling of dredged material are concerns. It was ultimately ruled out as an option given that the material is not considered suitable for reclamation fill, and this option was not further evaluated.

After careful consideration of the available options, the preferred alternative is to dispose of the Project's dredged material at the existing offshore disposal site. This approach is expected to have a lower environmental impact, be easier to permit, and align with regulatory requirements. TNPA's first choice for further investigations is to extend the existing maintenance dumpsite. If this proves infeasible, the preferred new site within port limits will be considered. This strategy ensures that the Project adheres to best practices in environmental management while meeting logistical and regulatory needs. This will be investigated in the EIR phase.

4.4.3.3. Stormwater Management System

As described, the stormwater system is proposed to manage runoff from the quay wall area. Given the location of the quay area, fitting into existing stormwater management systems or existing stormwater pipes is not an option. Stormwater management on infrastructure Projects like this is crucial to many reason, namely prevent flooding, reduce potential for pollution, and ensure regulatory compliance. Effective stormwater systems help in collecting and safely releasing runoff, thereby protecting both the infrastructure and the surrounding environment. Two options were considered:

- The first option was to discharge stormwater directly into the ocean from the quay wall, which is the current method of stormwater discharge that exists in the Port's operations and in proximity of the Project area. This approach requires obtaining permits in terms of NEM:ICMA and local municipal guidelines, which can be a lengthy and complex process. Additionally, direct discharge may lead to pollution issues, as stormwater may carry contaminants that can harm marine life and water quality. Due to the potential environmental risks and regulatory hurdles, this option was not considered the best environmental approach and was not considered further.
- The second option, and the preferred alternative, is to apply good industry best practices by installing a system that aims to convey the stormwater. The first flush water will be transported to a lined stormwater storage pond, where any sediments can settle out and the water evaporates. This approach reduces the need for directing stormwater into the ocean, thereby minimizing pollution and promoting sustainable practices. It ensures better long-term management of stormwater runoff, aligning with environmental regulations and sustainability goals.

The stormwater storage pond option as the preferred alternative was chosen because it effectively minimizes potential environmental impact and promotes sustainable practices in stormwater management. This option is being investigated in the EIR process, associated permitting requirements, impacts, and municipal and legal guidelines that need to be adhered to will be established.

5. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

5.1. Applicable Legislation

The South African regulatory framework outlines clear requirements and standards for the environmental and social management of industrial and civil infrastructure projects. Environmental protection responsibilities are carried out by various authorities at both national and regional levels. The relevant national legislation is outlined in Table 5-1 below.

Table 5-1: Applicable National Legislations

Legislation	Description of Legislation	Applicability
The Constitution of South Africa (No. 108 of 1996)	The Constitution serves as the supreme law of South Africa, providing a legal framework for the protection of fundamental rights, including environmental rights. Section 24 outlines the right of everyone to an environment that is not harmful to health or well-being. This obligates the State to protect the environment and promote sustainable development.	An environmental permitting process will be conducted to identify and assess the potential impacts associated with the proposed Berths 709 and 710 Project. The recommended mitigation measures will be designed to effectively address these impacts and ensure they are managed to acceptable levels, in alignment with the rights protected by the Constitution.
National Environmental Management Act (No. 107 of 1998) (NEMA)	NEMA is a key piece of environmental legislation that provides for the protection and sustainable management of the environment. It lays out procedures for EIR and requires the Minister to identify activities that may not proceed without prior authorization, as per GNR 983 (Listing Notice 1), 984 (Listing Notice 2) and 985 (Listing Notice 3) prescribe the specific procedures and processes for obtaining environmental approval.	Indaloenhle conducted a legal review of the listed activities based on the proposed Project description and determined that the activities outlined in this section are applicable to the development. As a result, a S&EIR process must be followed.
National Environmental Management: Biodiversity Act, 2004 (NEM:BA)	NEM:BA aims to conserve and protect South Africa's biodiversity by regulating the use of biological resources, protecting species, and conserving ecosystems. It also provides for the establishment of the South African National Biodiversity Institute (SANBI) and outlines the process for identifying and managing Critical Biodiversity Areas (CBAs) and threatened or protected species.	According to the DFFE Screening Report, the development is located within an irreplaceable CBA. These areas are vital for achieving biodiversity targets and ensuring the persistence of viable species populations and functional ecosystems. Based on the desktop assessment and initial site visit, the site has already been disturbed and transformed. A terrestrial biodiversity impact assessment will be carried out to confirm the

Legislation	Description of Legislation	Applicability
		vegetation status and determine if any protected species are present within the Project area. Permits for the removal or destruction of nationally protected plant species can only be applied for once these species have been identified, with applications to be made prior to the construction phase.
National Protected Area Expansion Strategy (NPAES), 2010	This strategy was developed to systematically identify and protect key areas in South Africa that are critical for meeting biodiversity and conservation goals. The strategy identifies priority areas for conservation, emphasizing climate resilience, ecosystem health, and freshwater protection.	According to the NPAES (2016) dataset, the Project area falls within a Priority Focus Area, which is of high importance for biodiversity because it is considered a high priority for protected area expansion.
National Water Act (No. 36 of 1998) (NWA)	The NWA provides a framework for the management, conservation, and equitable allocation of water resources in South Africa. It governs the use of water resources, including both surface and groundwater, and requires individuals or entities to apply for water use licenses for activities that may impact water resources. It also provides measures to prevent and control water pollution.	Based on the location of the site in relation to the estuary and wetlands, and following consultation with the DWS, a WULA is required. Likely triggered water uses, which will be confirmed by the DWS, includes: • Section 21 (b): Storing water. • Section 21 (c): Impeding or diverting the flow of water in a watercourse. • Section 21 (f): Discharging waste or water containing waste into a water resource. through a pipe, canal, sewer, sea outfall or other conduit. • Section 21 (g): disposing of waste in a manner which may detrimentally impact on a water resource. • Section 21 (i): Altering the bed, banks, course or characteristic of a watercourse. • Section 21 (): Removing, discharging or disposing of water found underground if it is necessary for the efficient

Legislation	Description of Legislation	Applicability
		continuation of an activity or for the safety of people.
National Ports Act (Act No. 12 of 2005)	According to Regulation 11 of the National Ports Act, the main function of the Authority is to own, manage, control and administer ports to ensure their efficient and economic functioning, and in doing so the Authority must plan, provide, maintain and improve port infrastructure amongst other functions.	The TNPA provides port infrastructure and marine services at the eight commercial seaports in South Africa. It operates within a legislative and regulatory environment created by the National Ports Act. There are no permits under the National Ports Act that will be applied for as part of the environmental permitting process.
National Heritage Resources Act (No. 25 of 1999) (NHRA)	The NHRA serves to protect national and provincial heritage resources across South Africa. The NHRA provides for the protection of all archaeological and palaeontological sites, the conservation and care of cemeteries and graves by the South African Heritage Resources Agency (SAHRA) and lists activities that require any person who intends to undertake to notify the responsible heritage resources agency and furnish details regarding the location, nature, and extent of the proposed development. Part 2 of the NHRA details specific activities that require a Heritage Impact Assessment (HIA) that will need to be approved by SAHRA. Parts of Section 35, 36 and 38 apply to the proposed Project, principally: Section– 35 (4) - No person may, without a permit issued by the responsible heritage resources authority- • destroy, damage, excavate, alter, deface or otherwise disturb any archaeological or palaeontological site or any meteorite; • destroy, damage, excavate, remove from its original position, collect or own any archaeological or palaeontological material or object or any meteorite. • Section 38 (1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to	The proposed area for Berths 709 and 710, along with the associated structures and infrastructure, exceeds 5,000m², thereby triggering the need for a HIA. Additionally, due to the site's sensitivity from an archaeological standpoint, the Project will also undergo an Archaeological Impact Assessment. The results of these heritage assessments will determine whether any permits are required for the disturbance or destruction of heritage resources.

Legislation	Description of Legislation	Applicability
	undertake a development categorised as- Any development or other activity which will change the character of a site— (i) exceeding 5 000 m^2 in extent, must at the very earliest stages of initiating such a development, notify the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development. In terms of Section 38(8), approval from the heritage authority is not required if an evaluation of the impact of such development on heritage resources is required in terms of any other legislation (such as NEMA), provided that the consenting authority ensures that the evaluation of impacts fulfils the requirements of the relevant heritage resources authority in terms of Section 38(3) and any comments and recommendations of the relevant resources authority with regard to such development have been taken into account prior to the granting of the consent. However, should heritage resources of significance be affected by the proposed Project, a permit is required to be obtained prior to disturbing or destroying such resources as per the requirements of Section 48 of the NHRA, and the SAHRA Permit Regulations (GN R668).	
National Environmental Management: Air Quality Act (No. 39 of 2004) (NEM:AQA)	NEM: AQA provides for the protection of the environment by regulating air quality in order to prevent air pollution. • Sections 21, 22, 22A - Listing of activities in Atmospheric Emission Licensing. • Sections 23-25 – Controlled emitters • Section 32 – Control of Dust • Section 34 – Control of Noise • Section 35 – Control of offensive odours Several regulations and standards regulating air quality have been published under NEMAQA. including:	The Project will be assessed for potential air quality impacts, including dust and emissions from construction activities. If necessary, the Project will need to comply with the relevant air quality standards and regulations.

Legislation	Description of Legislation	Applicability
	• National Ambient Air Quality Standards, 2009 • National Ambient Air Quality Standard for Particulate Matter of Aerodynamic Diameter less than 2.5-micron metre (PM2.5), 2012 • Declaration of a Small Boiler as a Controlled Emitter and Establishment of Emission Standards, 2013 • National Dust Control Regulations, 2013 • Listed Activities and Associated Minimum Emission Standards 2013 (amended) • Regulations regarding Air Dispersion Modelling, 2014 National Atmospheric Emission Reporting Regulations, 2015 • National Greenhouse Gas Emissions Reporting Regulations, 2016 (amended) • Declaration of greenhouse gases as priority air pollutants, 2017 • National Pollution Prevention Plans Regulations, 2017 (amended) (including the Regulations prescribing the format of the Atmospheric Impact Report (2013).	
The National Environmental Management: Integrated Coastal Management Act (NEM: ICMA) (No. 24 of 2008)	The NEM: ICMA aims: • to establish a system of integrated coastal and estuarine management in the Republic, including norms, standards and policies, to promote the conservation of the coastal environment, and maintain the natural attributes of coastal landscapes and seascapes, and to ensure that development and the use of natural resources within the coastal zone is socially and economically justifiable and ecologically sustainable; • to define rights and duties in relation to coastal areas; • to determine the responsibilities of organs of state in relation to coastal areas; • to prohibit incineration at sea; • to control dumping at sea, pollution in the coastal zone, inappropriate	This Act will be considered for the Estuarine and Marine Ecology Assessment. In addition, the Project will use an existing site for the disposal of dredged materials. Further to this, is it to be established if a coastal discharge permit is required.

Legislation	Description of Legislation	Applicability
	development of the coastal environment and other adverse effects on the coastal environment; • to give effect to South Africa's international obligations in relation to coastal matters; and • to provide for matters connected therewith.	
National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) (NEM: WA)	A list of 'Category A', and 'Category B' and subsequently 'Category C' waste management activities were first published, in GN 718 of 3 July 2009. These were amended, with the latest amendment being GN 1094 at the time of submission of this application. Category A and B activities require a Waste Management License (WML) in terms of section 20(b) of NEMWA, whereas Category C activities require that the person conducting these activities complies with the relevant requirements or standards as stated in GN. R.921, as amended. Several regulations and standards regulating waste management have been published under NEMWA and updated to Government Gazette 46602 dated 24 June 2022 including: • List of waste management activities that have, or are likely to have, a detrimental effect on the environment, 2013 (as amended) • National Waste Management Strategy, 2020 • Waste Classification & Management Regulations, 2013 • National Norms & Standards for the Assessment of Waste for Landfill Disposal, 2013 • National Norms & Standards for Disposal of Waste to Landfill, 2013 • National Norms and Standards for the Remediation of Contaminated Land and Soil Quality, 2014 • Norms and Standards for Storage of Waste, 2013	This Act will be considered for the dredged material. Further, given the purpose of the stormwater management system, a WML is not anticipated but will be confirmed during authority engagement.

Legislation	Description of Legislation	Applicability
	• National Norms and Standards for Extraction, Flaring or recovery of Landfill Gas, 2013 • National Norms and Standards for Scrapping or Recovery of Motor Vehicles, 2013 • National Norms and Standards for the Sorting, Shredding, Grinding, Crushing, Screening or Bailing of General Waste, 2017 • National Norms and Standards for Organic Waste Composting, 2020 • National Norms and Standards for the treatment of Organic Waste 2022.	
Civil Aviation Act (No. 13 of 2009)	The Civil Aviation Act governs the regulation and safety of civil aviation in South Africa. It establishes the South African Civil Aviation Authority (SACAA) and mandates the regulation of aviation safety and the assessment of any development that could potentially affect aviation activities.	The SA Navy will be relocated to PoRB and the act may be triggered, so the details of the proposed Project will be provided to the SACAA who will be registered on the stakeholder list.
National Road Traffic Act (No. 93 of 1996)	This Act regulates road traffic and safety, including the transport of dangerous goods, hazardous substances, and general road safety. It sets requirements for infrastructure design, safety, and operational standards for road transportation.	The Project constitutes the development of a new road. The design of the roads will be in accordance with this Act.
National Environmental Management: Integrated Coastal Management Act (No. 24 of 2008): Dumping at Sea Regulations	The Dumping at Sea Regulations were published in terms of sections 83(1)(g), (h), (k) and (r) of the NEM:ICMA and details the application process for dumping at sea.	This Act will be considered for the disposal of the dredged material.
Marine Living Resources Act (No. 18 of 1998)	This Act governs the management and conservation of marine living resources, including fish, marine invertebrates, and marine biodiversity. It seeks to prevent overexploitation, protect marine ecosystems, and minimize pollution.	The Berths 709 and 710 Project is located within the PoRB, the entire site is located within the EFZ therefore the impact on the estuarine and marine ecology will be investigated in the EIR phase.

Legislation	Description of Legislation	Applicability
National Forests Act (No. 84 of 1998)	The National Forests Act (NFA) promotes the sustainable management and development of forests, provides for the protection of natural forests and individual trees, and regulates the use of forest resources. It prohibits the destruction of natural forests and protected trees without a license and outlines procedures for declaring protected areas and trees. The Act also supports community forestry and sustainable forest use.	If any natural forests or protected tree species are present within the Project area, a permit will be required from DFFE prior to any disturbance. A vegetation assessment will confirm the presence of such resources. The Project must ensure compliance with the Act's provisions to avoid unauthorized clearing or damage to forested areas or protected trees

5.2. Applicable Bylaws, Local Legislation and Plans

Table 5-2 summarises the key policies and plans as an outline of the governance framework for the Project.

Table 5-2: Applicable Bylaws, Legislations and Plans

Legislations	Description of Plan
UMhlathuze Municipality Spatial Planning and Land Use Management By-Law, 2017	This By-Law outlines the procedures for: establishing municipal planning and appeal authorities; formulating, amending, and repealing land use schemes; managing spatial planning and development; categorizing land development applications; and handling appeals against municipal planning decisions. It also addresses enforcement matters and penalties.
City of uMhlathuze Roads and Traffic Safety By-laws, 2019	This By-Law aims to minimize and manage public nuisances and prohibit certain activities in public areas, thereby maintaining public safety and order.
National Estuarine Management Protocol, 2015	This document provides guidelines for the creation and implementation of Estuarine Management Plans in compliance with the National Environmental Management: Integrated Coastal Management Act (ICMA, Act No. 24 of 2008, as amended). The uMhlathuze & Richards Bay Estuarine Management Plan (EstMP, 2018) aligns with this protocol and will inform the specialist studies required for the S&EIR process of the Project.
KwaZulu-Natal Planning and Development Act, 6 of 2008	This Act outlines the strategic spatial development objectives of the municipality, as informed by the Integrated Development Plan (IDP) and Spatial Development Framework (SDF), while ensuring alignment with neighbouring municipalities' planning strategies.
KwaZulu-Natal Provincial Spatial Economic Development Strategy, 2022	This strategy prioritizes spatial economic development initiatives in the province, focusing on sectors that promise the greatest socio-economic return on investment, thereby guiding provincial development planning.
Port Development Framework Plan, 2022	In accordance with the National Ports Act (2005), the National Ports Authority is mandated to periodically update the Port Development Framework Plan for each port. This ensures that port development remains

Legislations	Description of Plan
	aligned with national policy and adapts to changes within the port environment.
KZN Biodiversity Sector Plan, 2016	The KZN Biodiversity Sector Plan identifies CBAs essential for meeting biodiversity targets. These CBAs, whether terrestrial or aquatic, guide land-use decisions, environmental assessments, and resource management. The Project site, although partially developed, is located in an Irreplaceable CBA as defined by this plan, which will inform the environmental assessment process.
Ezemvelo KZN Wildlife Strategic Plan, 2015	This plan is designed to ensure the effective conservation and sustainable use of biodiversity in KwaZulu-Natal. It promotes ecotourism and works in collaboration with stakeholders to benefit current and future generations.
KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs - Provincial Norms and Standards for Climate Change and Energy Efficiency in Land Use Management (2020)	These norms and standards address climate change and energy efficiency in land use management. They are essential for evaluating land development applications, ensuring that proposed developments incorporate strategies to mitigate climate change and optimize energy efficiency.
KwaZulu-Natal Coastal Management Programme, 2019	Developed to align with the Integrated Coastal Management Act, the KwaZulu-Natal Coastal Management Programme (PCMP) sets out objectives and requirements for integrated coastal management in the province. It aims to manage and protect coastal resources effectively and sustainably.
KwaZulu-Natal Amafa and Research Institute Act, 2018	The Act was established to recognise the KwaZulu-Natal Amafa and Research Institute as the provincial heritage resources authority for the KwaZulu-Natal in terms of Section 23 of the National Heritage Resources Act, 1999, and to amalgamate Amafa KwaZulu-Natal in terms of the KwaZulu-Natal Heritage Act, 2008. The aim of the of the Institute and Act is to identify, conserve, protect, manage and administer heritage resources, whilst researching and generating relevant knowledge to provide solutions within the field of heritage in the province. Where the KZN Amafa and Research Institute (The Institute) deems it to be in the best interest of the public it will require that a public consultation process be followed prior to it issuing permits for the demolition, damage to, alterations or additions to buildings, sites or graves. This requirement is usually applicable to all demolitions of structures that are over 60 years of age and all alterations/destruction of graves that are over 60 years of age. It will also apply to all alterations to heritage sites listed on the Schedule in terms of Sections 42 – 47 of the KZN Amafa and Research Institute Act (5/2018). The type and level of consultation will be determined by the Institute. The proposed area for the Berths 709 and 710 and associated structures and infrastructure exceeds 5000m^2 therefore triggers the requirement for a HIA to be undertaken. In addition, considering the sensitivity of the site

Legislations	Description of Plan
	from a marine archaeological perspective, the Project will also be subjected to a Marine Archaeological Impact Assessment. Amafa will provide a response once the HIA is uploaded for comment.
King Cetshwayo District Municipality Integrated Development Plan (IDP) 2024-2025	This plan focuses on promoting economic growth and enhancing the socio-economic conditions of the district's residents, with an emphasis on infrastructure development and improved service delivery.
UMhlathuze Spatial Development Framework (SDF) 2017-2022	The SDF provides strategic guidance on development locations and land use within the municipality, informing local decision-making. It incorporates an Environmental Management Framework that is particularly relevant to the Port of Richards Bay expansion.

6. ANTICIPATED LISTED ACTIVITIES AND PERMIT REQUIREMENTS

In terms of Section 24(2) of the NEMA (No. 107 of 1998), the Minister may identify activities which may not commence without prior authorisation. The Minister thus published GNR 983 (Listing Notice 1), GNR 984 (Listing Notice 2) and GNR 985 (Listing Notice 3), as amended, listing activities that may not commence prior to authorisation (Table 6-1).

Indaloenhle undertook a legal review of the listed activities according to the proposed Project description to conclude that the activities listed in this section are considered applicable to the development: A S&EIR process must be followed subject to confirmation by the DFFE.

The Procedures for the Assessment and Minimum Criteria for Reporting on Identified Environmental Themes in Terms of Sections 24(5)(a) and (h) and 44 of the NEMA, dated 20th March 2020, prescribes the general requirements for undertaking site sensitivity verification and provides protocols for the assessment and minimum report content for environmental themes.

These Procedures explain that prior to commencing with a specialist assessment the current use of land and the environmental sensitivity of the site identified by the National Screening Tool must be confirmed by undertaking a site sensitivity verification and the outcome of the site sensitivity verification must be recorded in the form of a report. This report therefore meets the requirements of the site sensitivity verification report outlined in the Procedures.

Table 6-1: Listed Activities Under the NEMA EIA Regulations

Activity No.	Activity Description	Applicability
Listing Notice 1 of the EIA Regulations		
17	Development— (i) in the sea; (ii)in an estuary; (iii)within the littoral active zone; (iv)in front of a development setback; or (v)if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of— (a) fixed or floating jetties and slipways; (b) tidal pools; (c) embankments; (d) rock revetments or stabilising structures including stabilising walls; or (e) infrastructure or structures with a development footprint of 50 square metres or more —excluding (aa) the development of infrastructure and structures within existing ports or harbours that will	This is applicable as the Project includes development in respect of fixed/floating jetties and slipways, embankments, rock revetments or stabilising structures, infrastructure or structures with a development footprint of 50 square metres or more that is within 100m from the high-water mark of the sea and within an estuary. The total footprint of all land-based infrastructure is 28ha and 3.1ha for the quay side. The development is within the designated port area, as reflected in the Port Master Plan, and the development footprint of infrastructure in the Project area will increase.

Activity No.	Activity Description	Applicability
	not increase the development footprint of the port or harbour; (bb) where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies; (cc) the development of temporary infrastructure or structures where such structures will be removed within 6 weeks of the commencement of development and where coral or indigenous vegetation will not be cleared; or (dd) where such development occurs within an urban area.	
19	The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse; but excluding where such infilling, depositing, dredging, excavation, removal or moving- (a) will occur behind a development setback; (b) is for maintenance purposes undertaken in accordance with a maintenance management plan; (c) falls within the ambit of activity 21 in this Notice, in which case that activity applies; (d) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or (e) where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.	This is applicable as the infilling or depositing material is envisaged to be more than 10 cubic meters during the dredging stage. To accommodate the manoeuvring of design vessels to the new berths 709 and 710, dredging will be required. The estimated volume of material to be dredged is approximately 1.8 million cubic meters. The dredging will involve the removal of sediment, silt and other materials from the seabed to create sufficient depth for vessel manoeuvring and berthing. The development is within the designated port area, as reflected in the Port Master Plan, and the development footprint of infrastructure in the Project area will increase.
19A	The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from— (i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever distance is the greater; or (iii) the sea; — but excluding where such infilling, depositing, dredging, excavation, removal or moving— (f)will occur behind a development setback;	This is applicable as the infilling or depositing material is envisaged to be more than 10 cubic meters during the dredging stage. To accommodate the manoeuvring of design vessels to the new berths 709 and 710, dredging will be required. The estimated volume of material to be dredged is approximately 1.8 million cubic meters. The dredging will involve the removal of sediment, silt and other materials from the seabed to create sufficient depth for vessel manoeuvring and berthing.

Activity No.	Activity Description	Applicability
	(g)is for maintenance purposes undertaken in accordance with a maintenance management plan; (h)falls within the ambit of activity 21 in this Notice, in which case that activity applies; (i)occurs within existing Ports or harbours that will not increase the development footprint of the Port or harbour; or where such development is related to the development of a Port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.	The development is within the designated port area, as reflected in the Port Master Plan, and the development footprint of infrastructure in the Project area will increase.
27	The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for- (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management plan.	It is applicable as the proposed development will result in the clearance of indigenous vegetation of 12 ha, excluding clearance of 16 ha for linear activities. The subsection triggered is, "clearance of an area of 1 hectare or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for- (i) undertaking of a linear activity". The vegetation types to be cleared include Mangrove forest, Swamp forest, Secondary woodlands and shrublands , Northern Coastal Forest, Subtropical Seashore Vegetation.
30	Any process or activity identified in terms of section 53(1) of the National Environmental Management: Biodiversity Act (NEMBA), 2004 (Act No. 10 of 2004).	Removal of vegetation will require a permit under the NEM: BA.
Listing Notice 2 of the EIA Regulations		
6	The development of facilities or infrastructure for any process or activity which requires a permit or licence or an amended permit or licence in terms of national or provincial legislation governing the generation or release of emissions, pollution or effluent, Excluding- (i) activities which are identified and included in Listing Notice 1 of 2014; (ii) activities which are included in the list of waste management activities published in terms of section 19 of the National Environmental Management: Waste Act, 2008 (Act 59 of 2008) in	The activity is applicable as the subsection of "the development of facilities or infrastructure for any process or activity which requires a permit or licence or an amended permit or licence in terms of national or provincial legislation governing the generation or release of emissions, pollution or effluent, is triggered", due to the Project having a stormwater containment infrastructure with controlled overflow into a watercourse, which require a WULA.

Activity No.	Activity Description	Applicability
	which case the National Environmental Management: Waste Act, 2008 applies; (iii) the development of facilities or infrastructure for the treatment of effluent, polluted water, wastewater or sewage where such facilities have a daily throughput capacity of 2 000 cubic metres or less; or (iv) where the development is directly related to aquaculture facilities or infrastructure where the wastewater discharge capacity will not exceed 50 cubic metres per day.	
14	The development and related operation of (i) ... (ii) an anchored platform; or (iii) any other structure or infrastructure on, below or along the sea bed; excluding (a) development of facilities, infrastructure or structures for aquaculture purposes; or (b) the development of temporary structures or infrastructure where such structures will be removed within 6 weeks of the commencement of development and where coral or indigenous vegetation will not be cleared.	This activity is applicable as the Project involves the construction of quay infrastructure and associated marine structures on and along the seabed. The applicable sub-activity is subsection (iii): "any other structure or infrastructure on, below or along the seabed." This includes the quay structure for Berths 709 and 710, access trestles, and quayside furniture such as fenders, mooring bollards, ladders, and navigation aids. These components will result in a permanent physical footprint on the seabed (3.1ha). The estimated footprint of the quay-side infrastructure as well as the dredging area is approximately 21 ha (which is inclusive of the 3.1 ha physical footprint of the quay side infrastructure).
26	Development (i) in the sea; (ii) in an estuary; (iii) within the littoral active zone; (iv) in front of a development setback; or (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of- (a) facilities associated with the arrival and departure of vessels and the handling of cargo; (b) piers;	The activity is applicable as the Project area is within the Estuarine Functional Zone (EFZ) and involves development in the sea and in an estuary for port infrastructure. The development includes facilities associated with the arrival and departure of vessels and handling of cargo (subsection (a)) and forms part of a coastal harbour or port (subsection (f).

Activity No.	Activity Description	Applicability
	(c) inter- and sub-tidal structures for entrapment of sand; (d) breakwater structures; (e) coastal marinas; (f) coastal harbours or ports;	
Listing Notice 3 of the EIA Regulations		
04	The development of a road wider than 4 m with a reserve less than 13.5 m – d. KwaZulu-Natal - (i) In an estuarine functional zone; (ii) Trans-frontier protected areas managed under international conventions; (iii) Community Conservation Areas; (iv) Biodiversity Stewardship Programme Biodiversity Agreement areas; (v) World Heritage Sites; (vi) A protected area identified in terms of NEMPAA; (vii) Sites or areas identified in terms of an international convention; (viii) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (ix) Core areas in biosphere reserves; (x) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose; (xi) Sensitive areas as identified in an environmental management framework as contemplated in Chapter 5 of the Act and as adopted by the competent authority; (xii) Outside urban areas: (aa) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any terrestrial protected area identified in terms of NEMPAA or from the core areas of a biosphere reserve; or (bb) Areas seawards of the development setback line or within 1 kilometre from the high water mark of the sea if no such development setback line is determined; or (xiii) Inside urban areas: (aa) Areas zoned for use as public open space; (bb) Seawards of the development setback line or within 100 metres from the high water mark of the sea if no such development setback line is determined; or (cc) Within urban protected areas.	This activity is applicable as subsection 4 (d)(i) and (viii) is triggered. The Project includes the development of an access road of 1.8 km in length and 8 m in width with gravel shoulders. The road is located within the EFZ and CBA (CBA 1 – Irreplaceable) in KwaZulu-Natal. The width exceeds 4 m, and the reserve is less than 13.5 m, meeting the criteria for this activity.
12	The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan–	The activity is applicable due to subsections 12(d)(v) and 12(d)(xiii), as the proposed development will require the clearance of more than 300 m² of indigenous vegetation

Activity No.	Activity Description	Applicability
	d. KwaZulu-Natal – KwaZulu-Natal (i) Trans-frontier protected areas managed under international conventions; (ii) Community Conservation Areas; (iii) Biodiversity Stewardship Programme Biodiversity Agreement areas; (iv) Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004; (v) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (vi) Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas; (vii) On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; (viii) A protected area identified in terms of NEMPAA, excluding conservancies; (ix) World Heritage Sites; (x) Sites or areas identified in terms of an international convention; (xi) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose; (xii) Sensitive areas as identified in an environmental management framework as contemplated in Chapter 5 of the Act and as adopted by the competent authority; or (xiii) In an estuarine functional zone.	within both an EFZ and CBA (CBA 1 – Irreplaceable) in KwaZulu-Natal. The total estimated area of indigenous vegetation to be cleared for all Project infrastructure is approximately 28 hectares (i.e. more than 300 m²).
14	The development of— The development of (i) dams or weirs, where the dam or weir, including infrastructure and water surface area exceeds 10 square metres; or (ii) infrastructure or structures with a physical footprint of 10 square metres or more; where such development occurs (a) within a watercourse; (b) in front of a development setback; or (c) if no development setback has been adopted, within 32 metres of a watercourse, measured from the edge of a watercourse; excluding the development of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour. d. KwaZulu-Natal –	The Project involves the construction of quay infrastructure and associated marine structures on and along the seabed. The applicable sub-activity is subsection (iii): "any other structure or infrastructure on, below or along the seabed." This includes the quay structure for Berths 709 and 710, access trestles, and quayside furniture such as fenders, mooring bollards, ladders, and navigation aids. These components will result in a permanent physical footprint on the seabed.

Activity No.	Activity Description	Applicability
	(i) In an estuarine functional zone; (ii) Community Conservation Areas; (iii) Biodiversity Stewardship Programme Biodiversity Agreement areas; (iv) A protected area identified in terms of NEMPAA, excluding conservancies; (v) World Heritage Sites; (vi) Sites or areas identified in terms of an international convention; (vii) Critical biodiversity areas or ecological support areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (viii) Sensitive areas as identified in an environmental management framework as contemplated in Chapter 5 of the Act and as adopted by the competent authority; (ix) Core areas in biosphere reserves; (x) Outside urban areas: (aa) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any terrestrial protected area identified in terms of NEMPAA or from the core area of a biosphere reserve; or (bb) Areas seawards of the development setback line or within 1 kilometre from the high water mark of the sea if no such development setback line is determined; or (xi) Inside urban areas: (aa) Areas zoned for use as public open space; (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, zoned for a conservation purpose; or (cc) Areas seawards of the development setback line or within 100 metres from the high water mark of the sea if no such development setback line is determined.	The estimated footprint of the quay-side infrastructure is 3.1 ha and the dredging area encompassing this quay side footprint is approximately 21 ha.

7. PERMITS AND AUTHORISATIONS

The anticipated Authorisations for the Project include:

- A Full Scoping and EIR study, as set out in Listing Notices 1,2 and 3 of the EIA Regulations, in terms of the NEMA, is necessary.
- A WUL in terms of the NWA due to likely triggered water uses, which will be confirmed by the DWS and detailed designs. These include:
  - Section 21(b): Storing water (stormwater storage pond).
  - Section 21 (c): Impeding or diverting the flow of water in a watercourse.
  - Section 21 (f): Discharging waste or water containing waste into a water resource. through a pipe, canal, sewer, sea outfall or other conduit.
  - Section 21 (g): disposing of waste in a manner which may detrimentally impact on a water resource (stormwater management).
  - Section 21 (i): Altering the bed, banks, course or characteristic of a watercourse.
  - Section 21 (j): Removing, discharging or disposing of water found underground if it is necessary for the efficient continuation of an activity or for the safety of people.
- A Dumping at Sea Permit as per the NEM:ICMA is required to dispose of capital dredged material at an offshore disposal site. An application for a Dumping at Sea Permit can only be made once a positive EA has been received. However, the impacts of both dredging and dredge disposal need to be determined during the EIR Phase. Ecological impacts include the smothering of benthic organisms, increased turbidity erosion or accretion of beaches due to excavations, dredging and changes in bathymetry.
- At this stage it is unknown if any coastal waters discharge permit, in terms of Section 69 of NEM:ICMA, will be required for the stormwater management system (overflow into the sea), as this is not a controlled discharge. This is not anticipated but will be confirmed during authority engagement.
- At this stage it is unknown if any WML in terms of the NEM:WA will be required for the stormwater management system. This is not anticipated but will be confirmed during authority engagement.
- Possible requirement for permits for removal or destruction of nationally protected plant species according to NEM: BA, or permits for the removal, damage, or destruction of protected tree species in terms of the NFA (if either are found to be applicable).
- As per Section 38 (1) (e) of the NHRA, submission of the Notification of Intent to Develop (NID) must be initiated at the earliest stage of development. Should the development trigger any other legislation, practitioners are able to submit the NID to KZN Amafa and Research Institute prior to formal submission to other statutory bodies in order to comply with the NHRA. While a HIA is being undertaken, it is not anticipated that any permits will be required.

8. METHODOLOGY FOR S&EIR PROCESS

8.1. Scoping Phase

The Scoping Phase is conducted as the precursor to the EIR Phase of the S&EIR during which:

- Project and baseline environmental information is collated. Baseline information for the scoping report is gathered through visual inspections during field visits of the proposed Project area and surroundings, desktop studies which include GIS mapping, and review of existing reports, guidelines and legislation.
- Landowners, adjacent landowners, local authorities, environmental authorities, as well as other stakeholders which may be affected by the Project, or that may have an interest in the environmental impacts of the Project are identified.
- Interested and Affected Parties (I&APs) are informed about the proposed Project.
- Environmental authorities are consulted to confirm legal and administrative requirements.
- Environmental issues and impacts are identified and described.
- Development alternatives are identified and evaluated, and non-feasible development alternatives are eliminated.
- The nature and extent for further investigations and specialist input required in the EIR phase is identified.
- The application for EA was submitted to DFFE with the DSR on 13 June 2025. The DFFE confirmed receipt of both documents on 20 June 2025 and assigned the application the reference number of 14/12/16/3/3/2/2717.
- The draft and final scoping reports are submitted for review to authorities, relevant organs of state and I&APs.

8.2. EIR Phase Process

After the initial Scoping Phase, the EIR Phase of the process includes:

- Specialist investigations are undertaken in accordance with the terms of reference established in the scoping assessment (the plan of study for EIR appended to the scoping report). The scope for specialist work is determined accordingly, based on the nature and scale of the Project impacts.
- An evaluation of development alternatives and identification of a proposed option.
- An assessment of existing impacts (no-go development option), environmental impacts that may be associated with the proposed Project option, and cumulative impacts using the impact assessment methodology.
- Identification of mitigation measures to address the environmental impacts and development of actions required to achieve the mitigation required.
- Consultation with I&APs.
- Incorporation of public comment during scoping and draft EIR into the final EIR report.

- Issuing of the final EIR and final EMPr report for review.

The EIR process can take up to 300 days to complete (87 days for the Scoping Phase, 106 days for EIR Phase, and 107 days for CA to review). In addition, a WULA will be submitted to the DWS in accordance with the NWA for listed water uses.

8.3. Public Participation Process (PPP)

The PPP plays a crucial role in ensuring that the relevant I&APs are identified and engaged from the outset of the Project. The input from I&APs regarding issues, impacts, and alternatives will help guide the EIR process and improve the quality of the decision-making by authorities. As an I&AP, it is important that you are registered for the Project and submit your comments within the stipulated deadlines to the EAP using the contact details provided in this document.

The main objective of the PPP is to provide I&APs with the opportunity to express their support, concerns, and questions about the Project. It also ensures that I&APs, the EAP, and the CA have access to accurate, clear, and understandable information regarding the environmental, social, and economic impacts of the proposed activity and any implications of the decision. This process allows I&APs to suggest ways to reduce or mitigate the negative impacts and enhance the positive impacts of the activity. Additionally, the applicant can incorporate the values, preferences, and needs of the affected parties into the Project application.

The PPP begins with direct notification to potential I&APs regarding the intention to apply for an EA for the Berths 709 and 710 Project. This notification provides information about the proposed Project, the EA application, the EIR process, and opportunities for public comment. It also invites stakeholders to register as I&APs and participate in the EIR process, contributing comments during key milestones. In compliance with the Protection of Personal Information Act (POPIA), I&APs' consent is sought to use their contact details solely to provide information and invite comments.

8.3.1. PPP Documentation

A full Stakeholder Engagement Report of the scoping phase is shown in Appendix K, with all associated supporting documentation, including:

- Appendix K.1 – Stakeholder Database and I&AP Register: A comprehensive list of all identified stakeholders and Interested and Affected Parties (I&APs) and their consultation status.
- Appendix K.2 – Newspaper Advertisements: Copies of public notices published in the Zululand Observer and Isolezwe (in both English and isiZulu), informing the public about the proposed Project and inviting participation.
- Appendix K.3 - Report Placement Evidence: Signed Proof of Submission of hard copies for review of the Draft Scoping Report to the Richards Bay and Aquadene Libraries.
- Appendix K.4 – Notification Email: Email sent to identified stakeholders to notify them of the Project and the opportunity to register and comment. The Background Information Document (BID) was attached to the emails: The BID distributed to stakeholders, outlined the Project scope, potential impacts, and opportunities for engagement. Included in this Appendix K.4 is a record of failed email notification deliveries.

- Appendix K.5 – Site Notices: Photographs and locations of site notices placed at public venues such as road intersections, libraries, and ski boat clubs near the Port of Richards Bay (PoRB), detailing the application and how to submit comments.
- Appendix K.6 – BID Distribution Register: A log of where and when BIDs were distributed, including the names of locations and recipients, to demonstrate compliance with public participation requirements. Appended are also photographs and records showing the placement of BIDs at key public locations around the site, including libraries and ski boat clubs.
- Appendix K.7 – Comments Received: Formal correspondence received from key authorities such as the DFFE, City of uMhlathuze and KZN EDTEA, including emails and letters submitted during the scoping phase. Detailed comments and responses are contained in Table 5-1 of the Stakeholder Engagement Report (Appendix K). No additional comment or responses (written or email) were received from members of the general public or other stakeholders at the time of submitting this FSR.

9. DESCRIPTION OF THE RECEIVING ENVIRONMENT

Several specialist assessments have commenced on site as part of a parallel planning and statutory approvals process for the proposed development. These specialist studies, along with additional research, have been integrated into the environmental application process. Consequently, the baseline environment description has been developed by combining site investigations, desktop reviews, and data gathered from the specialist assessments. The desktop reviews involved analysing available resources, such as existing reports, aerial imagery, and mapping, to enhance the understanding of the site's environmental conditions. This comprehensive approach has ensured that all relevant environmental factors have been considered in the planning and evaluation stages of the Project.

9.1. DFFE Web Based Screening Tool

The DFFE has developed the National Web-based Environmental Screening Tool to identify areas of potential environmental sensitivity related to a site and its development footprint. This tool generates the required screening report as outlined in Regulation 16(1)(v) of the EIA Regulations. According to the regulations, the submission of a report generated by this Screening Tool is mandatory when applying for EA under Regulation 19 and Regulation 21 of the EIA Regulations.

The Screening Report generated by the Screening Tool (Appendix E) provides a summary of development incentives, restrictions, exclusions, or prohibitions that apply to the proposed development area. It also highlights the most environmentally sensitive features of the site, based on the sensitivity screening results for the selected application classification. For this specific Project, the Screening Report identified several sensitivities associated with the site. Additionally, the report generated a list of specialist assessments that are required as part of the S&EIR process, considering the type of development and the environmental sensitivity of the site. The assessment protocols outlined in the report specify the minimum information needed in the specialist reports, which is essential for informed decision-making throughout the process. Table 9-1 below provides a summary of the sensitivities identified for the development footprint.

Table 9-1: Summary of the Sensitivities identified for the development footprint

THEME	SENSITIVITY		EAP Motivation and Key Baseline Findings
	Screening Tool	EAP Evaluation	
Agriculture	Very High	Very Low	The site is considered very high sensitivity due to the very high land capability rating. This assessed activity will cause zero reduction in agricultural production potential. Logically, an agricultural assessment should not be required on non-agricultural land. Based on the location of the site within the port, the very high sensitivity is refuted.
Animal Species	Very High	Very High	Although various species, including some endangered and vulnerable ones, were identified using a screening tool, none were observed during the site assessment. However, this does not rule out their presence, as some species may only be active at specific times, and a very high sensitivity is assumed correct. A detailed terrestrial biodiversity and avifaunal assessment will be included in the EIR process.
Archaeological and Cultural Heritage	Low	Low	The desktop study analysed various maps for evidence of prior habitation and previous archaeological surveys in the study area. Surveys by Anderson and others have recorded sites from the Early, Middle, and Late Stone Ages, the Early and Late Iron Ages, the Historical Period, and the 20th century. Stone Age sites are continuous deposits of stone tools rather than distinct sites. Figures show the locations of known heritage sites and historical maps. A heritage and palaeontological specialist notes that the site is classified as having low archaeological and cultural heritage sensitivity, and a desktop study will be submitted.
Civil Aviation	High	Very Low	High sensitivity due to the Project being located within 8 km of a civil aviation aerodrome and dangerous and restricted airspace. There is a relocation of the SA Navy to Naval & Pelican Islands and the development will have no negative effect on this. It is envisaged that the Project will have a very low civil aviation sensitivity due to this activity being part of an activity already occurring in the area.
Defence	Low	Low	We agree with the rating that this will be a low sensitivity due to the relocation of the SA Navy to Naval & Pelican Islands and the development will have no negative effect on the SA Navy relocation.

Palaeontology	Medium	Medium	The area is primarily underlain by Holocene aeolian, alluvium, and lagoon sediments, with deeper layers of limestones, calcarenites, and Cretaceous siltstones. Beachrock has been used for erosion control along the planned berths. The site is classified as having medium palaeontological heritage sensitivity and this is agreed. Regular inspections by a qualified palaeontologist might be required due to chance find procedure. Dredging may uncover significant palaeontological material from various geological periods.
Plant Species	Medium	Medium	Several vulnerable and endangered plant species, such *as Aspalathus gerrardii and Zostera capensis*, were identified using the screening tool, but none were observed during the field assessment. A detailed plant species assessment will be included in the Terrestrial Biodiversity Assessment in the EIR process.
Aquatic Biodiversity	Very High	Very High	The high sensitivity is attributed to the presence of the estuary and surrounding wetland areas. The findings were confirmed during the field investigation that took place on the 13th – 14th of November 2024. Indaloenhle recorded various plant species within the wetlands of the Project Area, including Chironia baccifera, Helichrysum kraussii, and Cyperus papyrus, among others. Additionally, mangrove and ghost crabs were observed. The Screening Tool also identified the Estuary Richards Bay and Wetlands as areas of high sensitivity. Therefore, the desktop sensitivity is representative of onsite conditions and an Estuarine and Marine Ecology Assessment will be included in the EIR process.
Terrestrial Biodiversity	Very High	Very High	Project activities inland within the project area are within a Critical Biodiversity Area (CBA) irreplaceable. These areas contain the only localities where conservation targets for specific biodiversity features can be met under the current conservation planning scenario. The land based affected areas are considered irreplaceable for maintaining biodiversity and appropriate mitigation measures are required. No CBA: Optimal areas, which provide critical linkages for CBA: Irreplaceable areas, were observed within the Project Area. Additionally, no Ecological Support Areas (ESA), which sustain the ecological functioning of CBAs, were found within the Project Area. a specialist will conduct a Terrestrial Biodiversity Assessment to support these conservation goals.

10. BASELINE ENVIRONMENT

10.1. Climate

In Richards Bay, the climate is tropical, characterised by significantly more rainfall in summer than in winter. According to the Köppen-Geiger climate classification, the climate is classified as Cfa (Warm temperate, fully humid, Hot summer) (Conradie, 2012). Situated in the southern hemisphere, summer in Richards Bay begins towards the end of September and ends around March.

10.1.1. Average temperatures and precipitation

Mean monthly temperature and rainfall statistics for Richards Bay, based on 30 years of modelled 30 km resolution data (Meteoblue.com) are shown in Figure 10-1. The average temperature in the area is approximately 21.9°C, based on statistical data. The "mean daily maximum" (solid red line) shows the maximum temperature of an average day for every month for Richards Bay. Likewise, the "mean daily minimum" (solid blue line) shows the average minimum temperature. Hot days and cold nights (dashed red and blue lines) show the average of the hottest day and coldest night of each month on average, Richards Bay receives around 944 mm of rainfall annually, most of which falls between October and April (meteoblue.com).

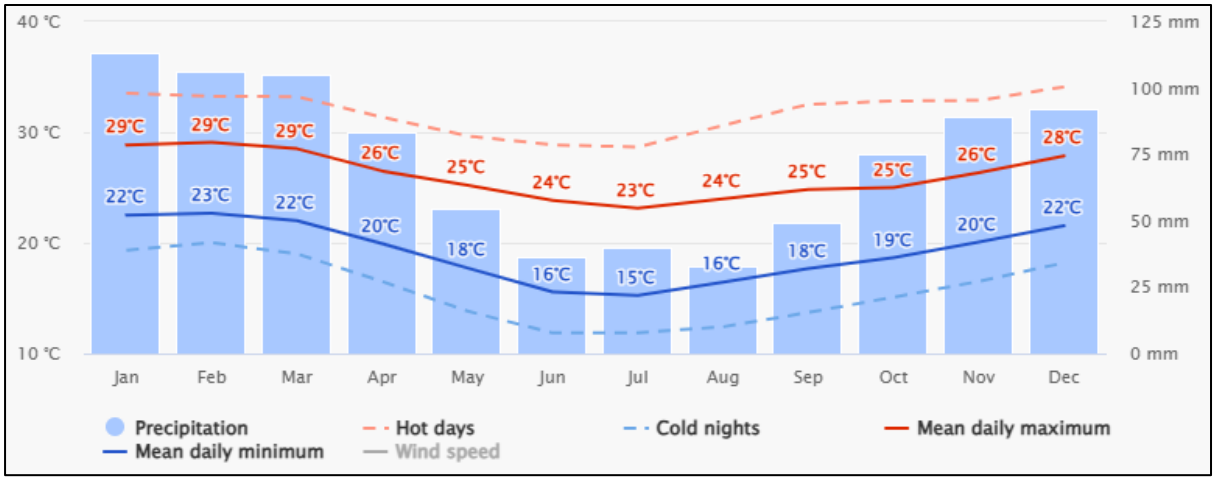


Figure 10-1: Average Temperatures and Precipitation (meteoblue.com)

10.1.2. Wind Characteristics

The wind rose for Richards Bay Figure 10-2 shows how many hours per year the wind blows from the indicated direction per wind speed class The modelled data is an accurate representation of actual winds. Winds blow predominantly along the northeast to southwest axis, with winds from the NNE – ENE sector usually associated with high pressure and fine conditions, whilst winds from the southwest to SSW are often associated with inclement weather conditions. Figure 10-3 shows the days per month, during which the wind reaches a certain speed. Wind speeds are generally highest during the spring months (August to October) and lowest during autumn and winter.

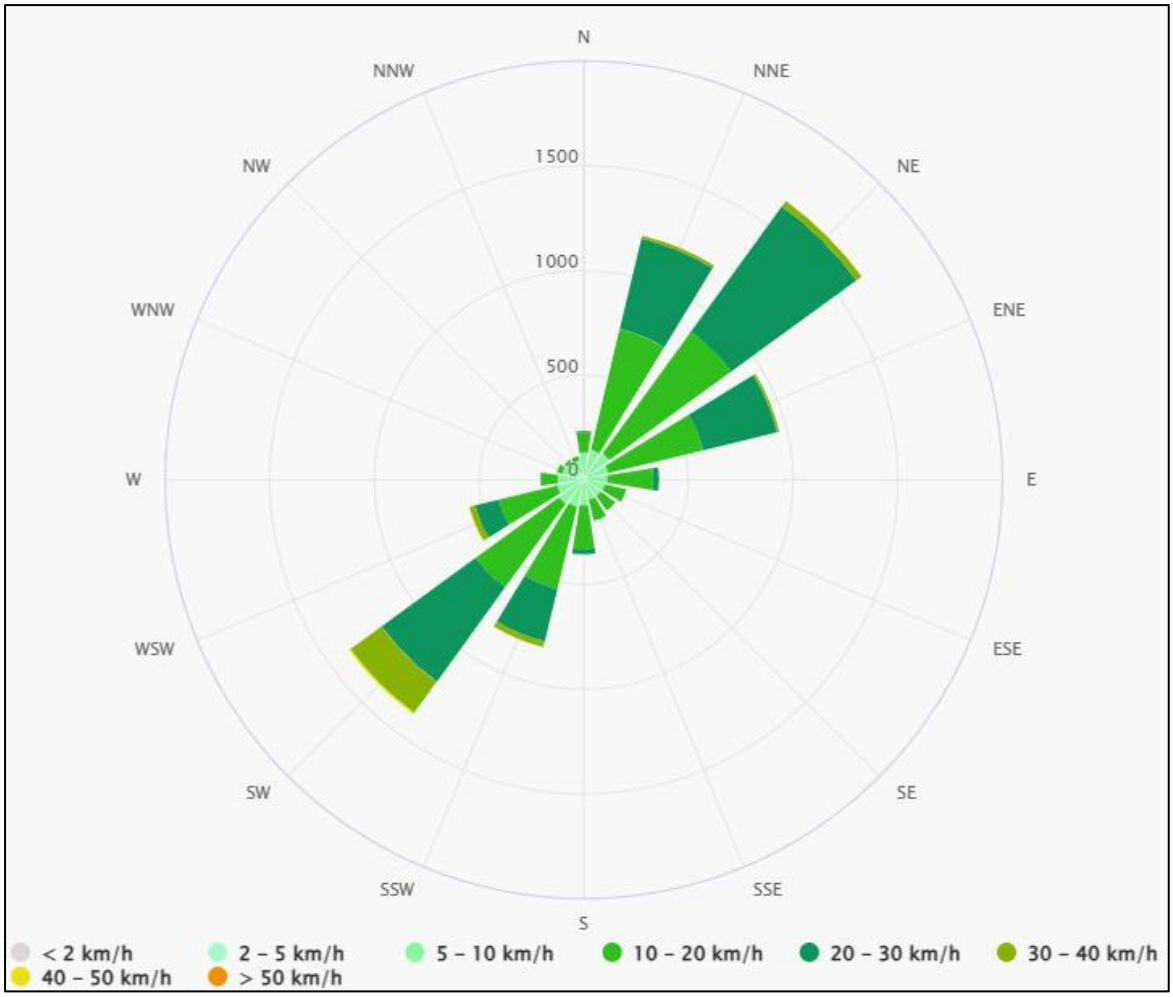


Figure 10-2: Wind Rose in Richards Bay (meteoblue.com)

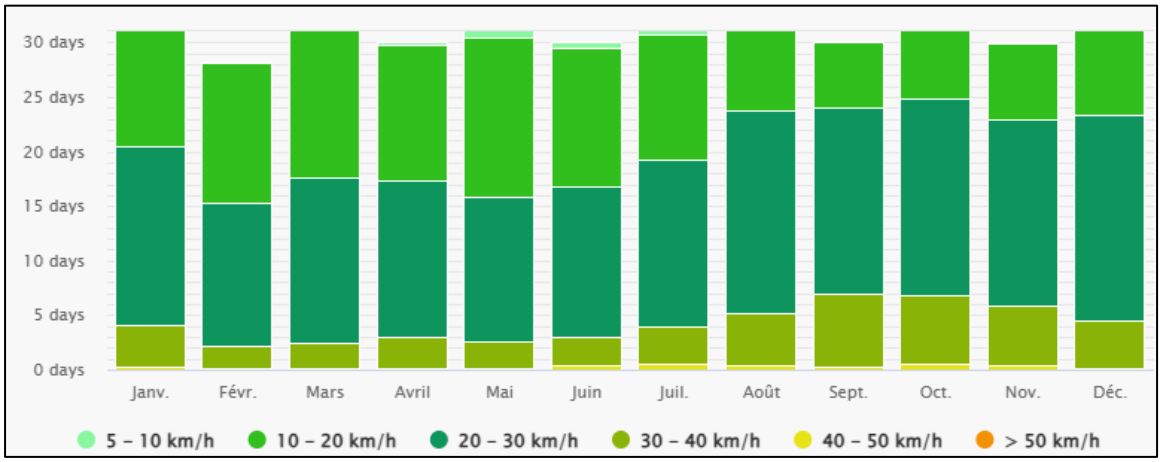


Figure 10-3: Wind Speed Richards Bay (meteoblue.com)

10.2. Surface Water

10.2.1. Catchment Description

Baseline hydrology and hydraulic functioning in the Project area. We define hydraulic functioning as that which refers to the movement of water through the system.

The proposed development was observed to fall within the Richards Bay/uMhlathuze estuary area which covers an estimated 1 600 ha area (MER, 2013) and falls within the Pongola to Mtamvuna Water Management Area (WMA) on the northern KZN coast and is located within quaternary catchments W12F (which is drained by the Mhlatuze River) and W12J (which is drained by the Mzingazi River) indicated in (Figure 10-4).

The WR2012 study presents hydrological parameters for each quaternary catchment including area, mean annual precipitation (MAP) and mean annual runoff (MAR). Based on the WR2012 study, the total catchment area of W12F is 387 Km^2, with a net MAR of 270.1 million cubic meters and a MAP of 1285.3 millimetres. The WMA is drained by several parallel rivers which flow in a south-easterly direction and eventually discharge into the Indian Ocean.

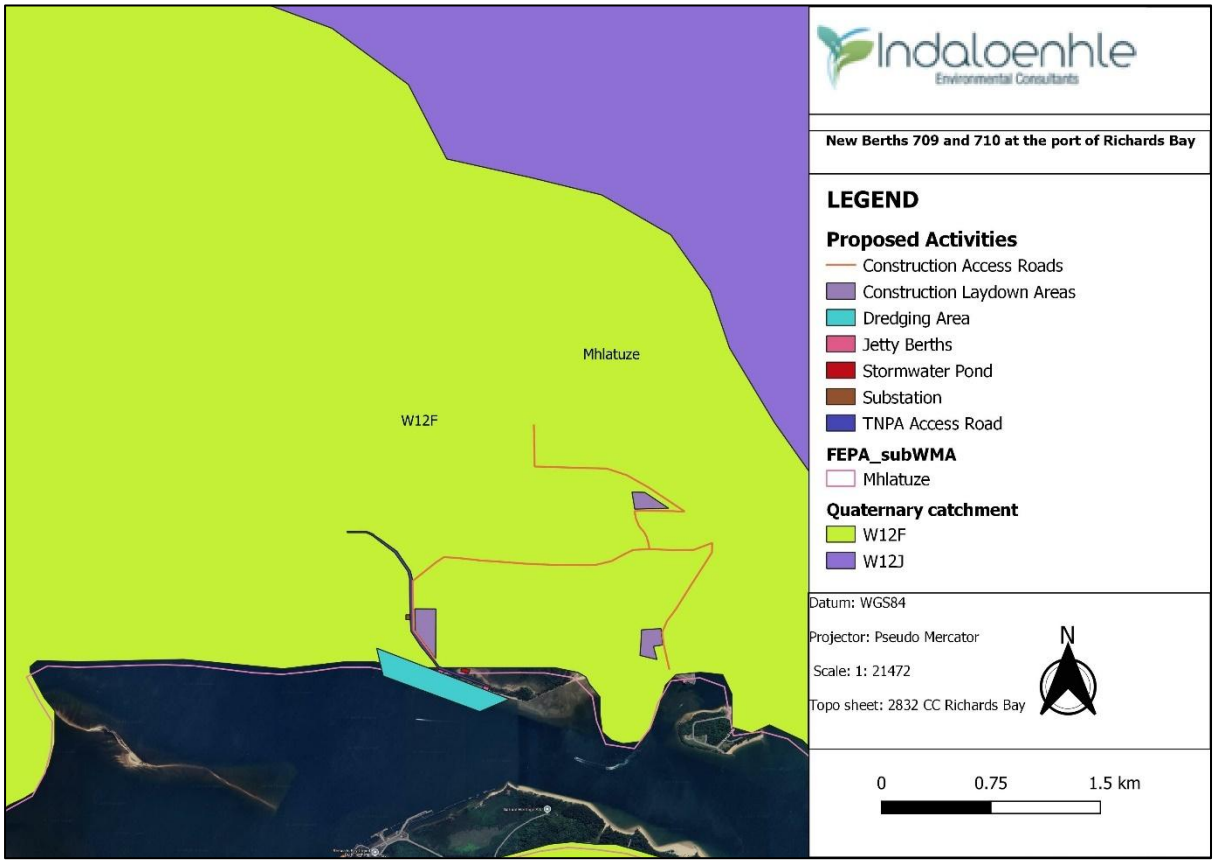


Figure 10-4: Quaternary Catchment and Sub-Water Management Area (Indaloenhle, 2024)

10.2.2. Wetlands and Rivers

The National Water Act (No 36 of 1998) defines a wetland as, "land which is transitional between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is periodically covered with shallow water, and which land in normal circumstances supports or would support vegetation typically adapted to life in saturated soil."

This definition includes all naturally occurring wetlands and pans, but excludes rivers, lakes, and artificial wetlands. The transition zone from the river or lake and the terrestrial ecosystem may be included in some cases.

Due to the presence of the EFZ which covers the entire Project area, the desktop and Site assessment also revealed wetlands present within the Project area (Figure 10-5). In addition, A NFEPA river and wetlands are shown in (Figure 10-6).

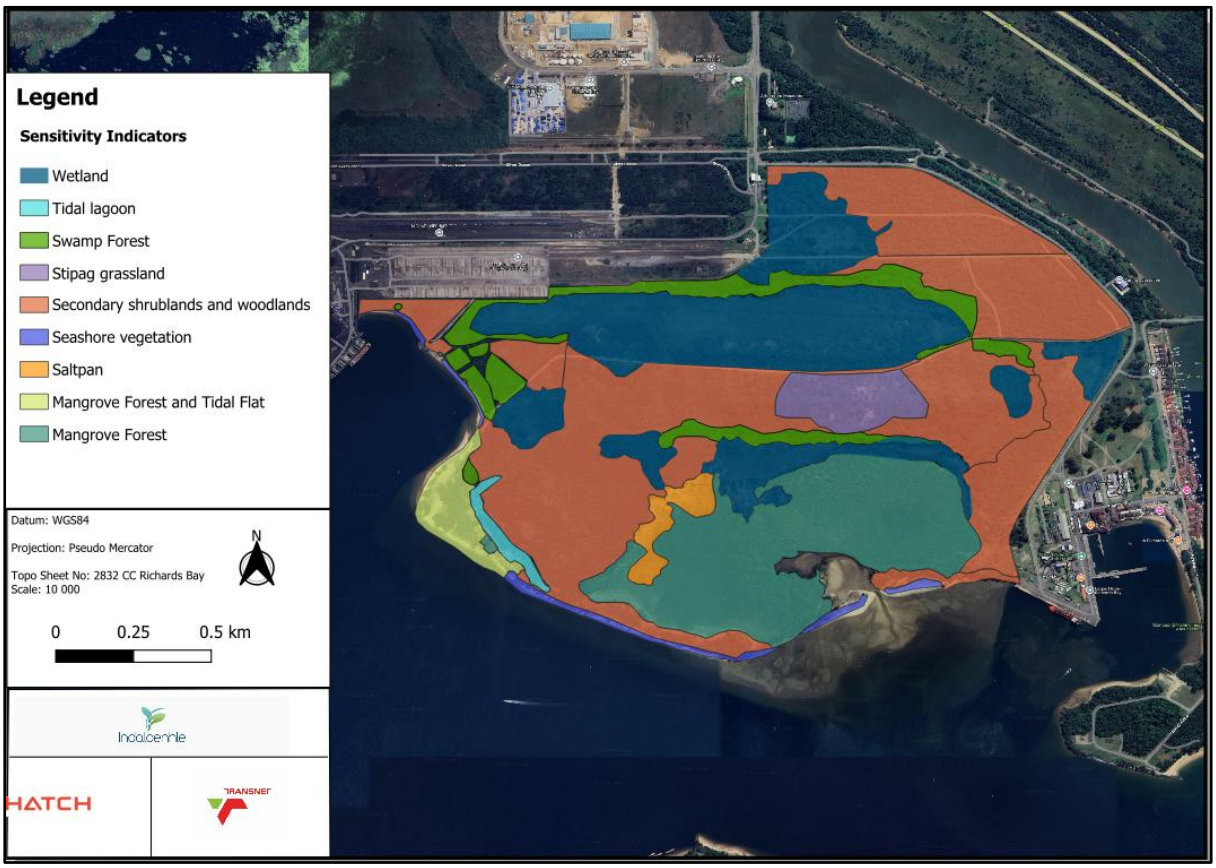


Figure 10-5: Wetland Delineations



Figure 10-6: NFEPA River and Wetlands Surrounding the Assessment Area

10.3. Vegetation Types

Regional terrestrial ecosystem diversity depends on factors including geomorphology, climate and topography (Barbour et al. 1980, Strahler & Strahler 1987). At local scale potential drivers are altitude, slope, aspect, soil type and the presence of consumers being humans or other animals (Mucina & Rutherford 2006, De Frey 1999). Such consequences make the species composition and dominance vary, hence, changes in vegetation. These changes may be continuous or single event based on species or vegetation type or environmental factors (Mucina & Rutherford 2006). It is important to understand that these plant community differences create (ecological) spaces where different animals exist spatio-temporally (Bothma 1995, Turner et al. 2001).

Habitat loss and fragmentation are threats that have been observed to reduce species numbers and thus the proposal to continues to address the issue of general biodiversity loss (Lindenmayer & Fischer 2006, Van Andel & Aronson 2006). Among the causes of this loss are conversion of habitats and invasion by alien species.

Richards Bay Harbour and its vicinity are found within the Maputaland - Pondoland-Albany Centre for Endemism and Maputaland Centre for Plant Endemism (Van Wyk & Smith 2001). Its widely known as the second highest floristic region in Africa and it hosts 80% of South Africa's remaining forests.

Several vegetation types are found in the vicinity of the study area and according to the South African National Biodiversity Institute (SANBI) and the DFFE (2022), these areas are classified under Section 52 of the National Environmental Management: Biodiversity Act (NEMBA) (Act 10 of 2004).

The classifications include the Maputaland Coastal Belt, which is considered Vulnerable; Northern Coastal Forest, Subtropical Seashore Vegetation, Subtropical Dune Thicket, Subtropical Freshwater Wetlands, Swamp Forest, Mangrove Forests and Subtropical Estuarine Salt Marshes, which are classified as Least Threatened. All these vegetation types belong to the Indian Ocean Coastal Belt Biome as described in the following tables: Table 10-1 through Table 10-8.

10.3.1. Swamp Forest

Barringtonia racemosa, Hibiscus tiliaceus and Ficus trichipoda lead the vegetation in swamp forests that grow in scattered strips along the KwaZulu-Natal coast near the Indian Ocean (refer Table 10-1). Following middle-light elevations ranging from 20 to 60 meters above the sea (Mucina and Rutherford 2006) these forests reach their full height of around 60 meters in altitude. The low-altitude forests inhabit high regions of coastal rivers and lakes. This community is severely impacted by urban development in the Richards Bay and surrounding area.

The mangrove and swamp forest communities found within and around the Richards Bay estuary are individually recognized as sensitive floral communities of significant conservation value. South Africa is home to twenty-six national forest types, including three azonal types—such as riverine forests and mangrove forests—that occur in small or linear areas. These forest communities face a range of threats that lead to habitat loss or degradation, resulting in a corresponding loss of biodiversity.

Table 10-1: List of important plant taxa defining Swamp Forest (FOa 2) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

Swamp Forest (FOa 2)	
Criteria	**Notes**
Description of the important taxa	
Tall Trees	*Barringtonia racemosa (d), Ficus trichopoda (d), Macaranga capensis (d), Rauvolfia caffra (d), Schefflera umbellifera (d), Shirakiopsis elliptica (d), Syzygium cor datum (d), Ficus lutea.*
Small Trees	*Allophylus dregeanus (d), Bridelia micrantha (d), Cassipourea gummiflua (d), Morella serrata (d), Phoenix reclinata (d), Sclerocroton inte gerrimum.*
Woody Climber	*Adenopodia spicata.*
Herbaceous Climbers	*Stenochlaena tenuifolia (d), Ipomoea indica, I. mauritiana.*
Tall Shrubs	*Burchellia bubalina (d), Psychotria capensis (d), Tarenna pavettoides subsp. pavettoides (d), Hibiscus tiliaceus (d).*
Geophytic Herbs	*Eulophia horsfallii (d), Microsorum punctatum (d), Nephrolepis biserrata (d).*
Graminoid	*Scleria angusta (d).*
Biogeographically Important Taxa	
Tall Trees	*Anisopappus smutsii.*

Swamp Forest (FOa 2)	
Tall Trees	*Voacanga thouarsii (d), Scolopia stolzii.*
Endemic Taxa	
Tall Tree	*Raphia australis (d).*
Conservation	Least Concern: Swamp Forest has experienced low rates of natural habitat loss and biotic disruptions, placing this ecosystem at low risk of collapse.

10.3.2. Northern Coastal Forest

Secondary forest development has turned a large part of the area into new growth after disturbances or past land transformation in which alien tree and bush species took root. The patches of Acacia karroo woodland exist as separate growing areas in chosen regions of the dune system together with alien plant species. Alternative vegetation gains a foothold in isolated areas of disturbed sites that exist inside maintenance zones of undisturbed forests. Riverine forests establish themselves in unique habitat conditions that differ from the rest of the region (refer Table 10-2).

Table 10-2: Northern Coastal Forest (ZOz 7) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

Northern Coastal Forest (ZOz 7)	
Criteria	**Notes**
Description of the important taxa	
Tall Trees	*Albizia adianthifolia (d), Drypetes reticulata (d), Mimusops caffra (d), Psydrax obovata subsp. obovata (d), Sideroxylon inerme (d), Trichilia emetica, Vepris lanceolata.*
Small Trees	*Brachylaena discolor subsp. discolor (d), Buxus natalensis (d), Cavacoa aurea (d), Englerophytum natalense (d), Erythroxylum emarginatum (d), Eugenia capen sis (d), Gymnosporia nemorosa (d), Kraussia floribunda (d), Peddiea africana (d), Rhus nebulosa (d), Strychnos henningsii (d), Acokanthera oblongifolia, Callichilia orientalis, Deinbollia oblongifolia, Dovyalis rhamnoides, Euclea natalensis, E. race mosa, Scutia myrtina, Strychnos decussata, Tapura fischeri, Teclea gerrardii, Turraea floribunda, Xylotheca kraussiana.*
Woody Climber	*Acacia kraussiana (d), Rhoicissus tomen tosa (d), Dalbergia armata, Monanthotaxis caffra, Uvaria caffra.*
Herbaceous Climbers	*Gloriosa superba.*
Tall Shrubs	*Carissa bispinosa subsp. bispinosa, Hyperacanthus amoe nus, Putterlickia verrucosa.*
Low Shrub	*Chrysanthemoides monilifera subsp. rotundata.*
Soft Shrub	*Isoglossa woodii (d). Megaherbs: Dracaena aletriformis (d), Strelitzia nicolai (d).*

Northern Coastal Forest (ZOz 7)	
Herbs	*Achyranthes aspera (d), Asystasia gangetica (d), Laportea peduncularis (d).*
Geophytic Herbs	*Eulophia horsfallii (d), Microsorum punctatum (d), Nephrolepis biserrata (d).*
Graminoid	*Scleria angusta (d).*
Biogeographically Important Taxa	
Tall Trees	*Celtis gomphophylla (d), Chrysophyllum viridifolium (d), Diospyros inhacaensis (d), Drypetes natalensis (d), Cola natalensis, Inhambanella hen riquesii, Manilkara concolor.*
Small Trees	*Coffea racemosa (d), Dovyalis longispina (d), Artabotrys monteiroae, Encephalartos ferox, Erythrococca berberidea, Pancovia golungensis.*
Tall Shrubs	*Haplocoelum foliolosum subsp. mombasense, Landolphia kirkii*
Endemic Taxa	
Endemic Taxon	*Acacia kosiensis (d).*
Conservation	**Least threatened:** Northern Coastal Forest has experienced low rates of natural habitat loss and biotic disruptions, placing this ecosystem at low risk of collapse.

10.3.3. Subtropical Freshwater Wetlands

The vegetation structure is characterized by a tall, closed reed-dominated wetland. No woody species were observed within this plant community, with tall reeds and sedge species forming the primary structure. The community is primarily composed of emergent species like *Phragmites australis,* alongside dense clusters of the wetland fern *Cyclosorus interruptus* found along the more well-drained edges of the wetland (Cruz, 2014). The descriptions of the taxa are shown on Table 10-3.

Table 10-3: Subtropical Freshwater Wetlands (AZf 6) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

Subtropical Freshwater Wetlands (AZf 6)	
Criteria	**Notes**
Description of the important taxa	
Marshes Small Trees	*Hyphaene coriacea (d), Phoenix reclinata (d).*
Marshes Graminoids	*Chloris virgata (d), Cynodon dactylon (d), Cyperus articulatus (d), Dactyloctenium aegyptium (d), Diplachne fusca (d), Echinochloa pyramidalis (d), Fimbristylis obtusifolia (d), Hemarthria altissima (d), Imperata cylindrica (d), Ischaemum arcuatum (d), Leersia hexandra (d), Pycreus mundii (d), Sporobolus nitens (d), S. smutsii (d), Urochloa stolonifera (d), Bolboschoenus glaucus, Courtoisia cyperoides, Cyperus alopecuroides, C. pectinatus, Digitaria natalensis, Echinochloa stagnina, Eragrostis chapelieri, E. lappula, Eriochloa meyeriana, Fimbristylis bisumbellata, Fuirena ecklonii, Oxycaryum cubense,*

Subtropical Freshwater Wetlands (AZf 6)	
	Paspalidium obtusifolium, Paspalum commersonii, Pycreus pelophilus, P. polystachyos, Scleria poiformis, Sporobolus con similis.
Marshes Herbs	*Pentodon pentandrus (d), Persicaria senegalensis (d), Burmannia madagascariensis, Centella coriacea, Commelina diffusa, Convolvulus mauritanicus, Desmodium dregeanum, Eclipta prostrata, Epaltes gariepina, Eriocaulon abyssinicum, Ethulia conyzoides, Glinus lotoides, Hydrocotyle ranunculoides, Ludwigia adscendens subsp. diffusa, L. leptocarpa, L. octovalvis, L. palustris, Neptunia oleracea, Persicaria attenuata subsp. afri cana, P. hystricula, Rorippa madagascariensis, Sium repandum, Vahlia capensis.*
Marshes Geophytic Herbs	*Eulophia angolensis, Zeuxine africana.*
Marshes Succulent Herb	*Salicornia pachystachya.*
Marshes Semi parasitic Herb	*Buchnera longespicata.*
Marshes Aquatic Herbs	*Bergia salaria, Lagarosiphon crispus.*
Lakes & ponds Graminoid	*Eleocharis dulcis (forming rafts).*
Lakes & ponds Aquatic Herbs	*Azolla pinnata var. africana (d), Ceratophyllum demersum (d), Lemna minor (d), Nymphaea nouchali var. caerulea (d), Pistia stratiotes (d), Wolffia arrhizal d), Aponogeton desertorum, A. natalensis, A. rehmannii, Ceratophyllum muricatum, Marsilea macrocarpa, Najas marina subsp. delilei, N. pectinata, Nymphoides indica subsp. occiden talis, N. rautanenii, Ottelia exserta, Potamogeton crispus, P. pec tinatus, P. schweinfurthii, Spirodela polyrhiza, S. punctata, Trapa natans var. bispinosa.*
Lakes & ponds Carnivorous Herbs	*Utricularia gibba subsp. exoleta, U. inflexa, U. subulata.*
Lakes & ponds Geophytic Herb	*Crinum paludosum*
Reed & sedge beds Megagraminoids	*Cladium mariscus subsp. jamaicense (d), Cyperus papyrus (d), Phragmites australis (d), P. mauritianus (d), Schoenoplectus corymbosus (d), S. scirpoideus (d), Typha capensis (d).*
Reed & sedge beds Graminoids	*Cyperus fas tigiatus (d), C. difformis, C. digitatus, C. latifolius, C. sexangu laris, Fuirena ciliaris.*
Biogeographically Important Taxa	
Streambanks Herb	*Floscopa glomerata, Ipomoea aquatica.*
Streambanks Geophytic Herb	*Bolbitis heudelotii.*
Lakes & ponds Aquatic Herbs	*Brasenia schreberi, Ceratopteris cornuta, Wolffia globosa, Wolffiella welwitschii.*
Lakes & ponds Herbs	*Hygrophila schulli, Limnophyton obtusifolius, Marsilea apposita, M. coromande lina, M. minuta, M. villifolia.*

Subtropical Freshwater Wetlands (AZf 6)	
Reed & sedge beds Graminoids	*Cyperus dives, C. procerus, C. prolifer.*
Endemic Taxa	
Marshes Graminoid	*Cyperus sensilis*
Lakes & ponds of Geophytic Herbs	*Crinum campanulatum*
Aquatic Herbs	*Isoetes wormaldii*
Conservation	**Least threatened**

10.3.4. Subtropical Estuarine Salt Marshes

A distribution of the Subtropical Estuarine Salt Marshes extends across the subtropical shores of the Indian Ocean between Kei Mouth and the KwaZulu-Natal–Mozambique border.

These areas correspond to the geographic domain where Mangrove Forests exist in South Africa. The marshes primarily grow in estuaries and coastal salt-marsh plains alongside vegetation which consists mainly of succulent chenopods with other flood-tolerant halophytes.

The seasonal saltwater pools in this area consist of three types of marsh habitats which include salt-marsh meadows with rushes and sedges alongside Spartina-dominated flooded areas and submerged Zostera sea meadows. Recent marine and river-derived sediment deposits distinguish the area because it faces tidal floods each day (Mucina & Rutherford, 2006). Lower salinity conditions predominate among KwaZulu-Natal coastal estuaries making their adjacent mangrove areas adjacent to brackish mud flats (refer Table 10-4).

Table 10-4: Subtropical Estuarine Salt marshes (AZe 3) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

Subtropical Estuarine Salt marshes (AZe 3)	
Criteria	**Notes**
Description of the important taxa	
Estuarine water bodies Graminoids	*Spartina maritima (d), Zostera capensis (d), Halodule uninervis, Halophila ovalis, Thalassodendron ciliatum.*
Tidal salt marshes Succulent Shrub	*Chenolea diffusa (d).*
Tidal salt marshes Low Shrub	*Samolus porosus.*
Tidal salt Marshes Geophytic Herbs	*Triglochin striata (d), T. bulbosa complex.*
Tidal salt Marshes Succulent Herbs	*Sarcocornia natalensis complex (d), Salicornia pachystachya.*
Tidal salt Marshes Graminoids	*Cyperus laevigatus (d), Juncus kraussii subsp. kraussii (d), Schoenoplectus litoralis (d), Sporobolus virginicus (d).*
Supratidal terraces Succulent Shrubs	*Disphyma crassifolium (d), Sarcocornia pillansii (d).*

Subtropical Estuarine Salt marshes (AZe 3)	
Supratidal terraces Herbs	*Atriplex patula subsp. verreauxii, Ethulia conyzoides subsp. kraussii, Nidorella linifolia.*
Supratidal terraces Graminoids	*Paspalum vaginatum (d), Pycreus polystachyos, Stenotaphrum secundatum.*
Conservation	**Least threatened**

10.3.5. Maputaland Coastal Belt

The Maputaland Coastal Belt exists as two distinct geologic zones featuring new marine sand areas and zones with solid geology formations. Marine sands within this region combine to create a variety of dry land and hygrophilous vegetation types. Grassland or Syzygium savanna makes up most of the dry land vegetation since fire remains regular until fire disturbance leads to shrubland formation. The elimination of disturbance and fires led to the takeover of alien trees and shrubs that has formed specific areas of invaded grasslands. Changes in the environment have allowed certain pines and eucalypts and gums to develop lasting colonies which typically host grassland plant communities beneath them. Grasslands are generally scarce across hard geological landscapes, with most areas transitioning into Acacia karroo savanna or woodland. Within the Project Area, *Stipagrostis zeyheri–Helichrysum kraussii* secondary grasslands are present, characterised by species such as *Helichrysum kraussii* and *Eugenia capensis*. While this vegetation unit is associated with the broader national vegetation type Maputaland Coastal Belt (classified as Endangered), it is noted that, based on site verification, the Project area has been invaded by the alien species *Casuarina equisetifolia* within the vegetation unit. The vegetation unit reflects a disturbed state of the Maputaland Coastal Belt by human activities and invasive alien plants.

The vegetation on marine sands shows that minimal fire occurrences alongside elevated disturbances lead to the development of alien shrubs and trees. Without fire the woodiness of vegetation increases thereby creating potential conditions for A. karroo thicket development (refer Table 10-5).

Table 10-5: Maputaland Coastal Belt (CB1) (after Rutherford et al., 2006) (Mucina et al., 2006, NBA (2018) & SANBI Ecosystem Status (2022)

Maputaland Coastal Belt (CB1)	
Criteria	**Notes**
Description of the important taxa	
Low Shrubs	*Agathisanthemum bojeri (d), Helichrysum kraussii (d), Tephrosia longipes.*
Small Trees & Tall Shrubs	*Abrus precato rius subsp. africanus, Smilax anceps. Herbs: Achyranthes aspera, Centella asiatica, Chamaecrista plumosa, Hermbstaedtia odo rata var. aurantiaca, Vernonia centaureoides, V. oligocephala.*
Herbs	*Achyranthes aspera, Centella asiatica, Chamaecrista plumosa, Hermbstaedtia odo rata var. aurantiaca, Vernonia centaureoides, V. oligocephala.*

Maputaland Coastal Belt (CB1)	
Woody Climber	*Abrus precato rius subsp. africanus, Smilax anceps.*
Graminoids	*Diheteropogon amplectens (d), Eragrostis scle rantha (d), Ischaemum fasciculatum (d), Themeda triandra (d), Urelytrum agropyroides (d), Aristida stipitata subsp. gra ciliflora, Cymbopogon pospischilii, Elionurus muticus, Eragrostis L. CB 1 Maputaland Coastal Belt: Seasonally wet grasslands of the Palm Veld (with Hyphaene coriacea) near KaNgwanase in Maputaland, northern KwaZulu-Natal. Indian Ocean Coastal Belt inamoena, E. lappula, Sporobolus subu latus, Trachypogon spicatus, Trichoneura grandiglumis, Tristachya leucothrix.*
Biogeographically Important Taxa	
Geoxylic Suffrutex	*Diospyros galpinii*
Low Shrubs	*Indigofera williamsonii, Rhus kwazuluana, Stylosanthes fruticosa.*
Small Trees & Tall Shrubs	*Hyphaene coria ceaS (d), Ozoroa obovataS, Rhus nebulosaC, Synaptolepis kirkii*
Woody Climber	*Dalbergia obovata*
Herbs	*Helichrysopsis septentrionale, Helichrysum tongense, H. cymosum subsp. cymosum, Nidorella tongensis, Senecio ngoyanus, Vernonia natalensis*
Megaherb	*Strelitzia nico lai.*
Succulent Herb	*Orbea longidens*
Semiparasitic Herb	*Striga junodii*
Graminoid	*Monocymbium ceresiiforme*
Endemic Taxa	
Herbs	*Helichrysum adenocarpum subsp. ammophilum, Vahlia capensis subsp. vul garis var. longifolia.*
Geophytic Herbs	*Asclepias gordon-grayae, Kniphofia leucocephala, Raphionacme lucens.*
Graminoid	*Restio zuluensis*
Conservation	**Endangered**. Maputaland Coastal Belt is narrowly distributed with high rates of habitat loss in the past 28 years (1990-2018), placing the ecosystem type at risk of collapse.

10.3.6. Subtropical Seashore Vegetation

The plant ecosystem exists on foredunes which mark the initiation of initial dune formation through succession. This area consists of ground planted with *Casuarina equisetifolia* trees to maintain stable shifting sands although many spots have transitioned to becoming natural woodlands (Table 10-6).

Table 10-6: Subtropical Seashore Vegetation (AZd 4) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

Subtropical Seashore Vegetation (AZd 4)	
Criteria	**Notes**
Description of the important taxa	
Low Shrubs	*Agathisanthemum bojeri (d), Helichrysum kraussii (d), Tephrosia longipes.*
Small Trees & Tall Shrubs	*Abrus precato rius subsp. africanus, Smilax anceps. Herbs: Achyranthes aspera, Centella asiatica, Chamaecrista plumosa, Hermbstaedtia odo rata var. aurantiaca, Vernonia centaureoides, V. oligocephala.*
Graminoids	*Ficinia nodosa (d), Juncus kraussii subsp. kraussii (d), Sporobolus virginicus (d), Cyperus crassifolius, Imperata cylindrica, Stipagrostis zeyheri subsp. barbata.*
Woody Climber	*Abrus precato rius subsp. africanus, Smilax anceps.*
Cliffs Succulent Shrub	*Dalbergia obovata*
Herbs	*Chironia decumbens, Gazania rigens.*
Succulent Herb	*Carpobrotus dimidiatus. Graminoid: Ficinia lateralis.*
Conservation	**Least threatened**

10.3.7. Subtropical Dune Thicket

The vegetation exists along the dune cordon within coastal forests which is a predecessor to the forest development. These areas of collapsed dunes with unique vegetation are known as cirques besides their regular association (refer Table 10-7).

Table 10-7: Subtropical Dune Thicket (AZd 4) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

Subtropical Dune Thicket (AZd 4)	
Criteria	**Notes**
Description of the taxa	
Geophytic Herb	*Trachyandra divaricata.*
Succulent Herb	*Arctotheca populifolia (d).*
Graminoids	*Ficinia nodosa (d), Juncus kraussii subsp. kraussii (d), Sporobolus virginicus (d), Cyperus crassifolius, Imperata cylindrica, Stipagrostis zeyheri subsp. barbata.*
Woody Climber	*Abrus precato rius subsp. africanus, Smilax anceps.*
Cliffs Succulent Shrub	*Dalbergia obovata*
Cliffs Herbs	*Chironia decumbens, Gazania rigens.*
Cliffs Succulent Herb	*Carpobrotus dimidiatus.*
Cliffs Graminoid	*Ficinia lateralis*
Conservation	Least threatened

10.3.8. Mangrove Forest

Mangrove forests exist in estuaries where three species namely *Avicennia marina, Bruguiera gymnorrhiza and Rhizophora mucronata* can be found in both Richards Bay and Mhlathuze estuary locations (refer Table 10-8).

Table 10-8: List of important plant taxa defining Mangrove Forest (FOa 3) (after Rutherford et al., 2006) (Mucina et al., 2006), NBA (2018) & SANBI Ecosystem Status (2022)

FOa 3 Mangrove Forest	
Criteria	**Notes**
Description of the important taxa	
Small Trees	*Avicennia marina (d), Bruguiera gymnorrhiza (d), Ceriops tagal, Lumnitzera racemosa, Rhizophora mucronata, Xylocarpus granatum.*
Tall Shrubs	*Hibiscus tiliaceus (d). Geophytic Herb: Acrostichum aureum (d).*
Conservation	Mangrove Forest has experienced low rates of natural habitat loss and biotic disruptions, placing this ecosystem at low risk of collapse: **Least Concern**

10.4. Observed Sensitivity

The following plant communities were identified and described within the Project Area (Figure 10-7): swamp forests, wetlands, mangrove forests, salt pans, secondary woodlands and shrublands, Stipagrostis zeyheri–Helichrysum kraussii secondary grasslands, and seashore vegetation. These diverse ecosystems represent a wide range of habitats and contribute significantly to the area's ecological complexity. **Appendix F to Appendix J** provides an extensive photographic record capturing the site inspections.

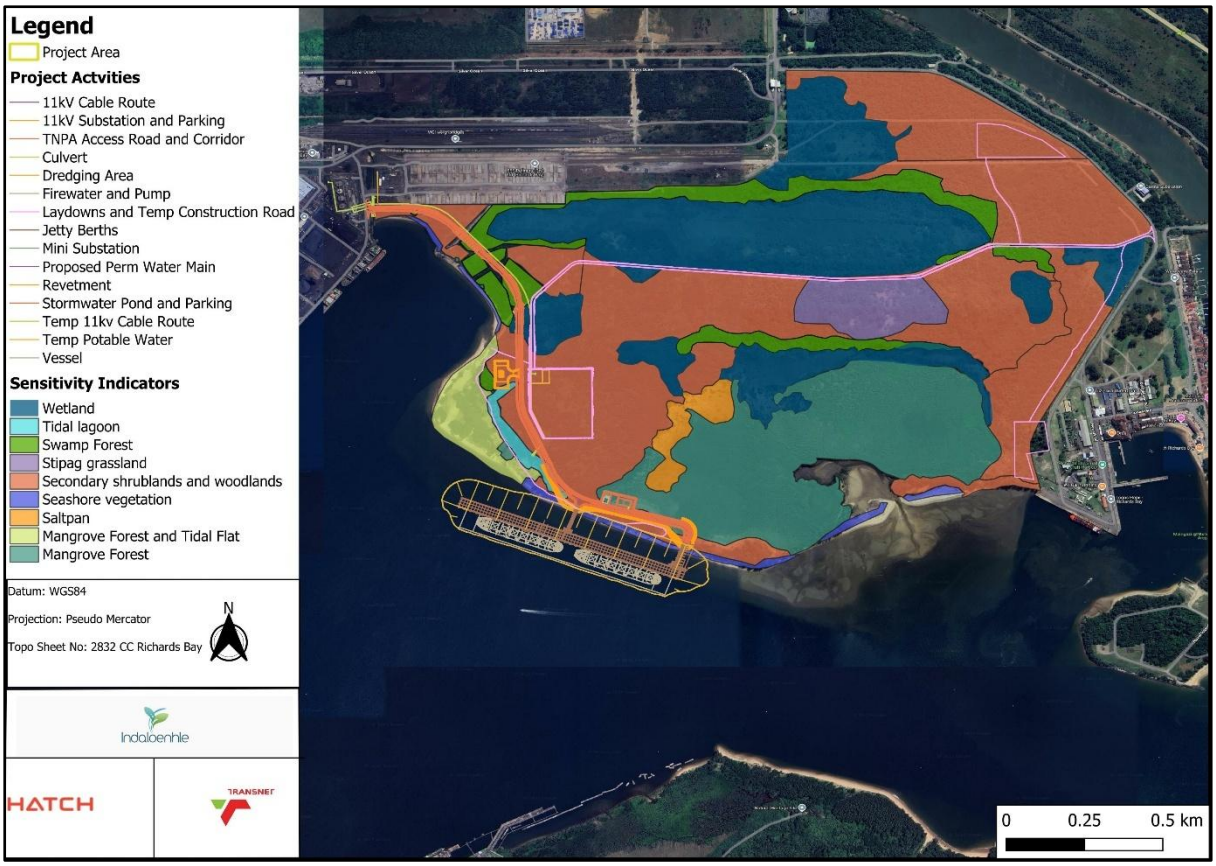


Figure 10-7: Observed Sensitivity on the Project Area

10.5. Land use

The Project site currently consists of natural areas, some of which has revegetated over time since harbour construction and transformation. According to the uMhlathuze Land Use Scheme Regulations, the site is located within an area zoned as harbour. The following permitted land uses apply:

- General Industry
- Light Industry
- Service Industry
- Utilities Facility

Surrounding harbour land use includes existing port berths and terminals and associated transport infrastructure (railyards, roads, conveyers), industry, bulk storage areas, limited commercial activities, harbour administration facilities and recreational activities (e.g. small craft harbour, boating, sailing windsurfing/kiteboarding, picnicking, fishing).

10.6. Visual setting

The site visit and assessment of the Project area by the Project team revealed that the Project site is a natural area within the PoRB, consisting of a shoreline backed by primary and secondary dune vegetation, including casuarinas, a small estuary (within the larger PoRB estuary), swamp forests, mangroves, salt pans, etc, as detailed in the vegetation report.

The Project site is surrounded by a harbour channel to the south and has views across the "Bay" to the PoRB Coal Terminal to the south, sanctuary area to the south-west and Berth 706-708 across the Basin 3 bay to the west. The Small Craft Harbour and Naval Island are located on a trajectory east to ESE of the Project site, with the harbour entrance channel being further to the east.

10.7. Noise

The only current noise emanating from the Project site is from natural sources such as birds, insects and small mammals and small waves breaking on the seashore; these sources are assumed to be minor, although the wave sounds will be higher during stronger south-westerly (onshore) winds. The site itself is subject to noise from surrounding anthropogenic sources such as shipping and port activities, industries and conveyer, vehicular and railway traffic.

A noise survey conducted for the nearby Berth 605 development, some 3 km west of the Project site showed that ambient noise on that site was predominantly traffic and port-related, with smaller influences from natural sources like insects. A similar scenario is likely for the Project site. It was concluded that a noise impact study was not required for nearby Berth 605.

A noise survey, conducted for the PoRB Expansion Programme in 2013 (M2 Environmental Connections cc, 2013) found that at over 1,500m distance from the existing Richards Bay and Transnet facilities, the current activities in the PoRB cannot be considered as a significant noise source at identified receptors. Measurements conducted indicated noise levels due to faunal, meteorological (during rainy conditions) and anthropogenic noises emanating from daily activities.

11. KEY STUDY FINDINGS

11.1. Marine And Estuarine

11.1.1. Historical Context

The Richards Bay/uMhlathuze estuary and bay system is a highly transformed environment. Figure 11-1 shows the change from pre-harbour development in 1964 to the initial harbour development in 1976, as mapped by Begg (1978).

Modifications from the estuarine bay into the harbour are summarised below:

- The bay was divided into two sections by a 4 km long constructed berm, along which access could be gained to the Richards Bay Coal Terminal on the eastern side of the bay.
- The area north of the berm was allocated to harbour and industrial development, whilst the area south of the berm was to be left undisturbed as a sanctuary area.
- The original estuary mouth was widened to become the port entrance, stabilised by breakwaters, and a new estuary mouth was excavated south of the berm to facilitate an estuarine function for the sanctuary area.
- Diversion of the Mhlathuze River to the south, to discharge into the sanctuary area.
- Diversion and canalisation of the Mzingazi River that links to Lake Mzingazi in the north.
- Creation of Pelican and Naval islands.
- Creation of an artificial beach at Alkantstrand.

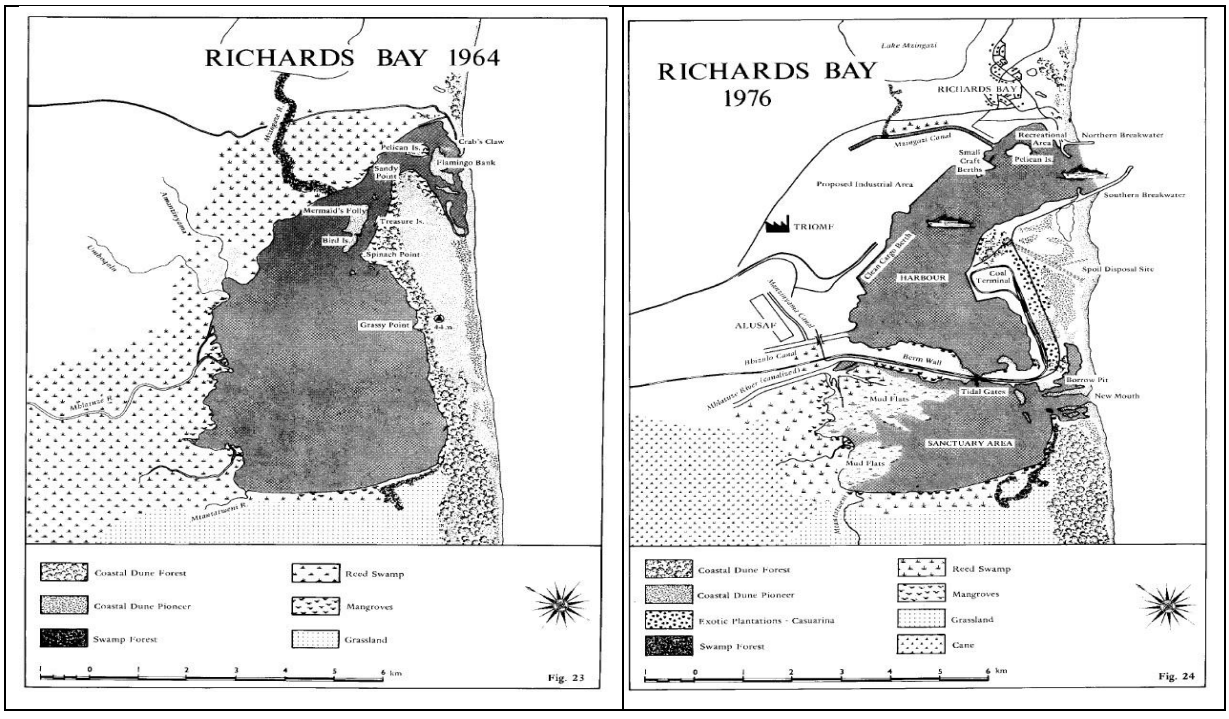


Figure 11-1: Changes in Richards Bay from 1964 to 1976 (maps from Begg, 1978)

Interestingly, in 1964, mangroves were only found as thin populations along the southern and western perimeter and along the shoreline corresponding to the Project site. The biggest mangrove population was encountered where the Mhlathuze River discharged into the bay. The population in the sanctuary area has increased over time, whereas mangroves in the harbour area were largely killed off by harbour development. Additionally, there was loss of swamp and dune forests in the harbour area (Begg, 1978).

A 1984 image (Figure 11-2) shows the Project site was highly modified. The Basin 3 area that separates berth 706-708 from the Project site is still to be excavated. The Project site shoreline shows an artificially constructed shoreline of exposed sand areas of fill. The east-west track passes over disturbed land. A pocket of original vegetation is discernible on the Project site, to the west of the small craft harbour.



Figure 11-2: 1984 aerial photo of Richards Bay (Air Survey Company) showing the location of the proposed Berths 709-710 in yellow.

11.1.2. Estuarine Functional Zone (EFZ)

The Project area falls within an EFZ (refer Figure 11-4 and Figure 11-5). The EFZ is defined as the area that delineates the boundaries of the waterbody, including the supporting physical and biological processes and adjacent habitats necessary for estuarine function and health (Van Niekerk et al., 2019a). Estuarine habitats include sand and mudflats, salt marshes, rock and plant communities. EFZs were delineated by the 5 m contour line, however this has more recently been amended to the 10 m above mean sea level (MSL) contour. Thus, it includes large areas of land (much of which have been developed) that border the actual water body.

The National Freshwater Ecosystem Priority Areas (NFEPA) are a selection of rivers, wetlands and estuaries which have been identified as systems of strategic importance to the hydrological functioning of South Africa.

These systems have been identified using scientific methodologies as well as consensus amongst researchers, government entities and the general public. According to the NFEPA dataset, a NFEPA Estuary will be impacted by the proposed development. This is confirmed by the DFFE Screening Tool in which the site is considered as Very High Sensitivity due to the presence of the estuary and estuary associated wetlands within proximity to the proposed Project area (Figure 11-3).

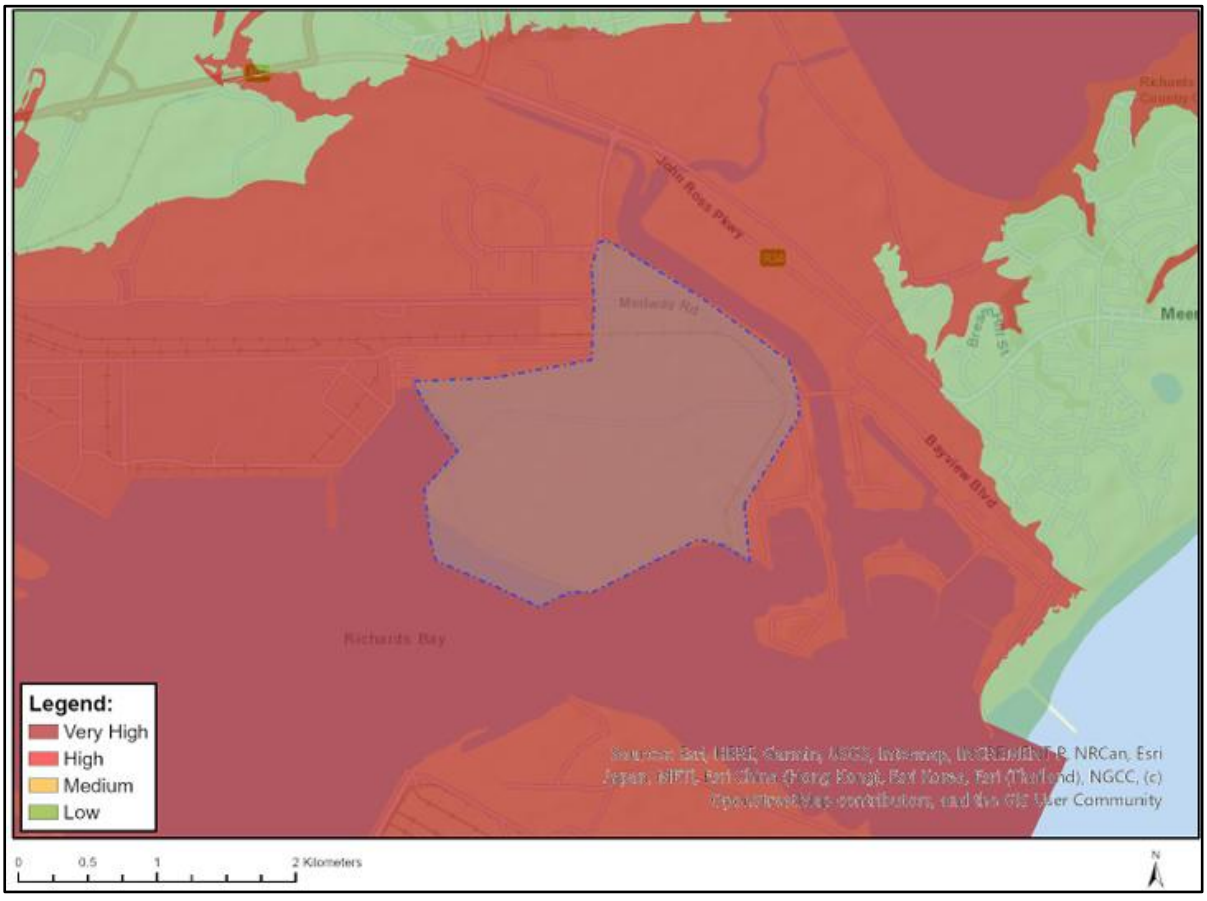


Figure 11-3: Aquatic Biodiversity Theme Sensitivity (DFFE Screening Tool)

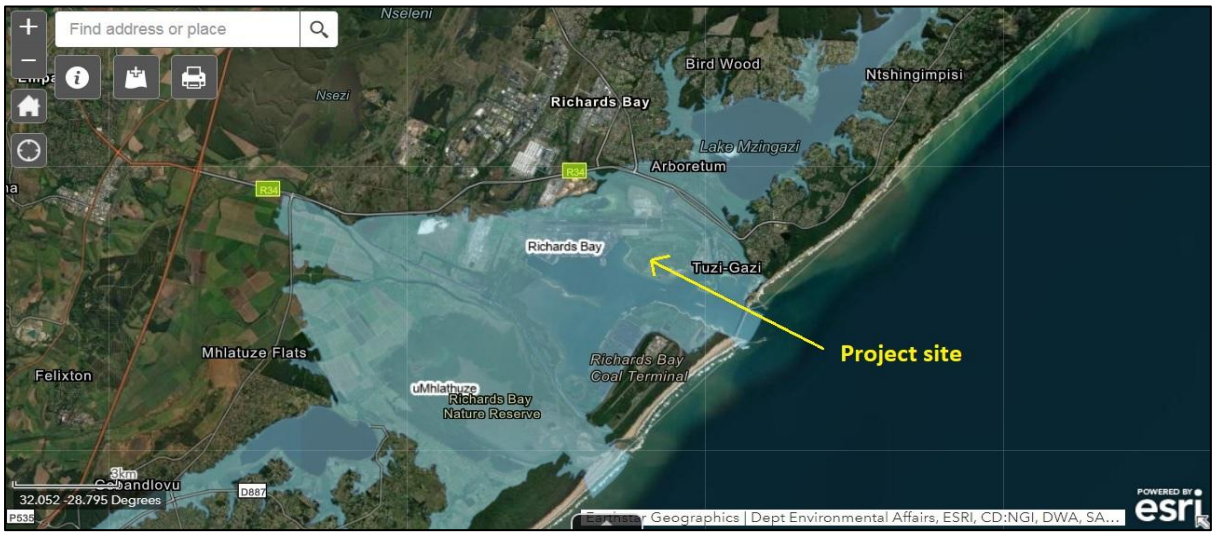


Figure 11-4: Richards Bay/uMhlathuze Estuarine Functional Zone

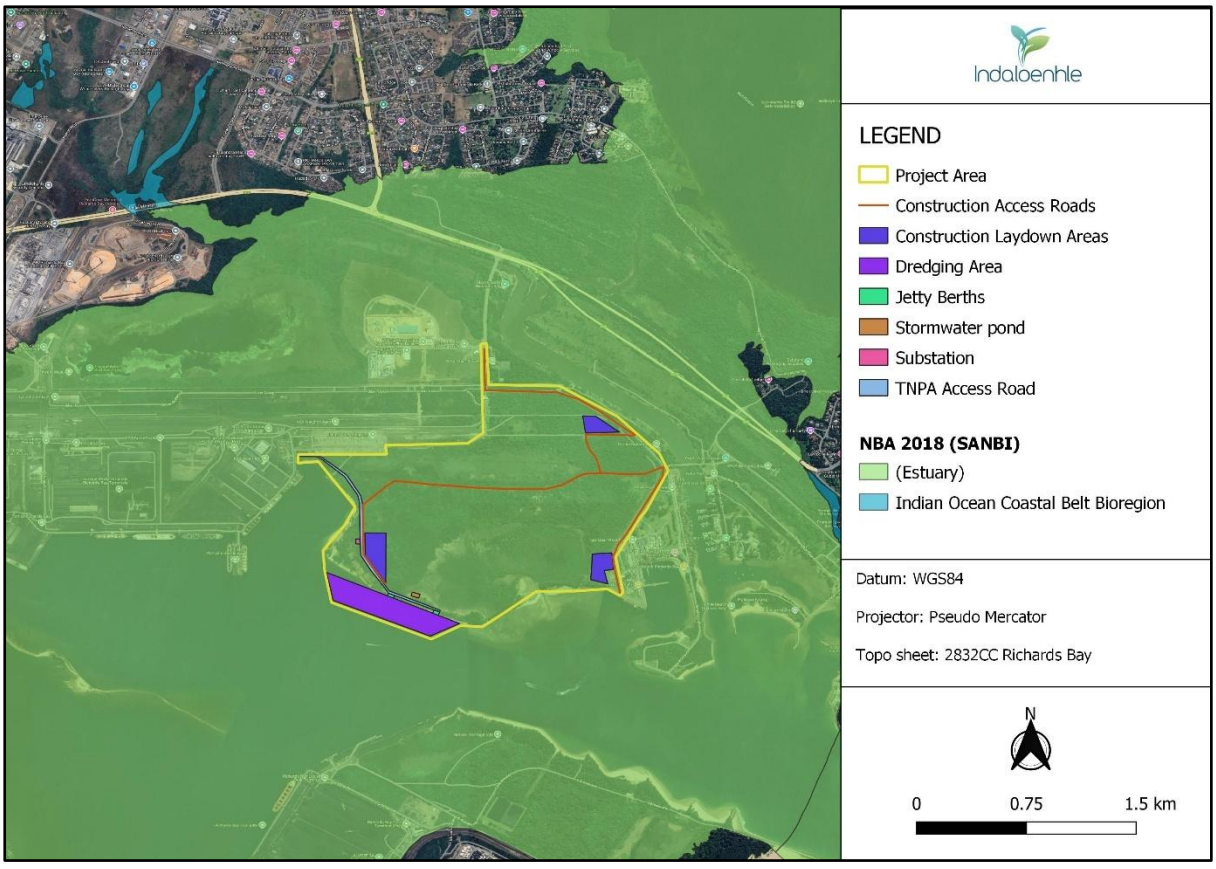


Figure 11-5: National Wetland Map (SANBI, 2018)

11.1.3. Estuary/bay environment

The Richards Bay/uMhlathuze estuary was formerly part of a larger Estuarine Lake, which is defined as a large, circular water body connected to the sea by a constricted inlet channel (Van Niekerk et al., 2019b). The Richards Bay/uMhlathuze estuary now functions and is classified as an Estuarine Bay. Defining characteristics of Estuarine Bays (Van Niekerk et al., 2019b) include the following:

- Estuarine Bays are permanently linked to the sea by unrestricted, deep mouths and are dominated by tidal processes, with tidal amplitudes close to those of the sea.
- Estuarine Bays are large systems (> 1200 ha) with generally round basins where only the upper reaches experience a degree of constriction to tidal flows.
- As a result of relatively low river inputs, they have a predominantly euhaline salinity regime (i.e. sea water) in the lower and mid reaches, with freshwater mixing processes being mostly confined to the restricted upper areas.
- Sediments are typically marine in origin and grain size distributions are stable.

Currents within the harbour are governed by tidal exchange ebb and flow, with stronger currents during spring tides. The offshore wave environment also affects currents within the bay, especially with wave setup. Winds will also locally affect surface water movement.

Tides in Richards Bay are semi-diurnal; tidal period is 12 hours and 25 minutes. Tidal data is presented in Table 11-1 below.

Table 11-1: Tide data for Richards Bay (from van Ballegooyen, et al., 2015).

Tide	Height (m) above Chart Datum
Highest Astronomical Tide	2.47
Mean High Water Spring	2.11
Mean High Water Neap	1.48
Mean Level	1.20
Mean Low Water Neap	0.97
Mean Low Water Spring	0.27
Lowest Astronomical Tide	0.00



Figure 11-6: Schematic of the major hydrodynamic processes in Richards Bay (adapted from van Ballegooyen, et al., 2015). The Project site is indicated by the white arrow near the top of the image. Additional sites of shoreline erosion observed by this author are indicated by green lines.

The key features are summarised by van Ballegooyen, et al., 2015, as follows:

- Strong tidal currents occur in the narrow mouth of the Mhlathuze Estuary. The tidal currents in the harbour mouth area are much smaller in magnitude, ranging from approximately 0.03 m/s during neap tides to approximately 0.17 m/s during spring tides (CSIR, 1998b). Under certain wind conditions the wind-driven component of the flow in the harbour mouth is expected to reinforce these tidal flows. The tidal flows diminish towards the inner recesses of the harbour;

- Strong wind-driven flows occur within the port under higher wind conditions, particularly in the shallow regions. Strong SW winds set-up a residual clockwise circulation on the mudflats on the south-west side of the harbour. Conversely, strong NE winds set up an anticlockwise residual circulation;
- Freshwater inflows into the Port of Richards Bay via the Bhizolo, Manzamnyama and Mzingazi Canals (refer Figure 11-7) have the potential to set up locally significant flows within the harbour and can locally affect water column stratification;
- Accretion and erosion problems occur within the harbour due to wave action. Regions of shoreline erosion and accretion.
- Wave action and wave-driven surf-zone currents result in significant sediment transport along the beaches. The magnitude and direction of these near shore current are variable and are determined by the prevailing near shore wave direction, however there is a strong net transport to the north.

Areas of shoreline erosion noted and known by the author of this report are indicated in green and are described in Chapter 8. The area north of the harbour entrance, in particular from Alkantstrand northwards, is a site of ongoing coastal erosion.

The bathymetry of the area offshore of the planned berths 709-710 used for the Project sediment and plume dispersion modelling study by PRDW (2024) is shown below.

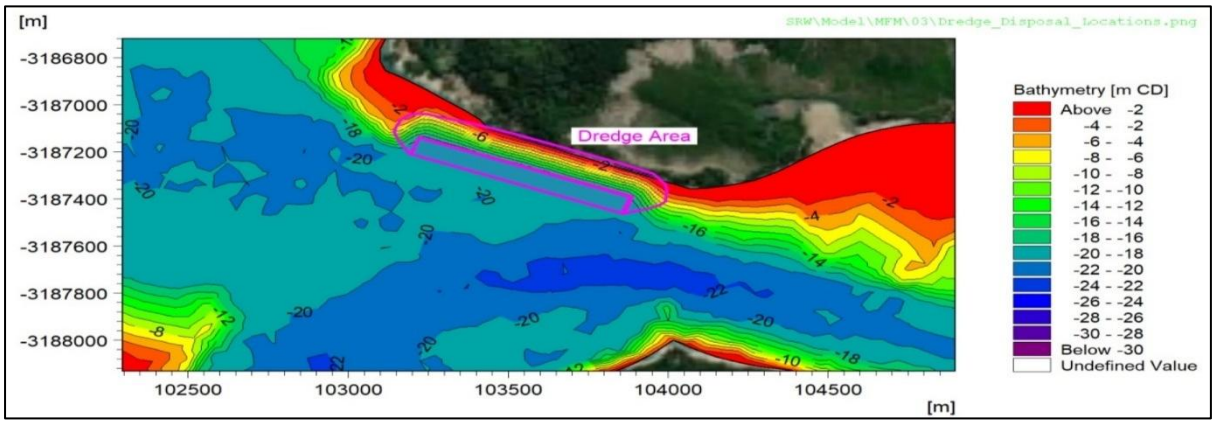


Figure 11-7: Bathymetry around the Project dredge area (PRDW, 2024)

An example of predicted surface currents from the model output for a strong south-westerly wind scenario is shown in Figure 11-8. It is clear to see that the model has shown high current speeds corresponding to the area of shoreline erosion in the north-east of the site, west of the small craft harbour, where the construction laydown 3 area is planned. The erosion focus at this point will be from a combination of wind generated currents and waves.

This will be the same causal mechanism for erosion along the beach where the berths are planned, although current speeds are not predicted to be as high.

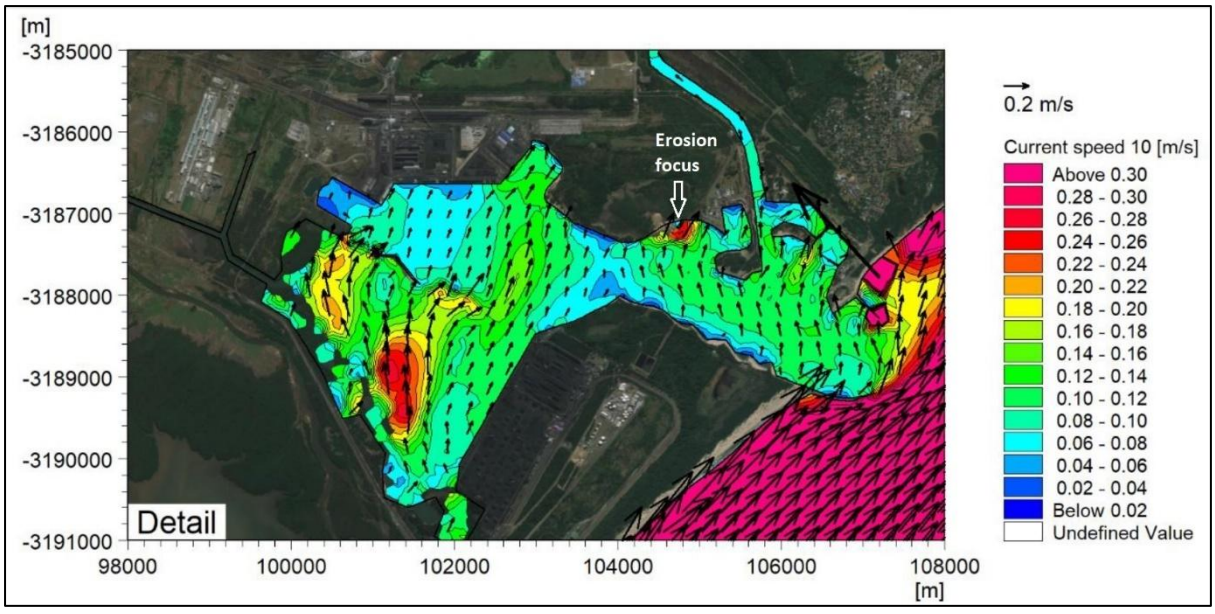


Figure 11-8: Instantaneous vector plot showing the currents near the surface during a strong south-westerly wind event (adapted from PRDW, 2024).

11.1.4. Abiotic environment

The CSIR conducts long-term water quality and sediment quality, as well as mussel contamination monitoring for the PoRB, typically on a bi-annual basis to cover summer and winter conditions. Summary results are presented below, but this will be assessed in more detail in the EIR phase.

11.1.4.1. Water quality

The water column is generally well mixed in terms of temperature, salinity, and dissolved oxygen concentrations. This is attributed to the strong marine influence and tidal flushing (CSIR, 2020; Cyrus and Vivier, 2014a). Salinities throughout the port approximate sea water (35 ppt) due to the open connection to the sea and limited freshwater input (CSIR, 2020). Water temperature is an important influence on ecology and physiological processes. Analysis of available CSIR data for the period 2015-2022 for the stations in closest proximity to the Project Site (Stations 6, 7, Y2 and Y3 refer Figure 11-9) show that water temperatures are generally in the 20 to 26°C range. Some temperature stratification is possible, particularly during summer when surface heating by insolation is stronger.

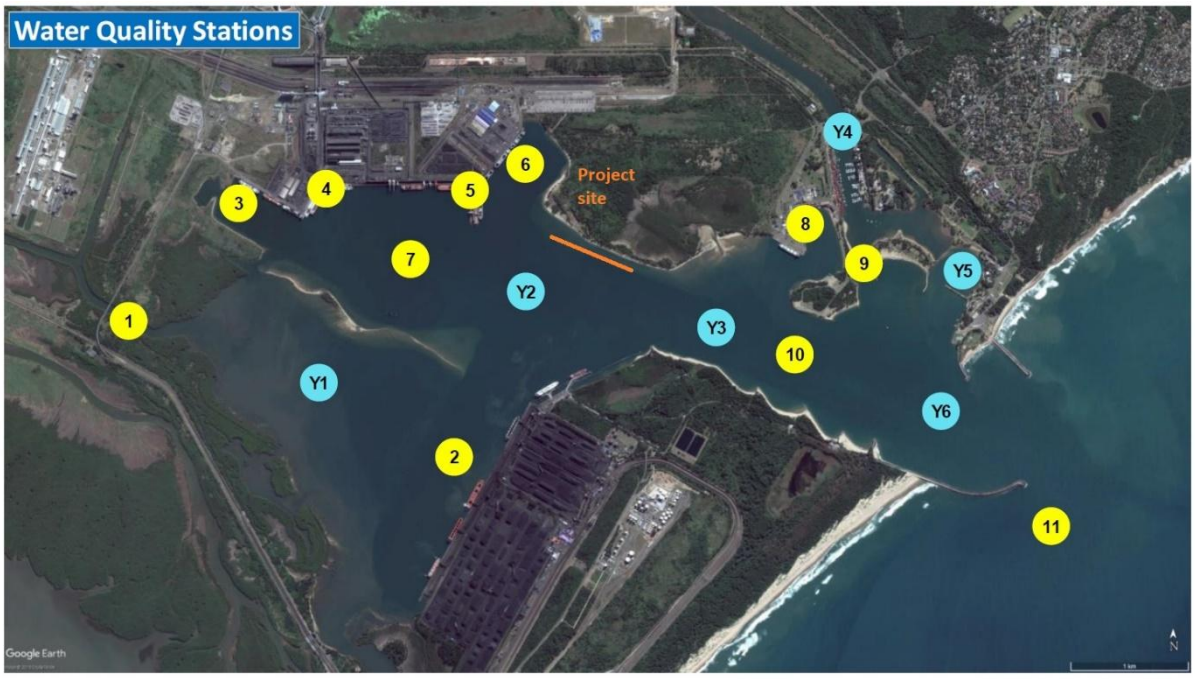


Figure 11-9: Aerial view of the Port of Richards Bay showing the positions where water quality was monitored in situ and surface water samples were collected for analysis in the laboratory (yellow symbols) and positions where only in situ measurements were made (adapted from CSIR, 2020). The Project Site and approximate position of the jetty is indicated in orange.

The most recently available monitoring data by the CSIR (2020; 2022) for the nearest stations to the Project Site indicate that the surface water quality for the standard parameters (temperature, salinity, dissolved oxygen, turbidity, chlorophyll, faecal coliforms, nutrients) is good, except for orthophosphates, which is in the fair to poor category. A more detailed analysis of the water quality data, using the closest representative stations, will be undertaken in the EIR phase.

Longer water retention times and reduced flushing, due to a changed bathymetry, may result in water quality becoming an increasingly significant factor in the ecological state of the Port waters (MER, 2013) with increasing port development.

11.1.4.2. Sediment quality

The most significant anthropogenic sources of metals to the Bay are related to Port-associated activities, mostly related to accidental spillage of metal ore fragments and scrap metals, notably chromium, during vessel loading (CSIR, 2020), Stormwater drains most likely concentrate metals in the runoff.

The sediment sampled in the Port of Richards Bay by the CSIR (2022) in August 2022 was classified as sand, muddy-sand, sandy-mud, and mud (Figure 11-10). However, the sediment at most stations is sandy-mud or muddy-sand. The dominant grain size class at 21 of the 23 stations sampled was mud, but the mud contribution to the bulk weight of sediment varied widely (from 1.5 - 96.3%). The muddiest sediment was in the Richards Bay Coal Terminal Basin, the 600 and 700 Berth Basins, and the Main Navigation Channel.

The findings for the August 2022 survey were consistent with those of previous surveys: the high mud fraction in large parts of the Port reflects its depositional nature and indicates there is a high propensity for the retention and accumulation in the sediment of particle reactive contaminants introduced in solution to parts of the Bay. Sediment in the Port of Richards Bay has usually not been significantly enriched with particulate organic matter CSIR (2022).

CSIR sampling for metal concentrations in 2020 and 2022 was Level II (one of these sample sites (No. 14) is in the small "bay" between berth 706-708 and the development site, also known as Basin 3), where water exchange is expected to be lower. This, combined with the location near to the berths 704-708 and sources from stockpiles in the area, means there is a greater potential for accumulation of metals. A significant proportion, if not all the chromium contamination of sediment in parts of the Port of Richards Bay is undoubtedly a result of the spillage of chromium ore and ferrochrome particles during vessel loading (CSIR, 2022). Only sediment in the 600 and 700 Berth Basins (Sample stations 8 to 15) showed metal contamination exceeding the DFFE warning level.

Concentrations at the other stations in closest proximity to the development site, at stations 16 and 17 in the harbour channel, did not exceed DFFE warning levels. Nevertheless, there are potential ecological implications of dredging of potentially contaminated sediments required for the Port expansion.



Figure 11-10: Aerial view of the Port of Richards Bay showing the positions where sediment was sampled by the CSIR for grain size, total organic content, metal analysis and toxicity testing in August 2022. The Project Site and approximate position of the jetty is indicated in orange.

According to CSIR (2020) "the concentrations of most metals in the tissue of mussels sampled in the Port of Richards Bay are generally comparable to concentrations in mussels sampled in other South African ports. The concentration of cobalt, chromium and nickel, and to a lesser degree vanadium in mussels sampled in the port are at or near the higher end of the range for mussels sampled in other ports. Although the concentration of cobalt, nickel and vanadium is generally higher in mussels sampled in this port compared to other ports, there is no clear evidence this reflects uptake as a result of contamination, as these metals are not widespread or significant contaminants of sediment in the port. Rather, it appears to reflect geological differences along the South African coastline that influence background metal concentrations."

The results of toxicity testing using sea urchins *Echinometra mathaei* showed that, despite the very high concentrations of certain metals present in the sediment sampled at some stations in the Port of Richards Bay in August 2022, the sediment at only two stations (8 and 10) was slightly or marginally toxic (CSIR, 2022).

The probable explanation is that, although the high metal concentrations reflect the presence of ferrochrome and chromium ore particles in the sediment, they are not in a bioavailable form. Thus, while metals may be transferred in dredged sediment to the dredged spoil disposal site, they are deemed highly unlikely to pose a toxic risk to sediment-dwelling organisms at the disposal site (CSIR, 2022); probably less likely if one also considers dilution during the disposal process.

11.1.5. Fauna

Past studies have included benthic and macrofauna in the small "bay" (Basin 3), but little dedicated fish sampling in the Project Area.

11.1.5.1. Fish

In a general sense, most fish species encountered in the Port are either partially euryhaline marine species that breed at sea with their juveniles showing varying degrees of dependence on estuaries as part of their life cycle, or wholly estuarine species that breed in the system, dependent on the estuary for their survival (Anchor, 2023).

Most fish were found to be below their length at maturity and therefore juvenile, emphasising the role of estuaries, such as the PoRB, as a nursery habitat for juvenile fish (Anchor, 2023), The PhD by Weerts (2002) Weerts (2002) focussed on the relative abundance and diversity of juvenile fish species in a wide range of estuarine habitat types, including sandbanks, mudflats and mangroves. The highest species abundance was generally associated with the mudflats and sandflats and relatively lower numbers in the mangroves. Most fish associated with these habitats were estuarine dependent marine species. It was found that open water areas supported relatively greater densities of fishes that are not dependent on South African estuaries (i.e. predominantly marine species).

Based on the classification by Whitfield (Whitfield 2019), most species found in the Port are either partially category II (euryhaline marine species, which breed at sea with their juveniles showing varying degrees of dependence on estuaries as part of their life cycle) or wholly category I (estuarine species which breed in the system), dependent on the estuary for their survival. The most diverse fish families were the Carangidae (jacks and pompanos) represented by seven species, the Sparidae (seabreams) represented by six species, and the Gobiidae (gobies) represented by five species (Anchor, 2023). The uMhlathuze and Richards Bay estuary systems are also regarded as important nurseries for various Kob species, and possibly also for Zambezi sharks (DEA, 2018).

The Richards Bay Estuary is ranked as the third most important estuary out of 247 South African systems in terms of its importance for fish populations (Turpie et al. 2002). A more detailed analysis, focussing on the Project area, will be provided in the EIR phase report, including species lists.

11.1.5.2. Benthic invertebrates

Macroinvertebrate surveys have shown that despite being a highly developed port, the estuary has retained a variety of habitat types that supports diverse macrobenthic communities, including a high diversity of Polychaeta as well as Gastropoda, Bivalvia and Crustacea (including a variety of prawn and crab species) (Debrowksi, 2022). The highest species diversity and abundance is associated with the intertidal mud- and sandflat habitats which is indicative of the high productivity of these areas, largely due to the high input of nutrients and organic matter from adjacent mangrove and wetland stands (Izegaegbe et al., 2020). Based on estuary size and prawn catch records, St Lucia and Richards Bay are by far the major providers of prawn nursery grounds in KwaZulu Natal (MER, 2013).

According to the last available CSIR (2020) monitoring report, the benthic macrofauna in the Port of Richards Bay in August 2019 represented a limited array of taxa typical of estuarine embayment's and other sheltered coastal environments on the east coast of South Africa.

The benthic macrofauna in the port was largely comprised of annelid worms, which contributed between 24 - 95% of the benthic macrofauna sampled at different stations. Tanaids (small crustaceans) were the next most abundant taxon at numerous stations, Amphipods and bivalves were fairly widespread, although not particularly abundant. Benthic macrofauna abundance and number of taxa was generally lowest in the 600 and 700 Berth Basins. The trends evident are generally consistent with those of previous surveys. Disturbances, such as port maintenance dredging and vessel propeller wash, are likely responsible for disturbance of benthic macrofaunal communities at some stations. A more detailed analysis of the benthic communities, concentrating on data from stations proximal to the Project Site, will be undertaken during the EIR phase specialist study.

Available information suggests that pollution and poor water quality are presently not limiting to biotic communities. The proximal threat to the port's continued ecological function therefore appears to be habitat degradation and habitat loss with port growth (MER, 2013).

11.1.5.3. Avifauna

According to Turpie (1995), the combined Richards Bay - uMhlathuze Estuary was ranked top in terms of species richness (numbers of species recorded, not counting vagrant species), 11th in terms of total numbers of birds, and third overall in terms of conservation importance for estuarine waterbirds in South Africa.

A total of 106 bird species were recorded in and around the study area, of which 100 were bird species associated with the water, sand and mudflats and associated adjacent terrestrial habitat (Anchor, 2023). Of the 135 waterbird species occurring in South African wetlands, 109 have been regularly recorded at Richards Bay (Allan, 2009). According to the Avifauna specialist report (Mora ecological, 2025), the sensitive species in the Project Area are presented below (Table 11-2).

Table 11-2: Avian Sensitive Species

Sensitivity	Taxa & Species	Likelihood of occurrence
High	*Nettapus auritus*	Medium
High	*Pelecanus onocrotalus*	Medium
High	*Ephippiorhynchus senegalensis*	Low
High	*Podica senegalensis*	Very Low
High	*Circus ranivorus*	Very Low
High	*Stephanoaetus coronatus*	Very Low
High	*Hydroprogne caspia*	Very Low
High	*Neotis denhami*	Very Low
High	*Balearica regulorum*	Very Low
High	*Microparra capensis*	Low
High	*Halcyon senegaloides*	Low
High	*Circaetus fasciolatus*	Low
High	*Halcyon senegaloides*	Low
High	*Pelecanus rufescens*	Low
High	*Aquila rapax*	Medium
High	*Mycteria ibis*	Medium
Medium	*Terathopius ecaudatus*	Low

There has reportedly been a dramatic reduction in bird numbers, and this trend could continue, given the development and expansion of the port, with increases in pollution and industrial and recreational activity, habitat loss due to agriculture and urban expansion in the surrounding areas, and external factors affecting water bird populations at broader scales. The most dramatic declines have been in the numbers of migratory waders, who primarily depend on the open mudflats for foraging; these are mainly located in the Richards Bay Estuary (Anchor, 2023). The intertidal mud- and sandflats provide a high abundance and diversity of prey items as well as suitable roosting areas during high tide and are therefore regarded as important for supporting the diverse bird assemblage in the estuary (MER, 2013).

Additional detail is provided in the Avifauna specialist report (Mora ecological, 2025) and is not repeated here.

11.1.5.4. Marine mammals

The Indian Ocean Humpback Dolphin (*Sousa plumbea*) which is listed as globally (Braulik et al., 2016) and regionally (Plön et al., 2016) endangered, is known to frequent the Richards Bay area. These dolphins are typically solitary or occur in small groups of up to 12 in shallow coastal waters or estuaries. They forage predominantly on reef-associated, estuarine and demersal (bottom-dwelling) fish and display a high affinity to KZN estuaries (Keith et al., 2013).

They have also been known to feed on crustaceans and cephalopods (squid, octopus, cuttlefish), Humpback dolphins at Richards Bay have been the subject of a long-term

monitoring programme, including dedicated webcams near the Port entrance, and it has been shown that their core feeding area is centred around the harbour entrance (Atkins et al., 2004; Keith et al., 2013). However, they have also been observed further up the estuary in the Port, including in the channel opposite the Project Site (D. Savides, pers. Comm., 2024).

A more detailed analysis of humpback dolphin movements in the port, from the available literature, will be provided in the EIR phase of the Project. The dolphins will definitely be sensitive to disturbance associated with dredging activities (e.g. noise, turbidity).

11.1.6. Conservation importance and estuary health

The ecological health of all estuaries in South Africa was evaluate by Van Niekerk et al (2019c) as part of the 2018 National Biodiversity Assessment (NBA) (Table 11-3). This assessment considered both abiotic and biotic components, viz. hydrology, hydrodynamics and mouth condition, water chemistry, sediment processes, microalgae, macrophytes, invertebrates, fish and birds to assign a condition score based on the similarity to natural, reflected as a percentage (0 – 100 %) of the natural state. These scores are then weighted and aggregated to give an overall score. According to the 2018 NBA, the Condition Status of the Richards Bay Estuary is D (Heavily Modified), indicating that a large shift in natural processes and ecosystem function and/or loss of habitat and biota have occurred due to the development and operation of the port. The NBA, 2011, has included the uMhlathuze/Richards Bay estuarine system on the list of national priority estuaries for biodiversity conservation.

Table 11-3: Desktop Present Ecological Status, as well as preliminary Recommended Ecological Categories (REC) allocated to uMhlathuze and Richards Bay estuaries in NBA 2011.

COMPONENT	MHLATHUZE ESTUARY	RICHARDS BAY ESTUARY
Hydrology	80	80
Hydrodynamics	100	100
Water Quality	62	56
Physical habitat	30	30
Habitat Status	68	67
Microalgae	72	66
Macrophytes	40	20
Invertebrates	60	30
Fish	50	45
Birds	40	80
Biological Status	52	48
PRESENT ECOLOGICAL STATUS (PES)	CD	D
RECOMMENDED ECOLOGICAL CATEGORY (REC)	CD	D

The entire development area is in a flood risk area (refer Figure 11-11), but due to the nature of the development being for Port infrastructure, this cannot be avoided.



Figure 11-11: DFFE Coastal viewer flood risk for the Richards Bay estuary and Project Site.

11.2. Heritage Survey

According to the Heritage Survey report (Umlando: Archaeological Surveys and Heritage Management, 2025). The desktop study consisted of analysing various maps for evidence of prior habitation in the study area, as well as for previous archaeological surveys. Anderson and Anderson (2009, 2010a-b, 2015, 2004 – 2018, 2005 - 2014) have undertaken several surveys in the general area where a variety of sites have been recorded, sampled and excavated (Figure 11-12). These cover the Early, Middle and Late Stone Ages, Early and Late Iron Ages, Historical Period and the 20th century. These are not well-defined archaeological sites, rather a continual lag deposit of stone tools that occur throughout the area. In the past, they were recorded as individual sites where in fact they were continuations of the same feature. For example, RBP02, RBP03, and 2832CC 001 are all part of the same layer of stone tools over the last 2 million years.

The historical maps indicate that human settlements did exist in the general area but not in the marsh/swamps (Figure 11-13 to Figure 11-15). No sites occur within the study area. Early and Middle Stone Age sites could occur within the study area when it was not a marsh/swamp. These sites would be of low significance.

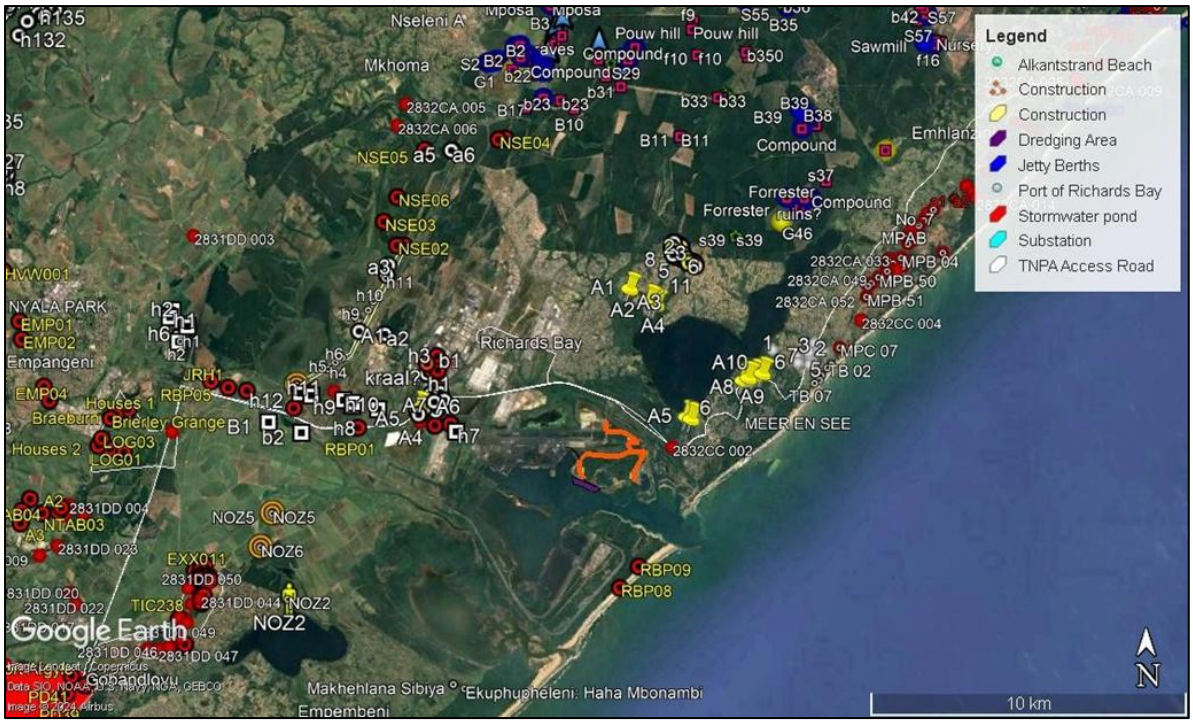


Figure 11-12: Location of known heritage sites near the Study Area (Umlando, 2024)

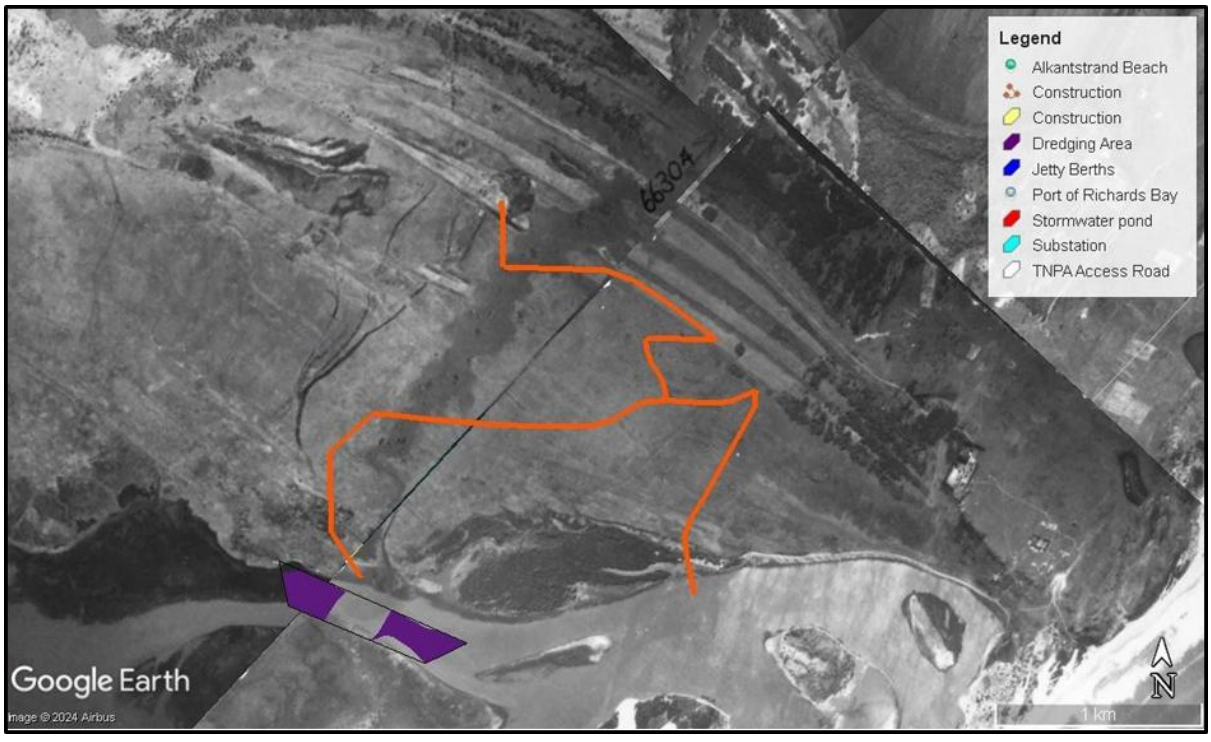


Figure 11-13: Location of the study Area 1937 (Umlando, 2024)

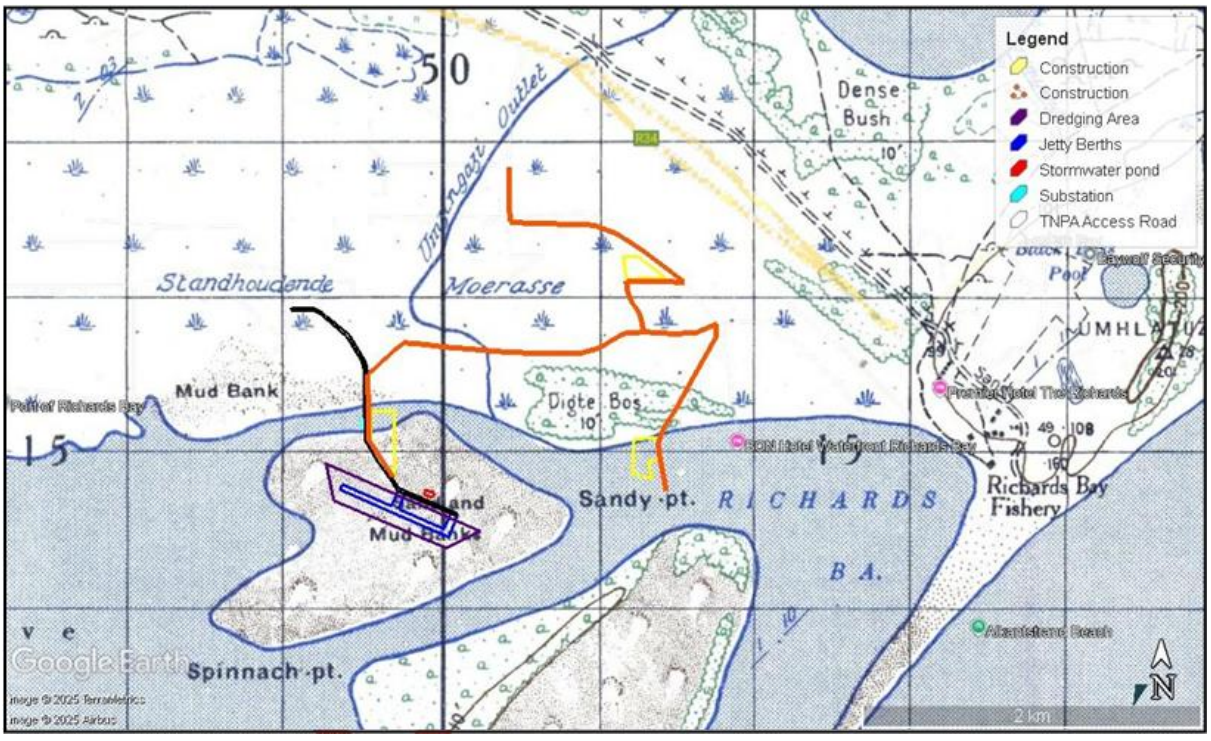


Figure 11-14: Study Area in 1944

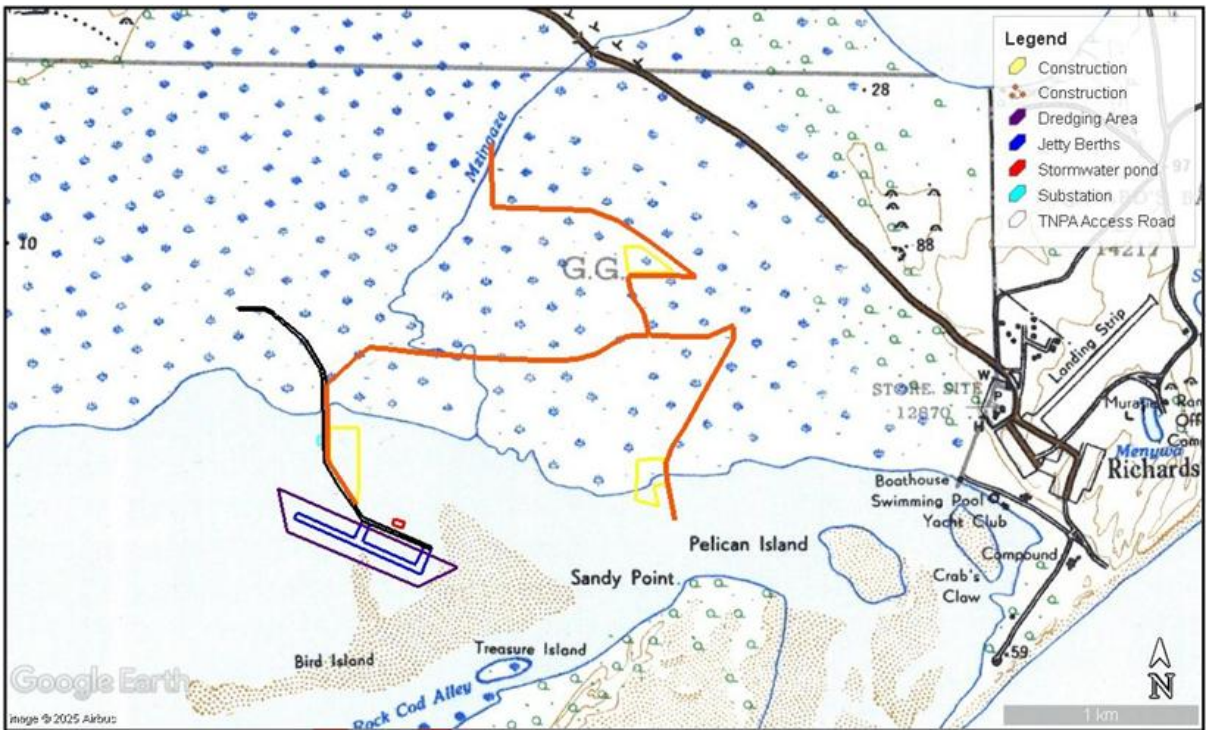


Figure 11-15: Study Area in 1983

In terms of the historical context, the British Navy had used Port Durnford since the 1870s as a regular port. This was ~20km southwest of Richards Bay and the Mhlatuze Lagoon. It was used during the Anglo-Zulu War as a base for disembarking troops and supplies and was established by the gunboat HMS Forester. The fort by this name is situated a few miles inland from this point. Port Durnford was named after an officer engaged on a marine survey of the Zululand coast in 1822. It was also at Port Durnford that Cetswayo, son of Mpande, reluctantly boarded the ship named "Natal" on September 4, 1879, as a prisoner. Historical records show that the King was banished to Cape Town based in terms of the Ulundi Treaty dated September 1, 1879. This Treaty marked the conclusion of the Anglo Zulu war, initiating a challenging period for the Kingdom of KwaZulu. It was only in 1902 that Richards Bay Harbour was originally envisaged.

Historically the Mhlatuze Lagoon, as it was referred to in the 1940s, was connected to the sea via large sand banks that made entry into the lagoon with boats and ships near impossible. Freak accidents, such as the SS Newark (1908) did occur, where the ship was run aground in a storm. This wreck was removed when the harbour was created.

The environment surrounding the harbour has been heavily impacted by the original harbour construction in the early 1970s. The harbour dredged the deep Thulazihleka Lake (or Mhlatuze Lagoon) and cleared areas to create a harbour entrance at the Mhlatuze River mouth. The lake was divided into two parts with the southern part of the lake becoming a sanctuary with its own newly created river mouth south of the harbour entrance. The secondary effects were an increase in wetlands in the area, and much of the original area was flooded. Furthermore, the harbour created a larger area than the original lake and thus removed much of the original land. Areas were dredged and other areas were 'created' by the sand from the dredging, or the sand was dumped onto existing land. For example, 103 hectares of coastal dune was cleared along the southern dunes, and the sand was used to reclaim some of the land for the coal terminal (Zululand Observer, 1 April 1976).

The construction of the Richards Bay harbour involved dredging 25m of deposit from the lagoon and creating a direct accessible link to the ocean for the coal terminal. These excavations went through the Cretaceous deposits. Much of this material was deposited on the western side of the harbour where the Lagoon was now divided into two sections. The creation of the harbour means that the lagoon deposits were severely affected and removed all possible existing maritime heritage, e.g. the SS Newark (1909). There will be no maritime heritage in the harbour; it was all removed by dredging. Maitland (2017) confirms this with her magnetic survey results. However, a chance find protocol for maritime heritage should be part of the EMPr.

11.3. Palaeontological Sensitivity

According to the Archaeological specialist report (Umlando: Archaeological Surveys and Heritage Management, 2025), Dr Alan Smith undertook a desktop study of the nearby proposed Berth 605 (Smith 2024); this is the same geological formation for Berth 709 and 710 the results can be extrapolated to from Berth 705 (Umlando, 2025). The area is mostly in an area of low to medium palaeontological sensitivity (Figure 11-16). Although the site sensitivity map indicates moderate sensitivity, the study area lies on the boundary between low and moderate sensitivity zones. Therefore, to ensure appropriate precautionary measures are in place, the management plan for low to medium sensitivity areas will be applied.

Quaternary sediments of the KwaMbonambi are present in the proposed subaerial Richards Bay Expansion footprint. This formation is very unlikely to contain fossils and has also been subject to anthropogenic disturbance.

In contrast capital dredging may intersect Cretaceous, Tertiary and Quaternary Rocks (not shown on the SAHRIS Palaeontological Sensitivity Map), which can be highly fossiliferous. Significant Palaeontological Material may be found in the dredge spoil and consequently the temporary dredge spoil sites will require regular inspection by a suitably qualified palaeontologist. A schedule for this can only be developed when the rate of dredging and dumping of spoil is known.

A site-specific geotechnical report will assist the Palaeontological Impact Assessment. If Berth 709 and 710 have already been dredged beyond the Cretaceous layers, then no further mitigation is required (Umlando, 2025).



Figure 11-16: SAHRIS Palaeontological Sensitivity Map.

11.4. Socio-Economic

According to the Socio-Economic Impact Assessment Report (Social Risk Research (Pty) Ltd, 2025), the development of the new Berths 709 and 710 is a strategic initiative aimed at enhancing the port's capacity and efficiency to meet the growing demands of the maritime and logistics sectors. Further works to expand the Port of Richards Bay (PoRB) include the extension of the 600 series berths, expansion of the 700 series, the reconfiguration of Bayview Rail Yard as well as the extension of the 800 series finger jetty.

11.4.1. Area of Influence

Based on the nature and extent of the proposed Project as outlined above, an initial area of influence (AOI) for the purpose of the baseline assessment is determined (refer Figure 11-17). The area of direct impact identified is at least 10 km from the site. Indirect impacts may extend to a regional environment (refer Figure 11-18 and Table 11-4).

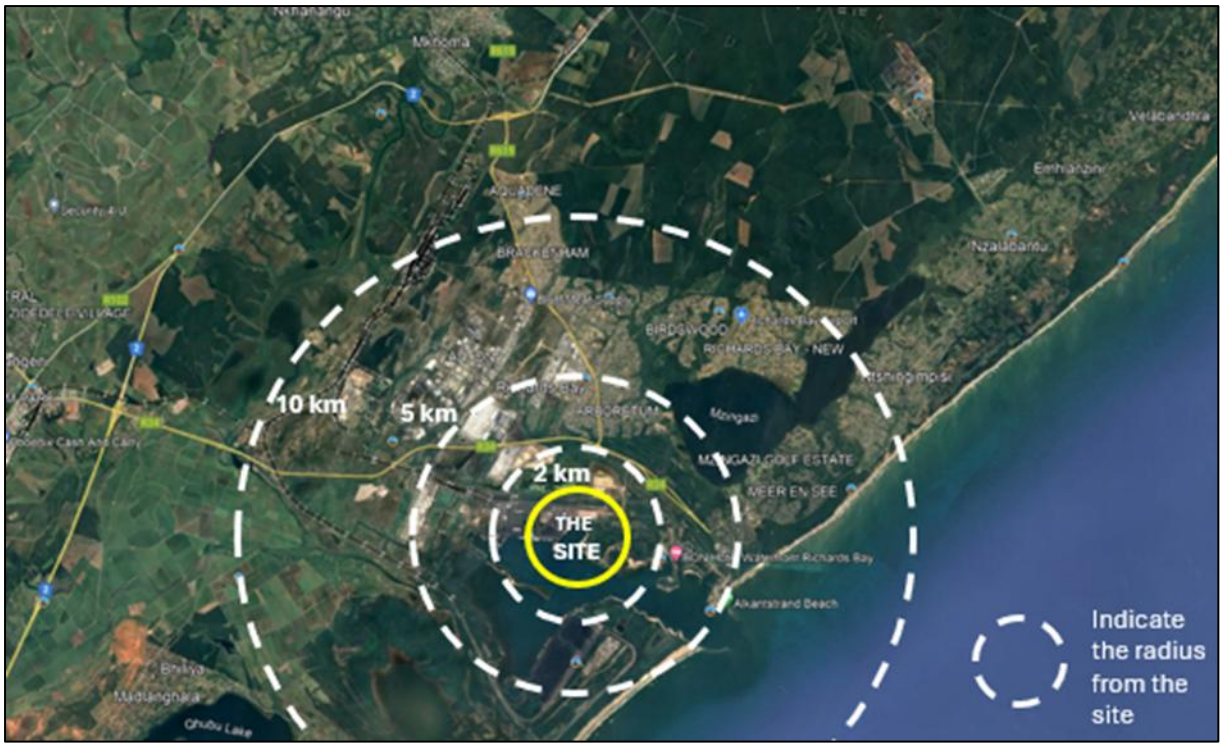


Figure 11-17: The Site with indicated distances from the site.

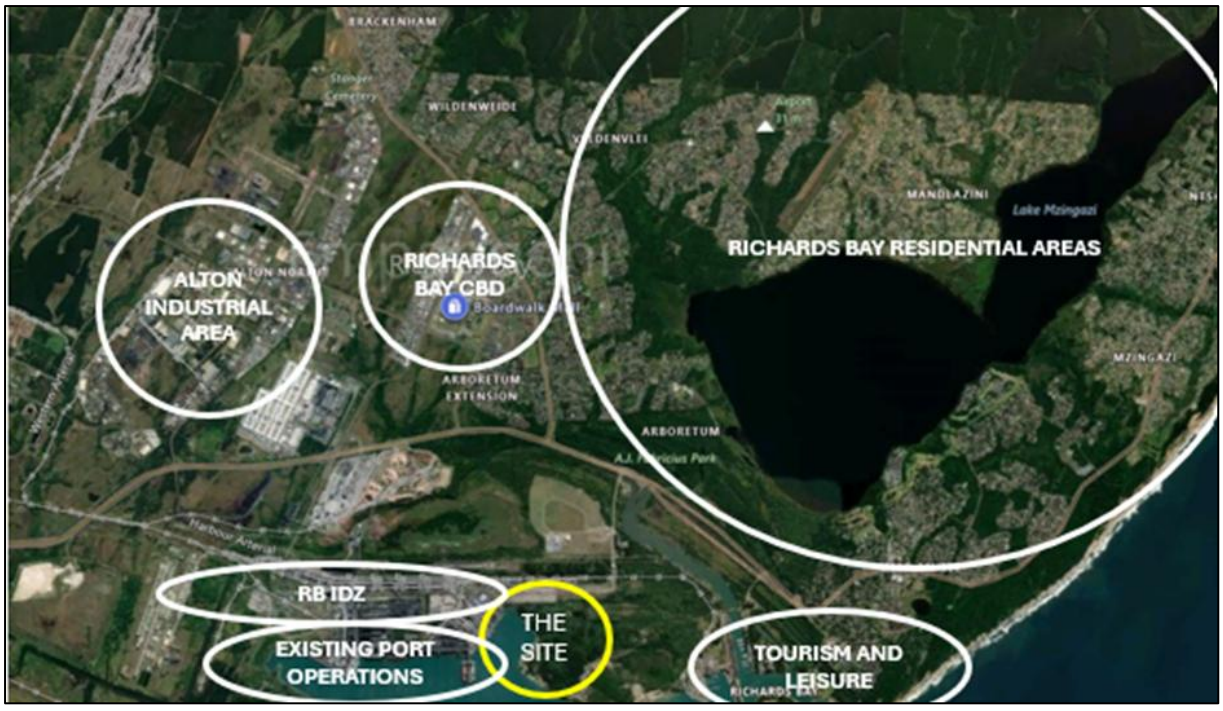


Figure 11-18: Main Components of the Surrounding Socio- Economic impact Area

Table 11-4: Description of the main Components of the area of impact

AREA / STAKEHOLDERS OF IMPACT	AREA OF IMPACT
Residential areas and semi-urban communities	The residential areas of Richards Bay such as Veld en Vlei, Wild en Weide, Brackenham, Aquadene, Birdswood, Arboretum and Meerensee are located more than 6 km from the site. The disadvantaged communities of Mandlanzini and Mzingazi are located even further away, more that 8 to 9 km.
Richards Bay CBD	The CBD of Richards Bay is between 4 and 5 km from the site. Within the larger CBD are commercial (retail and office) developments, the offices of the District and Local Municipalities, hotels, lodges and B&Bs, schools, places of education and worship.
Port of Richards Bay and IDZ	The main operating Port of Richards Bay is more than 4 km from the site. The IDZ forms part of the industrial belt north and west of the Port and its closest point is about 3 km from the site.
Surrounding industrial, logistic, and commercial activities	In a radius of about 5 km around the site, other industrial and commercial land-uses including South 32 Hillside Aluminium, TWK Woodchip, Foskor, and Mondi are located.
Tourism and leisure areas	Tuzi Gazi, Pelican Island and Alkantstrand areas which are the main tourism and recreational areas of Richards Bay is more than 9 km from the site.
Main road networks	The closest point of the R 34 (John Ross Highway is less than 1 km from the site to the south). The N2 interchange with the John Ross Highway is 5 km from the site.
Agriculture (forestry and sugar cane) and nature reserve	The forestry, sugar cane and nature reserve areas of Richards Bay is to the west, southwest and south of the site about 2km from the site.

11.4.2. Socio-Economic Profiling of The Recipient Environment

The Municipality of uMhlathuze is the mandated authority concerned with the management and development of Richards Bay. As such, it provides municipal services to the whole of uMhlathuze and directs its growth and development through its plans and strategies and the town planning zoning schedules.

uMhlathuze is the largest municipality within the King Cetshwayo District. The Municipality houses about 412 000 people with an estimated increase between 2011 and 2022 of 11.3 %. The population growth rate within the Municipality is 1.07% % per annum which is like the national growth rate. According to the IDP and based on the growth rate, the population size will double by 2050. A demographic and socio-economic profile of the local and district municipalities are provided in Table 11-5.

11.4.3. Social profile

Between 2011 and 2022, there was a significant decrease in the percentage of the population under the age of 15 within the city of uMhlathuze LM, with an increase in the percentage of people older than 15 years of age (Table 11-5). The dependency ratio fell over this period from 49.7 to 44.1. Unemployment levels are an important indicator of socio-economic well-being as formal employment indicates access to income and the ability to provide for basic needs. Unemployment within the City of uMhlathuze LM remains high at 31% in 2011; however, this is below the level of unemployment reported for the King Cetshwayo DM (34.7%) (refer Figure 11-19). Unfortunately, not all the data of the 2022 census is available municipal and below municipal level.

Table 11-5: City of uMhlathuze Local Municipality (KZN282) demographic and socio-economic profile (StatsSA, 2022).

Demographic Information	UMHLATUZE			KING CETSHWAYO		
	2022	2016	2011	2022	2016	2011
Population	412 075	410 465	370 256	1 021 344	971 135	907 519
Age Structure						
Population under 15	25.90%	34.70%	29.90%	29.90%	39.90%	34.80%
Population 15 to 64	69.40%	62.00%	66.80%	64.60%	55.90%	60.70%
Population over 65	4.70%	3.30%	3.30%	5.50%	4.20%	4.50%
Dependency Ratio						
Per 100 (15-64)	44.1	61.3	49.7	54.9	78.8	64.7
Sex Ratio						
Males per 100 females	94.2	93.3	94.6	89.8	89.9	89
Population Growth						
Per annum	1.04%	2.81%	n/a	1.15%	1.54%	n/a
Labour Market						
Unemployment rate (official)	n/a	n/a	31.0	n/a	n/a	34.70%
Youth unemployment rate (official) 15-34	n/a	n/a	n/a	n/a	n/a	44.40%
Education (aged 20 +)						
No schooling	7.80%	5.90%	8.20%	12.70%	13.30%	16.00%
Matric	n/a	44.30%	36.80%	n/a	36.00%	30.10%
Higher education	14.60%	13.50%	13.00%	9.50%	9.20%	8.20%
Household Dynamics						
Households	100 441	110 503	94 010	205 739	225 797	202 971
Average household size	4.1	3.7	3.9	5.0	4.3	4.5

Demographic Information	UMHLATUZE			KING CETSHWAYO		
	2022	2016	2011	2022	2016	2011
Female headed households	n/a	43.30%	41.30%	n/a	49.80%	48.90%
Formal dwellings	97.00%	88.30%	87.40%	87.40%	70.60%	70.00%
Housing owned	n/a	74.90%	52.20%	n/a	79.70%	51.80%
Household Services						
Flush toilet connected to sewerage	62.50%	45.70%	51.20%	45.00%	27.40%	31.70%
Weekly refuse removal	55.30%	43.10%	49.80%	39.90%	27.30%	29.60%
Piped water inside dwelling	58.00%	43.00%	46.70%	42.30%	26.90%	30.50%
Electricity for lighting	99.20%	98.80%	93.50%	97.80%	91.60%	75.80%

On average the uMhlathuze municipality has a higher in flow of people into the Richards Bay area than surrounding areas (Table 11-6). This can likely be attributed to the rural-to-urban migration of people in search of employment opportunities generated by industrial activity in Richards Bay.

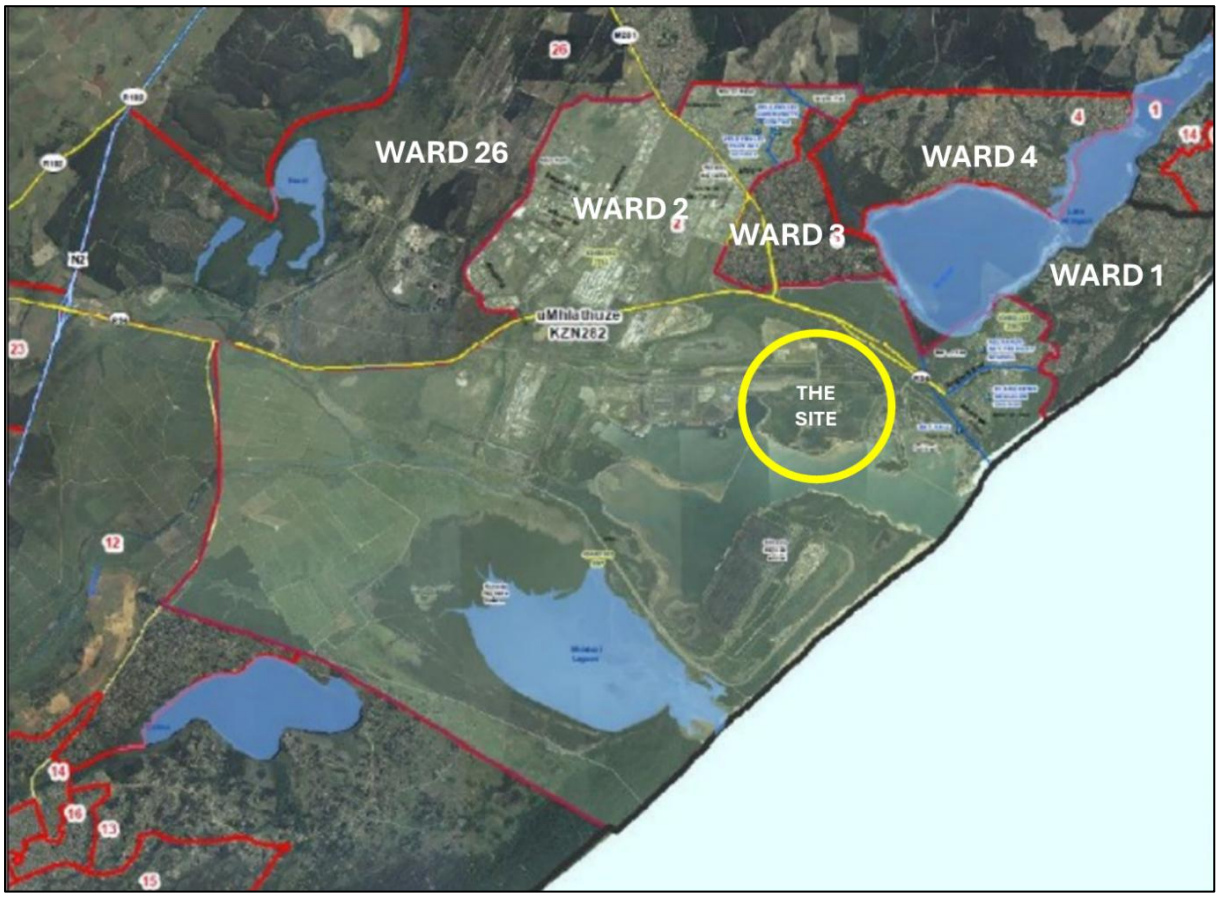


Figure 11-19: The Wards in the Richards Bay area of direct impact

Table 11-6: Population of the Ward areas surrounding the site

LOCAL AREAS OF IMPACT		2011	2016*	2022*	% GROWTH 2011 - 2022
Ward 4	Birdswood And Mandlanzini	12 473	13 150	13 828	0.98
Ward 3	Arboretum	12 908	13 609	14 310	0.98
Ward 2	CBD	11 332	11 947	12 563	0.98
Ward 1	Meerensee	8 414	8 871	9 328	0.98
RB Wards	Sub-total	45 127	50 028	50 224	0.98
Other uMhlathuze Wards	Sub-total	325 129	342 783	360 437	0.98
uMhlathuze Total	Municipality Total	370 256	410 465	412 075	0.98
King Cetshwayo	District Total	907 519	971 135	1 021 344	1.08

Source: *StasSA 2022 Census and 2016 Community Survey, 2024 with the uMhlathuze IDP and SDF.*
** Estimates based on average growth rates.*

11.4.4. Economic profile

The development of the port and its associated infrastructures is a major driver of future economic prospects for Richards Bay and is positioned to be a significant contributor towards the local Gross Value Added (GVA) for the city of uMhlathuze as well as the district (Table 11-7).

The GVA (Gross Value Added) of uMhlathuze LM is R24.6 billion, which collectively accounts for 69.5% of the district economy's GVA, 5.3% of the provincial economy's GVA, and 0.9% of South Africa's GVA. Per capita, GVA in the municipality is R70 727 as of 2019 in constant 2010 prices, which is 73.4% higher than the rest of KwaZulu-Natal (R40 780) and 45.1% higher than South Africa (R48 754). These figures suggest that uMhlathuze LM is an important part of the provincial economy and performs strongly in terms of economic output.

Table 11-7: Economic structure of uMhlathuze LM, KwaZulu-Natal, and South Africa between 2009 and 2020 (constant 2010 prices).

Sector	uMhlathuze LM		KwaZulu-Natal		South Africa	
	2009	2020	2009	2020	2009	2020
Agriculture	2.3 %	2.4 %	4.5 %	4.8 %	2.7 %	2.4 %
Mining & quarrying	5.5 %	5.9 %	1.9 %	1.8 %	9.0 %	7.9 %
Manufacturing	26.6 %	24.1 %	18.5 %	17.5 %	14.0 %	13.4 %
Electricity, gas & water	2.6 %	2.1 %	2.7 %	2.2 %	2.7 %	2.3 %
Construction	4.9 %	4.5 %	4.7 %	4.4 %	3.9 %	3.6 %
Trade	12.9 %	14.0 %	15.3 %	15.5 %	14.6 %	15.1 %
Transport & communication	14.1 %	14.5 %	12.4 %	12.5 %	9.3 %	9.5 %

Sector	uMhlathuze LM		KwaZulu-Natal		South Africa	
	2009	2020	2009	2020	2009	2020
Finance & business services	13.4 %	15.1 %	18.3 %	19.0 %	21.3 %	22.9 %
General government	12.3 %	12.0 %	15.3 %	16.0 %	16.3 %	17.0 %
Community services	5.4 %	5.3 %	6.4 %	6.3 %	6.1 %	6.0 %
TOTAL GVA (R' billions)	R20	R25	R382	R460	R2 424	R2 866

Over the last ten years, the Compounded Annual Growth Rate (CAGR) of uMhlathuze was 2.0% which meant that it grew faster than both the KwaZulu-Natal (1.9%) and South Africa economies (1.7%). This can be attributed to the diversified nature of the uMhlathuze economy with a strong base in the primary sector and growing strength in the tertiary sector.

The growth of uMhlathuze over the last few years is largely due to the strong performance of the primary and tertiary sectors, particularly the finance and business services sector and trade sector. As indicated in Table 11-9, the finance and business services sector has grown by an impressive 3.3%, making it the best-performing sector over the last ten years. Other sectors that showed strong growth rates over the period include trade (2.9%), mining and quarrying (2.6%), agriculture and hunting (2.4%) and transport and communication services (2.3%).

Electricity, gas and water only contribute a small margin to the economy of uMhlathuze in line with provincial and national norms. Both output and GVA figures over the past decade reveal that the sector is particularly strained with negative growth in the water sector and almost no growth (0.3%) in the electricity and gas sector. The electricity, gas and water sectors are comparatively underdeveloped within uMhlathuze and new developments would likely increase the contribution of the utilities and construction sectors to the GVA (Table 11-8).

Table 11-8: 2020 GVA per sector for uMhlathuze LM in 2010 constant prices (in R' millions).

Sector	2009	2020	CAGR [1] (2009-2020)
Agriculture and hunting	R 468.5	R 593.6	2.4 %
Mining and quarrying	R 1 117.8	R 1 446.3	2.6 %
Manufacturing	R 5 354.5	R 5 936.3	1.0 %
Electricity, gas and water	R 534.0	R 511.0	-0.4 %
Construction	R 979.1	R 1 102.0	1.2 %
Trade	R 2 595.9	R 3 444.4	2.9 %
Transport and communication	R 2 844.3	R 3 575.3	2.3 %
Finance and business services	R 2 694.0	R 3 718.2	3.3 %
General government	R 2 480.8	R 2 951.4	1.8 %
Community services	R 1 093.8	R 1 304.5	1.8 %
TOTAL GVA	R 20 162.8	R 24 582.9	2.0 %

[1] CAGR is the Compounded Average Annual Growth Rate

Table 11-9: Employment structure of uMhlathuze LM between 2009 and 2020.

Sector	2009	2020	CAGR (2009-2020)
Agriculture and hunting	4 182	4 436	0.6 %
Mining and quarrying	794	709	-1.1 %
Manufacturing	14 389	13 338	-0.8 %
Electricity, gas and water	408	410	0.0 %
Construction	4 978	6 482	2.7 %
Trade	19 149	24 248	2.4 %
Transport and communication	5 291	6 827	2.6 %
Finance and business services	14 987	17 625	1.6 %
General government	12 120	13 302	0.9 %
Community services	16 673	15 864	-0.5 %
TOTAL EMPLOYMENT	92 971	103 241	1.1 %

11.4.5. Economic and Social Benefits

The expansion of the PoRB through the development of Berths 709 and 710 will generate economic and social benefits. The Project is expected to create numerous job opportunities during the construction and operational phases, contributing to local employment and skills development. Moreover, the increased export capacity will boost trade and investment in the region, driving economic growth and improving the livelihoods of local communities.

The development of the new Berths 709 and 710 at the PoRB is a forward-looking Project that addresses current capacity constraints, supports the mining sector, ensures operational efficiency and provides significant economic and social benefits. The proposed new terminal associated with this Project is to be developed by a concessionaire who, in turn, will establish the export capability and associated material handling capacity. This strategic initiative will position the port as a key player in the global maritime industry, driving growth and development for years to come.

11.5. Terrestrial Biodiversity

11.5.1. KwaZulu Natal Biodiversity Sector Plan

According to the Terrestrial Biodiversity Baseline Assessment (Indaloenhle Environmental consultants (Pty) Ltd, 2025), Project activities inland within the project area are within a Critical Biodiversity Area (CBA) irreplaceable and are classified as "Endangered" by the Red List Ecosystems category (Figure 11-20). CBAs are areas of high biodiversity value that are usually at risk of being lost and are usually identified as important in meeting biodiversity targets, except for Critically Endangered Ecosystems or Critical Linkages. Based on historical data, the Project area is primarily classified as reclaimed land, although some portions are designated as natural land.

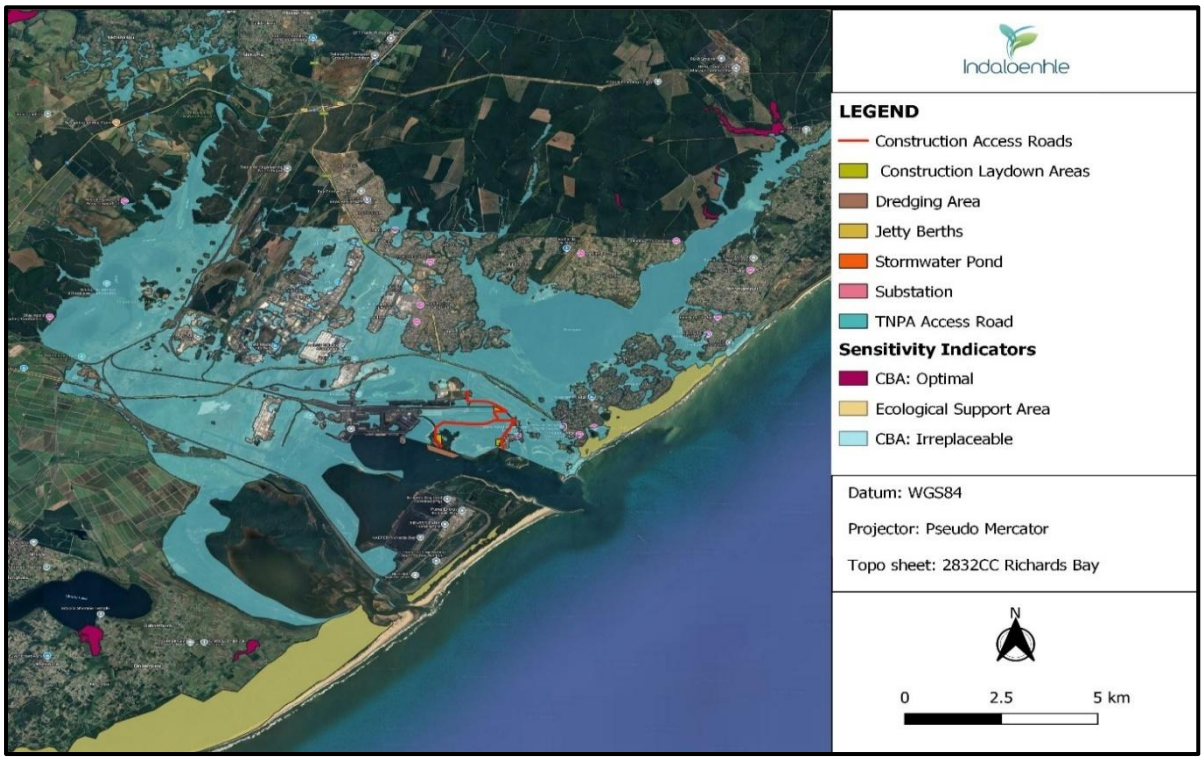


Figure 11-20: Sensitive biodiversity indicators within the study area

11.5.2. Protected Areas

According to Figure 11-21, the proposed development is within an NPAES Focus Area. The Richards Bay Game Reserve, uThukela Marine Protected Area, and Enseleni Nature Reserve are within a 30 km radius of the site.

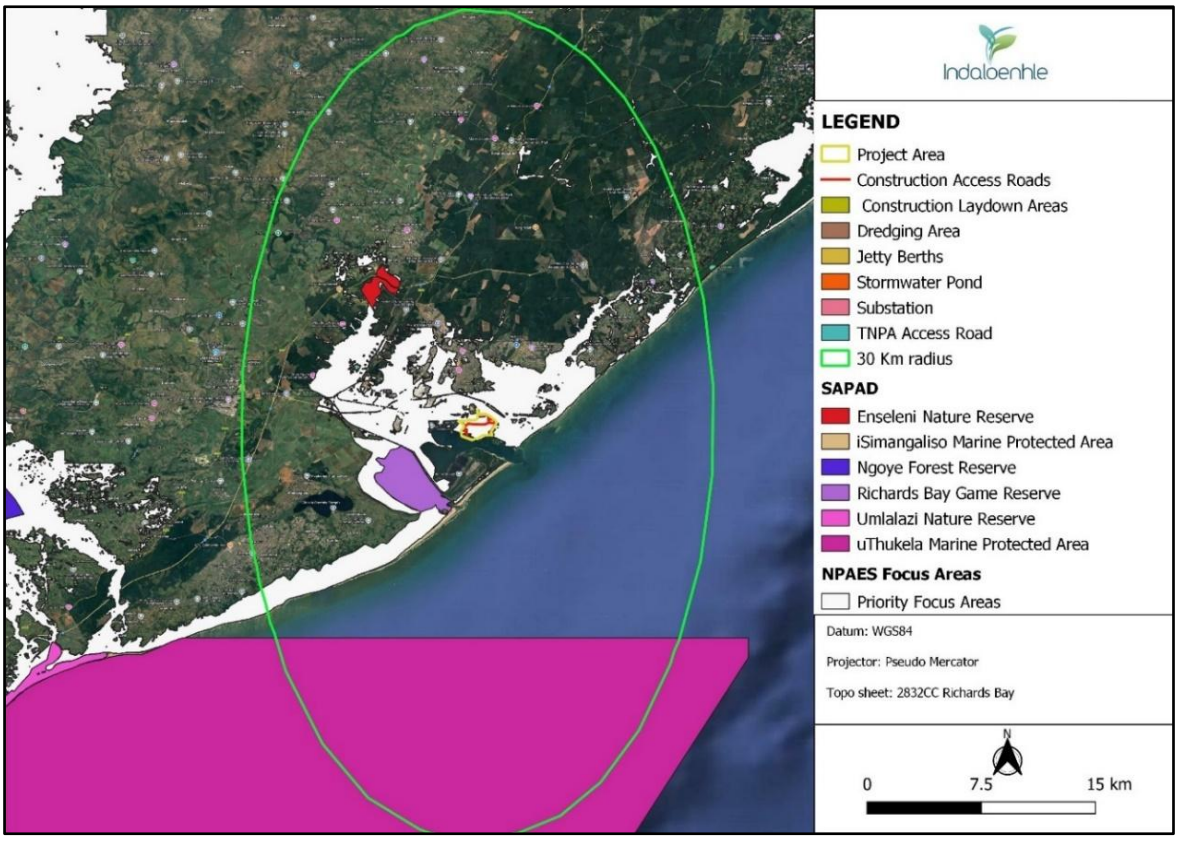


Figure 11-21: Illustration of nationally protected areas within 10 km of the study area

11.5.3. Invasive Plants

Invasive alien plants (IAPs) are widely considered as a major threat to biodiversity, human livelihoods and economic development. On 1 August 2014, the Minister of Environmental Affairs published the Alien and Invasive Species Regulations which came into effect on the 1st of October 2014 in a bid to curb the negative effects of IAPs and other alien invasive species. An updated set of Invasive Species Lists (as per the NEMBA Regulations) was published on 29 July 2016.

The Regulations call on landowners and sellers of land alike to assist the Department of Environmental Affairs to conserve our indigenous fauna and flora and to foster sustainable use of our land. Non-adherence to the Regulations by a landowner or seller of land can result in a criminal offence punishable by a fine of up to R5 million (R10 million in the case of a second offence) and/or a period of imprisonment of up to 10 years.

IAPs are classified into four different categories and are described below:

1) Category 1a Listed Invasive Species

- Category 1a Listed Invasive Species are those species listed as such by notice in terms of section 70(1)(a) of the Act as species which must be combatted or eradicated.
- A person in control of a Category 1a Listed Invasive Species must –
  - comply with the provisions of section 73(2) of the Act;

- Immediately take steps to combat or eradicate listed invasive species in compliance with sections 75(1), (2) and (3) of the Act; and
- Allow an authorised official from the Department to enter onto land to monitor, assist with or implement the combatting or eradication of the listed invasive species.

- If an Invasive Species Management Programme has been developed in terms of section 75(4) of the Act, a person must control the listed invasive species in accordance with such programme.

2) Category 1b Listed Invasive Species

- Category 1b Listed Invasive Species are those species listed as such by notice in terms of section 70(1)(a) of the Act as species which must be controlled.
- A person in control of a Category 1b Listed Invasive Species must control the listed invasive species in compliance with sections 75(1), (2) and (3) of the Act.
- If an Invasive Species Management Programme has been developed in terms of section 75(4) of the Act, a person must control the listed invasive species in accordance with such programme.
- A person contemplated in sub-regulation (2) must allow an authorised official from the Department to enter onto the land to monitor, assist with or implement the control of the listed invasive species, or compliance with the Invasive Species Management Programme contemplated in section 75(4) of the Act.

3) Category 2 Listed Invasive Species

- Category 2 Listed Invasive Species are those species listed by notice in terms of section 70(1)(a) of the Act as species which require a permit to carry out a restricted activity within an area specified in the Notice or an area specified in the permit, as the case may be.
- Unless otherwise indicated in the Notice, no person may carry out a restricted activity in respect of a Category 2 listed Invasive Species without a permit.
- A landowner on whose land a Category 2 Listed Invasive Species occurs or person in possession of a permit must ensure that the specimens of the species do not spread outside of the land or the area specified in the Notice or permit.
- If an Invasive Species Management Programme has been developed in terms of section 75(4) of the Act, a person must control the listed invasive species in accordance with such programme.
- Unless otherwise specified in the Notice, any species listed as a Category 2 Listed Invasive Species that occurs outside the specified area contemplated in sub-regulation (1), must, for purposes of these regulations, be considered to be a Category 1 b Listed Invasive Species and must be managed according to Regulation 3.
- Notwithstanding the specific exemptions relating to existing plantations in respect of Listed Invasive Plant Species published in Government Gazette No. 37886, Notice 599 of 1 August 2014 (as amended), any person or organ of state must ensure that the specimens of such Listed Invasive Plant Species do not spread outside of the land over which they have control.

4) Category 3 Listed Invasive Species

- Category 3 Listed Invasive Species are species that are listed by notice in terms of section70(1)(a) of the Act, as species which are subject to exemptions in terms of section 71(3) and prohibitions in terms of section 71A of Act, as specified in the Notice.
- Any plant species identified as a Category 3 Listed Invasive Species that occurs in riparian areas, must, for the purposes of these regulations, be considered to be a Category 1b Listed Invasive Species and must be managed according to regulation 3.
- If an Invasive Species Management Programme has been developed in terms of section 75(4) of the Act, a person must control the listed invasive species in accordance with such programme.

Several areas, specifically towards the southern site boundary are infested by alien invasive plant species such as Lantana camara and Psidium guajava. Lantana camara is listed as a category 1b IAP and P. guajava as a category 3 IAP in KwaZulu-Natal Province.

11.6. Traffic Assessment and Road Traffic Operational Flow

According to a road traffic study (Hatch, 2025), TNPA plays a critical role in the logistics business through its eight commercial ports located in the various provinces in South Africa. In order to improve its service offering, TNPA must take continual actions to create the necessary port capacity ahead of demand.

With the new terminal located on the east of the port and the primary truck entrance at the west, trucks will have to travel through from west to east via Newark Road, which is the main artery in the port. Alternatively, a new route can be considered using Silver Ocean around the north of the port with two alternative approaches into the new terminal.

Four options were considered as illustrated and summarised as follows:

- Newark Road to entrance from Western Side of Terminal.
- Newark Road to entrance from Northern Side of Terminal.
- Silver Ocean/Eastern Gate to entrance from Northern Side of Terminal.
- Eastern Boundary Road around rail balloon to entrance from Eastern Side of Terminal.

Initial discussions with TNPA and the other consultants tasked to perform the port traffic study, have indicated that the likely route is via Newark Road. For the Berth 709/710 terminal the preferred entry point is from the northeast corner of the property. In addition, route option 1 will need further investigation due to the existing services in the area such as an edible oil pipeline, stormwater system and other planned berth extension at Berth 708.

12. IDENTIFICATION OF POTENTIAL IMPACTS

Table 12-1 provides the proposed Project activities, potential impact associated with each activity and proposed preliminary mitigation and residual risk, per environmental aspect.

Table 12-1: Potential Impacts and Mitigation Measures

Aspect	Potential impacts	Preliminary Mitigations
Fauna and Flora	• Loss of Red Listed/Protected Flora Species: Several Red Listed and protected flora species occur within the study area. Vegetation clearance required for infrastructure development could lead to the destruction of these species. The study area provides suitable habitat for provincially protected tree species. • Loss of Red Listed/Protected Fauna Species: Several Red Listed and protected fauna species may occur within the broader study area, based on habitat suitability and screening tool outputs. These species could potentially be affected by habitat loss due to vegetation clearance during the construction phase. The area may offer suitable habitat for various threatened, provincially protected, and endemic mammalian, amphibian, and avian species. To better understand the likelihood of occurrence and potential impacts, further assessment of habitat suitability may be considered. Based on the Screening Tool output, targeted surveys for focal species—such as the 'Critically Endangered' Pickersgill's Reed Frog and the 'Endangered' Grey Crowned Crane—could be undertaken if warranted or required. However, based on existing studies not noting presence, and current site understanding, such surveys have not been included. • Loss of CBA: Irreplaceable Areas: Due to the relatively high ecological state of the study area, it is considered representative of a CBA.	• The construction and operational footprint must remain as small as possible, and Contractor must not exceed the surveyed areas pegged out at the beginning of Construction. • The Construction of temporary access roads must be kept to a minimum, and where possible the existing access road surface must be used when accessing the study area. • A search and rescue operation must be undertaken prior to the commencement of construction on site, and once the surveyor has pegged out the footprint. • All protected species found within the development footprint must be removed, and safely transplanted outside of the development footprint, but within the habitat to prevent exploitation. • No plant species (SCC or common) should be harvested or removed from site without approval from the ECO or Applicant in writing. • If any protected plant species are found within the construction footprint, permits must be applied for and received before the onset of construction on site. • No killing of fauna must be tolerated. • All areas outside of the new berths and associated infrastructure footprint must be regarded as no-go areas unless required to complete the new berths and associated infrastructures. • The TNPA Alien Invasive Plant Species Control Plan must be adhered to during construction and operational phases. • No dumping of cleared alien vegetation must be allowed on site. All cleared material must be appropriately disposed of at a registered landfill site.
Noise	• Significant noise from machinery operations and vegetation removal. • Baseline noise from general construction activities, lower intensity but constant. • Noise from trucks during transport and unloading/loading of materials. • Persistent noise exposure can cause stress in marine mammals, affecting their health, reproduction, and migration patterns. • More shipping activity could increase noise pollution, affecting marine life dependent on sound for navigation and communication.	• Limit movement during sensitive hours. • Noise barriers in the form of berms should be constructed as close to the noise sources as possible. • Machines and vehicles must be serviced regularly to ensure noise suppression mechanisms are effective, e.g. installing exhaust mufflers where possible. • Noisy machinery must be used predominately during daylight hours. • Complaints register should be kept on site and investigated.
Socio-Economic	• Construction and operations may cause disruption due to noise and poor air quality, affecting health and the environment. • Increased traffic from construction and port activities may lead to congestion, accidents, and road damage. • Higher population and economic disparity may lead to an increase in crime, including theft and social unrest.	• Implement traffic control measures (and Traffic Management Plan). • Dust Suppression Measures • Prioritize local suppliers, hire locally, and provide training programs in line with the Social to ensure community benefits.
Heritage and Palaeontology	• Damage to or destruction of heritage resources generally protected under Sections 34, 35 and 36 of the NHRA (i.e. previously unidentified archaeological and fossiliferous material or burial grounds and graves respectively).	• Contractors and workers should be advised of the penalties associated with the unlawful removal of cultural, historical, archaeological or palaeontological artefacts, as set out in the National Heritage Resources Act (Act No. 25 of 1999), Section 51(1). • Should any unmarked burials be exposed during development, affected families must be tracked and consulted, relevant rescue/ relocation permits must be obtained from SAHRA before any grave relocation can take place. Furthermore, a professional archaeologist must be retained to oversee the relocation process in accordance with the National Heritage Resources Act 25 of 1999. • Should chance archaeological materials or human burials remains be exposed during development on any section of the proposed Project development laydown sites, work should cease on the affected area and the discovery must be reported

Aspect	Potential impacts	Preliminary Mitigations
		to the heritage authorities immediately so that an investigation and evaluation of the finds can be made. The overriding objective, where remedial action is warranted, is to minimize disruption in scheduling while recovering archaeological and any affected cultural heritage data as stipulated by the PHRA and NHRA regulations (see appended Chance Find procedure for further details).
Wetlands	• Disruption of wetland and estuarine habitats. • Disruption of the local hydrological processes and water flow to wetlands, potentially leading to further wetland degradation. • Soil disturbance (erosion) and decreasing biodiversity result in increased sedimentation and increased erosion. • Loss of wetland vegetation and habitat.	• A 500 m regulatory area should be established around sensitive wetlands (if applicable); where this is not feasible, a minimum buffer of 100 m (where feasible) should be maintained to help prevent impacts to the wetlands. • Improve vegetation cover in eroded areas, areas impacted by infrastructure and low basal cover by the establishment of hydrophytic plants and facultative hydrophytes that are native to the area to prevent erosion and loss of wetland habitat. • Regularly monitor for any leaks and carry out repairs as needed. • Refuel under controlled conditions, away from adverse weather conditions. • Proper waste management and containment of contaminants. • Any abstraction of water from wetlands for construction purposes must be approved by DWS by means of WUL.
Visual	• Disturbance to the surrounding recreational landscape, including waterfront areas and boat clubs. • Possible impacts on sensitive receptors	• Disturbed areas to be rehabilitated/ revegetated as soon as possible after the construction phase. • Stockpiles to be located within approved construction footprints. • Recycling and refuse bins to be provided to eliminate litter from the site.
Avifauna	• Disruption to avifauna from noise caused by dredging equipment. • Displacement of resident avifauna through increased disturbance, habitat destruction and fragmentation.	• Limit clearance and soil disturbance to the development footprint; • Maintain the construction footprint as per the approved design and, where feasible, retain indigenous vegetation outside of this footprint.
Traffic	• Increase in construction truck traffic on internal and external road networks. • An increase in construction truck traffic may cause temporary congestion, especially during peak periods. • Higher emissions from trucks may affect air quality, particularly near residential areas. • Increased truck traffic may accelerate the deterioration of roads, especially if infrastructure is not upgraded.	• The movement of vehicles, especially heavy trucks, will need to be carefully coordinated to minimize congestion. Abnormal loads, which may require special handling, should be scheduled to avoid peak traffic hours. • To reduce the potential for traffic jams and congestion, the delivery of components and materials should be staggered over time where possible, avoiding bulk deliveries at once. This will help maintain a smoother flow of traffic and reduce localized congestion. • All vehicles and drivers involved in the Project must comply with the relevant local traffic laws and regulations to ensure the safe and efficient movement of traffic around the site. • During the construction phase, onsite gravel roads must be maintained regularly to ensure safe and efficient movement of construction vehicles. This will reduce the risk of road deterioration and minimize disruptions.
Marine and Estuarine	• Mortality of benthic fauna due to physical injury or burial during dredging. • Increased turbidity affecting light penetration and disturbing fauna. • Release of nutrients (phosphorus, nitrogen) and contaminants, leading to oxygen depletion and potential algal blooms. • Risk of hydrocarbon spills, waste oils, and contamination from dredging activities. • Smothering of the seabed and potential disturbance to fauna due to dumped dredged spoil. • Flood events and sea-level rise could damage infrastructure. • Fine sediments may smother mangrove and salt marsh areas, disrupting hydrological processes. • Surface litter and operational machinery spills impacting the estuary and surrounding vegetation. • More shipping activity could increase noise pollution, affecting marine life dependent on sound for navigation and communication.	• Equip dredging vessel with spill kits. • Regular inspections of equipment for leaks. • Incorporate flood risk and climate change considerations in infrastructure design. • Include maintenance and management plans for stormwater handling. • Ensure availability of chemical spill kits on-site. • Collect and dispose of solid waste in designated bins.

13. TERMS OF REFERENCE FOR SPECIALISTS' STUDIES

Following the review of the DFFE Screening Tool Report and the Scoping Assessment, the specialist studies as indicated below, will be commissioned in support of the EIR process.

The following Specialist Assessments are proposed to be undertaken:

- Terrestrial Biodiversity Specialist Assessment (including flora and fauna)
- Avifaunal Specialist Assessment
- Wetland Assessment
- Socio-Economic Specialist Impact assessment
- Marine and Estuarine Assessment
- Heritage and Paleontological Impact assessment
- Geotechnical Assessment
- Traffic Assessment

The following detailed specialist studies are not envisaged:

- Agricultural impact – given the nature of development of the port area, an agricultural specialist study is not required. However, given the findings of the Screening Tool, and Agricultural Compliance Statement will be provided.
- Noise impact – given the current operations and other projects being undertaken within the Port boundaries (all not needing to assess underwater noise), the need for an underwater noise survey is not anticipated. For terrestrial and potential project noise impacts in general (with reference to previous noise studies (e.g. 2013) as well as current projects being undertaken), will be addressed in the EIR phase.
- Climate Change – a number of Climate Change and adaptation reports were produced as part of the Logistics Hub programme, and this information, together with other Climate Change reports, will be used to address Climate Change in the EIR and in the Marine and Estuarine specialist report.
- Air Quality – to be addressed in general in the EIR phase.
- Visual Impact - to be addressed in general in the EIR phase.

14. PLAN OF STUDY

The following section presents the proposed plan of study for the various environmental aspects to be addressed during the EIR phase. This plan has been informed by comments received from I&APs and other stakeholders during the PPP of the Scoping Phase.

14.1. EIR phase Impacts Assessment Methodology

14.1.1. Introduction

EIR phase will evaluate the nature, scale, and duration of environmental effects, whether positive (beneficial) or negative (detrimental). Each identified issue or impact will be assessed across all phases of the Project lifecycle, from planning and construction through to operation and eventual decommissioning. Where necessary, recommendations for mitigation of negative impacts or optimisation of positive impacts will be provided.

14.1.2. Impact Assessment Phase Objectives

The EIR phase will have the following objectives:

- Identify and assess the environmental (biophysical and social) impacts of the construction, operation, decommissioning and post closure impacts of the proposed development. The cumulative impacts of the proposed development will also be identified and evaluated.
- Determine and assess alternative activities and locations in parallel with the proposed activity.
- Identify and evaluate potential management and mitigation measures that will reduce the negative impacts of the proposed development and enhance the positive impacts.
- Compile monitoring, management, mitigation and training needs in the EMPr.
- Provide the decision-making authorities with sufficient and accurate information to make a sound decision on the proposed development.

Direct, indirect, and cumulative impacts associated with the issues identified during the specialist investigations will be assessed using standard rating scales to determine their significance. The rating system will be used for assessing the impacts (or when specific impacts cannot be identified, the broader term issue should apply) is based on five criteria, namely:

- Status of impacts – Determines whether the potential impact is positive (positive gain to the environment), negative (negative impact on the environment), or neutral (no perceived cost or benefit to the environment) (Table 14-1).
- Spatial scale of impacts – Determines the extent of the impact. Potential impact is expressed numerically on a scale of 1 (site-specific) to 5 (global) (Table 14-2).
- Temporal scale of impacts – Determines the extent of the impact in terms of timescale and longevity. Potential impact is expressed numerically on a scale of 1 (Project duration) to 5 (permanent) (Table 14-3).

- Probability of impacts – Quantifies the impact in terms of the likelihood of the impact occurring on a percentage scale of <5% (improbable) to >95% (definite) (Table 14-4).
- Severity of impacts – Quantifies the impact in terms of the magnitude of the effect on the environment (receptor) and is derived by consideration of points 1, 2 and 3 above. For this particular study, a conservative approach is adopted for severity (e.g. where spatial impact was considered to be 2 and temporal impact was considered to be 3, a value of 3 would be adopted as a conservative estimate for severity of impact) (Table 14-5).

Table 14-1: Status of Impacts

Rating	Description	Quantitative rating
Positive	A benefit to the receiving environment (positive impact)	+
Neutral	No determined cost or benefit to the receiving environment	N
Negative	At cost to the receiving environment (negative impact)	-

Table 14-2: Spatial scale of impacts.

Rating	Description	Quantitative rating
Very low (VL)	Site-specific: Impacts confined within the Project site boundary.	1
Low (L)	Proximal: Impacts extend to within 1 km of the Project site boundary.	2
Medium (M)	Logal: Impacts extend beyond to within 5 km of the Project site boundary.	3
High (H)	Regional: Impacts extend beyond the site boundary and have a widespread effect, i.e. > 5 km from the Project site boundary.	4
Very high (VH)	Global: Impacts extend beyond site boundary and have a national/global effect.	5

Table 14-3: Temporal scale of impacts

Rating	Description	Quantitative rating
Very low (VL)	Project duration: Impacts expected only for the duration of the Project or not longer than one year.	1
Low (L)	Short term: Impacts expected on a duration timescale of 1-2 years.	2
Medium (M)	Medium term: Impacts expected on a duration timescale of 2-5 years.	3
High (H)	Long term: Impacts expected on a duration timescale of 5-15 years.	4
Very high (VH)	Permanent: Impacts expected on a duration timescale exceeding 15 years.	5

Table 14-4: Probability of impacts

Rating	Description	Quantitative rating
Highly improbable	Likelihood of the impact arising is estimated to be negligible <5%	1
Improbable	Likelihood of the impact arising is estimated to be negligible 5-35%	2
Possible	Likelihood of the impact arising is estimated to be negligible 35-65%	3
Probable	Likelihood of the impact arising is estimated to be negligible 65-95%	4
Highly probable	Likelihood of the impact arising is estimated to be negligible >95%	5

Table 14-5: Severity of impacts

Rating	Description	Quantitative rating
Very low (VL)	Negligible: Zero or very low impact	1
Low (L)	Site-specific and short-term impacts	2
Medium (M)	Local scale and/or short-term impacts	3
High (H)	Regional and/or long-term impacts	4
Very high (VH)	Global scale and/or permanent environmental change	5

These five criteria combine to describe the overall significance rating. Calculated significance of impact determines the overall impact on (or risk to) a specified receptor and is calculated as the product of the probability (P) of the impact occurring and the severity (S) of the impact if it were to occur (Impact = P×S). This is a widely accepted methodology for calculating risk and results in an overall impact rating of Low (L), Low/Medium (LM), Medium (M), Medium/High (MH) or High (H). The significance of a particular impact is depicted in (Table 14-6) and assigned a particular colour code in relation to its severity (Table 14-7).

Table 14-6: Overall significance rating

Rating	Description		Quantitative rating
Low	PxS = 1-3	(low impact significance)	L
Low/medium	PxS = 4-5	(low/medium impact significance)	LM
Medium	PxS = 6-9	(medium impact significance)	M
Medium/high	PxS = 10-12	(medium/high impact significance)	MH
High	PxS = 13-25	(high impact significance)	H

Table 14-7: Overall Significance rating- Severity

Probability (P)	Severity (S)				
	1	2	3	4	5
1	L	L	L	LM	LM
2	L	LM	M	M	MH
3	L	M	M	MH	H
4	LM	M	MH	H	H
5	LM	MH	H	H	H

The impact significance rating should be considered by authorities in their decision-making process based on the implications of ratings described in the following:

- Insignificant: The potential impact is negligible and will not have an influence on the decision regarding the proposed development.
- Low: The potential impact is very small and should not have any meaningful influence on the decision regarding the proposed development.
- Low/medium: The potential impact may not have any meaningful influence on the decision regarding the proposed activity/development.
- Medium: The potential impact should influence the decision regarding the proposed activity/development.
- Medium/high: The potential impact will affect the decision regarding the proposed activity/development.
- High: The proposed activity should only be approved under special circumstances.

Practicable mitigation and optimisation measures are recommended, and impacts are rated in the prescribed way, both without and with the assumed effective implementation of the recommended mitigation (and/or optimisation) measures. Mitigation and optimisation measures are either:

- Essential: Measures that must be implemented and are non-negotiable.
- Best practice: Recommended to comply with best practice, with adoption dependent on the proponent's risk profile and commitment to adhere to best practice, and which must be shown to have been considered and sound reasons provided by the proponent if not implemented.

The model outcome is then assessed in terms of impact certainty and consideration of available information. Where a particular variable rationally requires weighting or an additional variable requires consideration, the model outcome is adjusted accordingly.

14.1.3. Impact Assessment Phase Tasks

The impact assessment phase has four key elements, namely:

- **Specialist studies:** Specialist studies, which were identified during the scoping phase and any additional assessments requested by the authorities, will be carried out in the initial phase of the EIR. Relevant specialists will be appointed to conduct these assessments. They will collect further baseline data pertinent to their studies and evaluate the potential impacts associated with the development. Specialists will also provide recommendations aimed at mitigating negative effects and enhancing the benefits of the Project. The findings from these studies will be compiled into the draft EIR report, which will be made available for review by I&APs.
- **EIR:** The primary objective of the EIR is to collect environmental data, assess the overall impacts associated with the Project, evaluate mitigation measures and alternative options, and provide recommendations for selecting the most suitable development alternative. The report identifies measures for managing and mitigating negative impacts while maximizing potential benefits. The draft EIR, along with the supporting reports, will be made available for public and authority review and comment for a period of thirty days, consistent with the scoping phase. The availability of the draft EIR will be communicated to all registered I&APs and will be made easily accessible. Following the receipt of comments, the final EIR will be prepared and submitted to the CA, the DFFE, for their review. This report will support the DFFE in making an informed decision regarding the Project.
- **EMPr:** The EMPr offers detailed guidelines to the proponent and technical team on the implementation of mitigation measures and management recommendations outlined in the EIR throughout the construction, operational, and decommissioning/rehabilitation phases of the Project. The EMPr is a legally binding document, meaning that once it is approved, any amendments to it must receive prior approval from the DFFE.
- **PPP:** The PPP, which was initiated during the scoping phase, continues throughout the Project. This ongoing process involves continuous engagement with I&APs and stakeholders. It includes regular meetings, receiving and addressing comments, concerns, and issues raised by I&APs and authorities during the review period. Additionally, it ensures that appropriate and relevant responses are provided to the comments and concerns raised by these parties.

14.2. Alternatives to be considered, including no-go option

According to the NEMA regulations (2014, as amended), it is essential to consider and assess feasible alternatives during both the scoping and impact assessment phases of the Project. During the scoping phase, the EAP must, based on professional judgment, engineering designs, specialist input, and feedback from I&APs, identify and evaluate potential alternatives. These alternatives should align with the triple bottom line of sustainability—addressing the social, economic, and ecological needs of the public.

The identified alternatives should aim to mitigate the key significant impacts of the proposed Project by maximizing benefits while minimizing or avoiding negative impacts. The primary objective should be to prevent negative impacts altogether, rather than merely reduce them.

The assessment of "feasibility" and "reasonableness" of the alternatives, as well as their necessity, will be determined by considering the following criteria:

- The general purpose and requirements of the activity
- Need and desirability
- Opportunity costs
- The need to avoid negative impact altogether
- The need to minimise unavoidable negative impacts
- The need to maximise benefits
- The need for equitable distributional consequence

As assessment of alternatives was undertaken as part of the Scoping Phase and this FSR. This included as assessment of the no-go alternative, as well as feasible and reasonable alternatives related to location, layout, and design. The alternatives assessment was guided by the requirements of Sections 24(4)(b)(i), 24(4A), and 24O(1)(b)(iv) of NEMA, which require the consideration of alternatives that may minimise environmental harm. The process included:

- Consideration of the no-go alternative as a baseline scenario;
- Comparison of reasonable and feasible alternatives; and
- A defined methodology for the elimination of less suitable alternatives.

A structured Multi-Criteria Analysis (MCA) was used to evaluate the identified alternatives. This process was undertaken through a multidisciplinary workshop held on 15 October 2024, involving representatives from TNPA, Hatch, Indaloenhle, and PRDW. The MCA assessed alternatives against weighted criteria including Risk, Health and Safety, Environmental Sustainability, Operational Performance, Scalability, Flexibility, and Future Expansion, and Financial Considerations.

This collaborative process led to the identification of the preferred alternatives. The preferred alternatives were selected based on their overall performance across environmental, technical, and operational criteria. The outcomes of this process are presented in Section 4 of the FSR, including Figures 4-4 and 4-5, and will be further assessed in detail during the EIR phase.

A comparative assessment (of all alternatives identified) will be further assessed, as required, during the impact assessment phase.

14.3. Aspects to be assessed as part of the EIR

The below aspects will be assessed:

- Cultural and Heritage Resources Impacts;
- Paleontological Impacts;
- Dredging Impacts;
- Aquatic, Marine and Estuarine Impacts;
- Traffic Impacts;
- Terrestrial Biodiversity (Flora and Fauna) Impacts;

- Social and Economic Impacts;
- Wetlands Impacts; and
- Additional aspects considered in general, including agriculture, air, noise and climate change.

In addition, the following will continue during the EIR phase:

- Public participation and consultation
- Environmental Management Programme
- Site layout designs
- Further assessment of alternatives (layout and design)

14.4. Stages at which the CA is consulted

Competent and commenting authorities were consulted during the initial notification period, scoping phase, and will also be consulted during the EIR phase. Four activities have been conducted: a pre-application meeting with DFFE (19 February 2025), submission of the DSR (13 July 2025), a site visit with DFFE Case Officer and official (23 July 2025), and submission of the FSR to DFFE (28 July 2025).

The purpose of the Pre-application meeting with the DFFE as the CA was to explain the Project in detail and clarify the process anticipated. Stakeholders included numerous individuals from the DFFE, the applicants team, the engineering and design team from Hatch, and the Indaloenhle team consisting of the EAP and various specialists. The purpose of the site visit was to allow the DFFE Case Officer and official to observe the proposed development footprint, verify baseline environmental conditions, and gain a contextual understanding of the site's sensitivities, including proximity to wetland habitats, existing infrastructure, and potential areas of concern identified during the scoping phase. This visit was attended by the DFFE, Hatch and the Applicants environmental team.

The consultation process to be followed as part of the review and decision-making stages includes:

- Scoping review and decision-making stage;
- Environmental impact reporting review and decision-making stage; and
- The environmental authorisation decision making and appeal process stage.

14.5. Public Participation Process for the Impact Assessment

Competent authorities, stakeholders and I&APs were and/or will be consulted during the initial notification period, scoping phase and EIR phase (respectively).

14.5.1. Steps to be taken to notify interested and affected parties

For the Scoping Phase, I&APs were notified of the proposed application via newspaper advertisement, emails, site and public notices (Appendix K). The PPP was undertaken in accordance with the NEMA process and the 2014 Regulations (as amended).

A minimum of 30 days and 60 days for the DSR and WULA (respectively) was provided to stakeholders and the public to register as I&APs and provide initial comments. The information submitted by I&APs was used in the final Scoping and will be utilised more in detail during the Impact Assessment and compilation of the EIR. Should the FSR be accepted by the CA, an EIR will be undertaken. During the EIR phase I&APs, stakeholders and the competent and commenting authorities will once again be notified of the process to be undertaken as described and outlined in the NEMA regulations (2014, as amended). They will once again be provided an opportunity to comment on the draft EIR (which will include specialist studies) and attend public meetings.

14.5.2. Details of the engagement process

The process of engaging with landowners, stakeholders, and I&APs will begin with notifications that will be issued through site and public notices, newspaper advertisements, emails, and the distribution of the BID. Documentation and proof of these notifications during the PPP in the scoping phase were recorded and will be maintained throughout the EIR phase (refer to Appendix K).

During the EIR phase, I&APs will be afforded the following opportunities in order to participate in the Project:

- I&APs will be notified of the following phase and acceptance of the Scoping Report.
- I&APs will be asked to provide their comments on the Project, notified when the draft EIR is available for review and notified of a public meeting that will take place.
- The EIR and EMPr will be available for comment for a period of thirty days, and WULA information at the same public places in the Project area that the scoping reports were made available. Report copies will be sent to stakeholders who request it.

All comments and issues raised during the public comment period will be incorporated into the final EIR and EMPr to be submitted to the competent authorities for review and the final decision-making stage. I&APs will be notified of the decision of the CA within fourteen days of receiving written letters and will specify any further process to be undertaken, including the appeal process.

15. CONCLUSION

This FSR has been prepared as part of the S&EIR process for the proposed development of Berths 709 and 710, under the KwaZulu-Natal Logistics Hub programme. The Project aims to expand port capacity to accommodate increased dry bulk exports, reduce congestion, and support regional economic growth. The proposed infrastructure includes marine berths, dredging, access roads, stormwater systems, utilities, and construction laydown areas.

The Project footprint includes areas of environmental sensitivity, notably a Critical Biodiversity Area (CBA: Irreplaceable) and wetland habitats protected under the NWA. These areas support important ecological functions and may provide habitat for threatened or protected species. While no fatal flaws were identified during the scoping phase, these sensitivities will be further assessed through specialist studies in the EIR phase to ensure that potential impacts are appropriately understood and mitigated.

In summary this FSR contains:

- An overview of current and proposed activities, including a summary of existing operations and the nature of the proposed development;
- A review of the project alternatives explored to date;
- A description of the steps and methodology to be followed during the EIA phase;
- Information about the project proponent, the appointed EAP, and stakeholders who have engaged in the process;
- A description of the biophysical and socio-economic environment in which the project is located;
- Preliminary identification of potential environmental and social impacts to be further investigated during the EIA;
- A list of the specialist investigations proposed to inform the impact assessment;
- A Plan of Study for Impact Assessment and draft Terms of Reference for specialist studies; and
- An outline of the authorisations envisioned for the Project, including:
    - A Full Scoping/EIR study, as set out in Listing Notices 1,2 and 3 of the EIA Regulations, 2014 as amended in terms of the NEMA, 1998 (Act No. 107 of 1998), is necessary.
    - WUL in terms of the NWA, 1998. Activities under section 21 (b), (c), (f), (g), (i) and (j) water use will likely be triggered, and is to be confirmed by the DWS.
    - A Dumping at Sea Permit, as per the NEM:ICMA, 2008 (Act 24 of 2008), is required to dispose of dredged material at an offshore disposal site. An application for a Dumping at sea permit can only be made once a positive EA has been received. However, the impacts of both dredging and dredge disposal need to be determined during the EIR phase.

- Possible requirement for permits for removal or destruction of nationally protected plant species according to NEM: BA, or permits for the removal, damage, or destruction of protected tree species in terms of the NFA (if either are found to be applicable).
- At this stage it is unknown if any coastal waters discharge permit in terms of NEM:ICMA, or WML in terms of the NEM:WA, will be required for the stormwater management system (overflow into the sea). This is not anticipated but will be confirmed during authority engagement.

The DSR was circulated to I&APs and relevant authorities for comment from 13 June 2025 to 14 July 2025. Comments and feedback on the WULA will be accepted for an extended 60-day period, ending 14 August 2025. The EAP finalised the Scoping Report, incorporating all relevant comments into the CRR (Appendix K), which forms part of this FSR and has been submitted to the DFFE.

As a whole, the scoping phase did not reveal any fatal flaws that would prevent the Project from proceeding. It is therefore recommended that the Project advance to the EIA phase for more in-depth analysis.

Once the DFFE accepts the FSR and approves the Plan of Study, the EIR will be undertaken. I&APs will be kept informed throughout the process and are encouraged to continue engagement with the EAP during the EIR phase.

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Appendix A: EAP Declaration

environmental affairs

Department:
Environmental Affairs
REPUBLIC OF SOUTH AFRICA

DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER, DECLARATION OF INTEREST AND UNDERTAKING UNDER OATH

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

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

PROJECT TITLE

New Berths 709 and 710 at the Port of Richards Bay: uMhlathuze Local Municipality and King Cetshwayo District Municipality, KwaZulu-Natal Province

Kindly note the following:

1. This form must always be used for applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting where this Department is the Competent Authority.
2. This form is current as of 01 September 2018. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at https://www.environment.gov.za/documents/forms.
3. A copy of this form containing original signatures must be appended to all Draft and Final Reports submitted to the department for consideration.
4. All documentation delivered to the physical address contained in this form must be delivered during the official Departmental Officer Hours which is visible on the Departmental gate.
5. All EIA related documents (includes application forms, reports or any EIA related submissions) that are faxed; emailed; delivered to Security or placed in the Departmental Tender Box will not be accepted, only hardcopy submissions are accepted.

Departmental Details

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

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

Queries must be directed to the Directorate: Coordination, Strategic Planning and Support at:
Email: EIAAdmin@environment.gov.za

M.S.

1. ENVIRONMENTAL ASSESSMENT PRACTITIONER (EAP) INFORMATION

EAP Company Name:	Indaloenhle Environmental Consultants			
B-BBEE	Contribution level (indicate 1 to 8 or non-compliant)	1	Percentage Procurement recognition	100%
EAP name:	Miss Mbalenhle Mtshali			
EAP Qualifications:	BSS Geography & Environmental Management			
Professional affiliation/registration:	EAP/2019;660 EAPASA			
Physical address:	62 Old Main Road , Kloof			
Postal address:	Po Box 2474, Kloof , 3610			
Postal code:	3610	Cell:	072 423 9544	
Telephone:	031 003 42 41	Fax:	n/a	
E-mail:	mbali@indaloenhle.co.za			

The appointed EAP must meet the requirements of Regulation 13 of GN R982 of 04 December 2014, as amended.

2. DECLARATION BY THE EAP

I, Mbalenhle Mtshali, declare that –

- I act as the independent environmental assessment practitioner in this application;
- I have expertise in conducting environmental impact assessments, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- I will take into account, to the extent possible, the matters listed in Regulation 13 of the Regulations when preparing the application and any report relating to the application;
- I undertake to disclose to the applicant and the Competent Authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the Competent Authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the Competent Authority, unless access to that information is protected by law, in which case it will be indicated that such information exists and will be provided to the Competent Authority;
- I will perform all obligations as expected from an environmental assessment practitioner in terms of the Regulations; and
- I am aware of what constitutes an offence in terms of Regulation 48 and that a person convicted of an offence in terms of Regulation 48(1) is liable to the penalties as contemplated in Section 49B of the Act.

M.S

Disclosure of Vested Interest (delete whichever is not applicable)

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

- ~~I have a vested interest in the proposed activity proceeding, such vested interest being~~:

_____

_____

_____

_____

Signature of the Environmental Assessment Practitioner

Indaloenhle Environmental Consultants.

Name of Company:

12 June 2025

Date

3. UNDERTAKING UNDER OATH/ AFFIRMATION

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

Signature of the Environmental Assessment Practitioner

Indaloenhle Environmental Consultants Pty Ltd

Name of Company

12 June 2025

Date

Signature of the Commissioner of Oaths

12 June 2025.

Date

SOUTH AFRICAN POLICE SERVICE
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2025 -06- 12
PINETOWN
SOUTH AFRICAN POLICE SERVICE

MS

Appendix B: EAP CV

Mbalenhle Mtshali

Registered EAP (EAPASA – Reg No.: 2019/660) | IEMA (Membership No.: 0153480) | 62 Old Main Road | Kloof | 3610 | Cell: 072 423 9544 | Email: mbali@indaloenhle.co.za

PROFILE

Mbalenhle Mtshali is a Director of Indaloenhle Environmental Consultants. She holds a degree in Bachelor of Social Science in Geography & Environmental Management from University of Kwa Zulu Natal and has over 12 years' work experience in environmental management, scientific report writing, and the ability to find innovative solutions. Her area of expertise includes Water quality and environmental monitoring, Environmental Impact Assessment (EIA), Environmental Monitoring and compliance audit and scientific report writing. During her successful years of study, Mbalenhle acquired advanced experience in computer literacy and Microsoft package with basic experience in GIS packages (QGIS and ArcGIS). She has worked in government, private sector and in the mining sector as an environmentalist managing operational and construction activities. She is currently the only managing Director of Indaloenhle Environmental Consultants, a company that has proven to grow dramatically over the past years with securing major contracts in Tongaat Hullet, Dube Trade Port, municipalities, department of transport and iSimangaliso Wetland Park.

NAMES

EDUCATION

Gordon Institute of Business Science (GIBS)
University of Pretoria
2025- Ongoing
Master of Business Administration

University of North-West
2022
ISO 14001:2015 Lead Auditor

University of Pretoria
2022
Project Management Principles, practices and scheduling

University of KwaZulu- Natal
2010
BSS Environmental Management

PROFESSIONAL REGISTRATION

Registered Environmental Assessment Practitioners Association of South Africa (EAPASA) – Reg No. 2019/660
Institute of Environmental Management and Assessment (IEMA) – Reg No. 0153480
International Association for Impact Assessment (IAIAsa) – Membership No. 6488

Southern African Energy Efficiency Confederation (SAEEC)- Membership No. 1456

WORK EXPERIENCE

Indaloenhle Environmental Consultants - Environmental Consultant
October 2018 to present
Jyothi Structures Africa Pty Ltd (Eskom Adriane Power Line)
Environmentalist
Apr 2016 to October 2018
Henwood and Nxumalo Consulting Engineers
Senior Consultant
Feb 2014 to Mar 2016
Aveng Water (Anglo America Water Treatment Plant – Emalahleni)
Environmental officer

Mbalenhle Mtshali
Registered EAP (EAPASA – Reg No.: 2019/660) | IEMA (Membership No.: 0153480) | 62 Old Main Road | Kloof | 3610 | Cell: 072 423 9544 | Email: mbali@indaloenhle.co.za

Mbalenhle Mtshali

DATE OF BIRTH
1987/04/28

NATIONALITY
South African

YEARS OF EXPERIENCE
+12 Years

CONTACT
PHONE:
072 423 9544

EMAIL:
mbali@indaloenhle.co.za

Nov 2012 to Jan 2014
Department of Environmental Affairs (eThekwini District)
Assistant Environmental Officer
August 2011 to October 2012
Udidi Development and Environmental planning
Environmental Intern
September 2010 to August 2011

SKILLS AND EXPERTISE

Water Use License Application
Project Management
Water Monitoring
Environmental Impact Assessment and Public Participation facilitation
Environmental Auditing
Environmental Management Plans
Project Management
Feasibility Studies
Scientific Report Writing
Data and Gap Analysis
Good human relations, interpersonal and communication skills

PROJECT EXPERIENCE

ENVIRONMENTAL CONSULTANT – INDALOENHLE ENVIRONMENTAL CONSULTANTS (PTY) LTD (2018 – CURRENT)

- Scoping and Environmental impact assessment – Transnet Berth 709/710
- Basic Assessment (EIA Application) and Water use License application for the Proposed Dredging of the Msunduzi River and Beach Channel - **iSimangaliso Wetland Park**
- EIA and WULA for the proposed upgrade of Carolina wastewater treatments work – **Nathoo Mbenyane Engineers for Chief Albert Luthuli Municipality**

Mbalenhle Mtshali
Registered EAP (EAPASA – Reg No.: 2019/660) | IEMA (Membership No.: 0153480) | 62 Old Main Road | Kloof | 3610 | Cell: 072 423 9544 | Email: mbali@indaloenhle.co.za

- Independent environmental compliance audit for Izinga phase 1 and 2A on an annual basis – **Izinga Estate**
- Provision of environmental control/compliancy service for the Bridge City development portions 50-54- **Tongaat Hulett**
- Appointed 5 years as the only Environmental service provider for iSimangaliso Wetland Park – Integrated management plan 2022- 2031 (10-year plan for the world heritage site)
- Appointment of an ECO for the rehabilitation and construction of JR2 road, Osizweni urban access road phase 4 in Newcastle- **Kukhanya Projects**
- Bhambayi phase 1 extension (Pat Marshal) housing development on the farm Piezang River near Inanda- **Afzelia Environmental Consulting**
- Appointment of an independent environmental auditor to undertake environmental compliance audits for DPTC operational environmental management programme, respective environmental authorisations and water use licenses, **Dube Tradeport Corporation**
- Panel of environmental control officers to undertake construction compliance monitoring and operational environmental audits- **Dube Tradeport Corporation**
- Appointed 5 years as the only Environmental service provider for iSimangaliso Wetland Park – Implementation of the buffer zone for iSimangaliso Wetland Park; define, survey and gazette the iSimangaliso Wetland Park World Heritage Site Buffer Zone as a legal boundary as required by UNESCO and the South Africa, World Heritage Convention Act
- Social Economic and impact assessment - Environmental Impact Assessment for the proposed Prospecting Right application for the prospecting of Diamonds (Alluvial) within Sea Concession 9B, near Groen Rivier & Barnards Bay
- EPWP Project Duncan Village Buy-Back Centre and Integrated Waste Management Services – Request for Project Management and Implementation Services for the period of 36 Months.
- Koppies to Edenville (Free State to Bloemfontein 42 km pipeline) Environmental impact assessment and water use license application.
- Koppies to Edenville bulk water pipeline and clear water intermediate pump station (42 km pipeline project) Environmental Compliance and Monitoring

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Registered EAP (EAPASA – Reg No.: 2019/660) | IEMA (Membership No.: 0153480) | 62 Old Main Road | Kloof | 3610 | Cell: 072 423 9544 | Email: mbali@indaloenhle.co.za

- Empuluzi / Methula regional water supply scheme phase 4 and 5, Water use license application for Mayflower and Methula under Gert Sibande District Municipality
- Tongaat Hullet Bridge City Development -Environmental compliance monitoring for 12 months
- Mpukunyoni Community water supply scheme under Mtubatuba Municipality - Environmental compliance and monitoring ;15 months
- Construction of Mdolomba Reservoir under Mtubatuba Municipality -Environmental Control Officer ,12 months
- Groutville Stormwater management system under Kwa Dukuza Municipality at Ward 12 ,
- eThekwini Municipality Pilgrim X Housing Project
- Construction of Nobhala Road and Culvert under Mkhambathini Local Municipality; General water use license,
- Construction of Mati Low Level Bridge EIA application and Authorisation, Maphumulo Municipality;
- Construction of Mbecuka Vehicular Bridge ward 29 Basic Assessment Report and General Authorisation under Ray Nkonyeni Local Municipality
- Construction of Mcadolo to Thundeza Bridge at Ward 11 under Ray Nkonyeni Municipality; Environmental Authorisation and General Authorisation;
- Environmental Impact Assessment for the Lenville Development Project under Newcastle Local Municipality (Environmental Authorization Application and Water Use Licence Application)
- Environmental Enquiry and Development of an Environmental Management Programme for the proposed construction of Vezobala Gravel Road under Mtubatuba Local Municipality (Enquiry and Environmental Management Programme) –
- Environmental Impact Assessment for the proposed construction of Ngwenyaneni Causeways under Mtubatuba Local Municipality (Environmental Impact Assessment and Water Use Licence Application)
- Environmental Impact Assessment for the proposed upgrade of stream crossing on road D279 under Dannhauser Local Municipality (Environmental Authorization and Water Use Licence Application)

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Registered EAP (EAPASA – Reg No.: 2019/660) | IEMA (Membership No.: 0153480) | 62 Old Main Road | Kloof | 3610 | Cell: 072 423 9544 | Email: mbali@indaloenhle.co.za

- Environmental Impact Assessment for the proposed upgrade of stream crossing on road L2848 under Dannhauser Local Municipality (Environmental Authorization and Water Use Licence Application)
- Environmental Impact Assessment for the proposed upgrade of stream crossing on road L3174 under Dannhauser Local Municipality (Environmental Authorization and Water Use Licence Application)
- Environmental services for the proposed upgrade of Mabhomane Access Road (Environmental Enquiry and Development of an Environmental Management Programme)
- Environmental Impact Assessment for the proposed student housing/ accommodation at 47 Darvill road in Scottsville located on Portion1 of Erf 1279 of Msunduzi Local Municipality
- Environmental Impact Assessment for the proposed construction of Sigcino Community Hall (Environmental Authorization)
- Environmental Impact Assessment for the proposed upgrade of EMaswazini gravel road and construction of three pipe culverts under Okhahlamba Local Municipality within uThukela District Municipality
- Environmental enquiry and development of an Environmental Management Programme for the proposed upgrade of Hlabisa Sports Complex under the Big 5 Hlabisa Local Municipality
- Environmental Enquiry and development of an Environmental Management Programme for the proposed construction of Velempini multipurpose centre under Mtubatuba Local Municipality
- Environmental Enquiry and Screening for the proposed development of Chief Albert Luthuli Memorial site
- Scoping and Environmental Impact Reporting (S&EIR) for the proposed Umkomaas drift housing project, Craigieburn, KwaZulu Natal
- Internal Scoping process for iSimangaliso Wetland Park |
- Water Use Licence Application for the proposed upgrading of the Mayflower Water Treatment Works
- Environmental Impact Assessment for the proposed construction of a concrete culvert at KM 24 on provincial road P332 under Emadlangeni Local Municipality

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- Independent Environmental Assessment Practitioner for the alleged infilling on Msunduzi river with material consisting of sand and building rubble at 47 Darvill road, Scottsville
- Environmental Impact Assessment for the proposed construction of a stream crossing on road L2872 under Emadlangeni Local Municipality – (Environmental Authorization and Water Use Licence Application)
- Environmental Impact Assessment for the proposed construction of a stream crossing on road L1561 under Emadlangeni Local Municipality (Environmental Authorization and Water Use Licence Application)
- Environmental Impact Assessment for the proposed construction of Mphelandaba Pedestrian bridge under eDumbe Local Municipality (Environmental Authorization and Water Use Licence Application)
- Environmental Impact Assessment for the proposed construction of Ray Nkonyeni Local Municipality Motor Licencing Bureau
- Development of Integrated Management Plan for ISimangaliso Wetland Park
- Buffer zone delineation for ISimangaliso wetland park

JYOTHI STRUCTURE AFRICA (ADRIANE TRANSMISSION LINE FOR ESKOM(APRIL 2016-OCTOBER 2018)

- Was responsible for all work related to ensuring environmental compliance to Eskom standards, manage and oversee appointed contractor comply to environmental regulations, Environmental management, landowner negotiations, stakeholder engagement, strategic advice to management and clients;
- Overall financial control and monitoring of the department, including reporting to the company's Directors.
- Prepare infrastructure projects for investment by identifying project social and environmental safeguard standards to be incorporated in project scoping, feasibility studies, and business planning
- Oversee environmental performance of all projects and sector portfolios financed by the Eskom
- Report on all Environmental related issues which may arise and may require intervention.

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- Responsible for the continual review, development, implementation and monitoring of environmental strategies, guidelines and technical frameworks for ESKOM. In particular to ensure that the company policies & procedures are adhered in relation to:
- Providing proactive and sustainable solutions to address the environmental implications of infrastructure projects, appraising environmental impact of potential investments, identifying environmental risks and proposing effective risk mitigation measures.
- Monthly reports to top management on all environmental impacts and programs that will ensure sustainable development.
- Monitor adherence to ESKOM environmental and social safeguard standards within all ESKOM operations.
- Support the business through supporting ESKOM strategic environmental direction through developing environmental policy frameworks/guidelines/toolkits to support its mandate

HENWOOD AND NXUMALO CONSULTING ENGINEERS FEBRUARY 2014-MARCH 2016

- Compilation of EIA, EMPr and Basic Assessment Report
- Water use license application for all projects
- Environmental management plan for all projects
- Liaise with the department and have meetings in regard to all project applications
- Provide environmental training to all contractors on site and ensure compliance on construction site
- Engage with stakeholder's meetings
- Provide advice to clients on environmental processes and sustainable development.
- Environmental auditing on all sites
- liaise actively with both the internal and external public and authorities

AVENG GRINAKER WATER (APPOINTED BY ANGLO AMERICAN WATER TREATMENT PLANT EMALAHENI) NOVEMBER 2012-JANUARY 2014

Mbalenhle Mtshali
Registered EAP (EAPASA – Reg No.: 2019/660) | IEMA (Membership No.: 0153480) | 62 Old Main Road | Kloof | 3610 | Cell: 072 423 9544 | Email: mbali@indaloenhle.co.za

- Monitor the implementation of Environmental Management Plan as required in the IWULA and EIA Authorisation for operational and construction activities:
- Prepare for Annual external and internal audits
- Incident investigation and check corrective actions are closed out effectively
- KPI/ENABLON reporting on a monthly basis on all environmental statistics and incidents
- Internal and external performance audits on ISO 14001 Monitor and inspect all operational and construction activities of projects on site on a weekly basis
- Manage all sub-contractors on site
- Waste management on site, ensure compliance and adhere to all new Waste Law legislations.
- Implementation of Environmental management system and maintenance of the system (ISO 14001)
- Co-ordinate environmental impact assessment (EIAs) for new projects and public participation processes. Liaise with relevant department on all applications that have been submitted and ensure successful implementation.
- Reporting
- Compile monthly legal compliance and performance reports
- Report on Environmental Key performance indicators
- Preparation on monthly SHE Managers meeting and project co-ordination meetings Co-ordination and capture all environmental data required for ISO 14001, Environmental Management System & Corporate Environmental Performance Indicators. Co-ordination and capture all Health & Safety data Develop and complete Environmental reports to internal and external stakeholders. Compile & communicate various internal reports on Environmental matters and Incidents. Prepare and assist with Environmental Legal Audits and inspections Support SHE training & awareness activities.
- Monitor the implementation of Environmental Management Plan as required in the IWULA and EIA Authorisation for operational and construction activities:
- Prepare for Annual external and internal audits
- Incident investigation and check corrective actions are closed out effectively
- KPI/ENABLON reporting on a monthly basis on all environmental statistics and incidents
- Internal and external performance audits on ISO 14001 Monitor and inspect all operational and construction activities of projects on site on a weekly basis
- Manage all sub-contractors on site

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- Waste management on site, ensure compliance and adhere to all new Waste Law legislations.

- Implementation of Environmental management system and maintenance of the system (ISO 14001)
- Co-ordinate environmental impact assessment (EIAs) for new projects and public participation processes. Liaise with relevant department on all applications that have been submitted and ensure successful implementation.
  Reporting

ECONOMIC DEVELOPMENT TOURISM AND ENVIRONMENTAL AFFAIRS AUGUST 2011-OCTOBER 2012

Environmental Impact Assessment

- Review and evaluate EIA
- Conduct site visits and compile site visit reports.
- Provide professional advice in respect of EIA application decision-making.
- Draft environmental authorisation conditions for approval, acceptance, refusal and/or rejection of EIA applications
- Implement approved systems, tools and standard operating procedures related to environmental impact management
- Undertake internal and external liaison regarding EIA applications (communication with clients and stakeholders)
- Assist in the administration and monitoring of compliance with environmental authorisations issued.

Compliance Monitoring Enforcement

- Undertake site inspections, record, and reporting on inspections, respond to complaints and investigate complaint received on non-compliance
- Gather information analyse and make recommendations
- Review of conditions contained in the ROD and EMPr

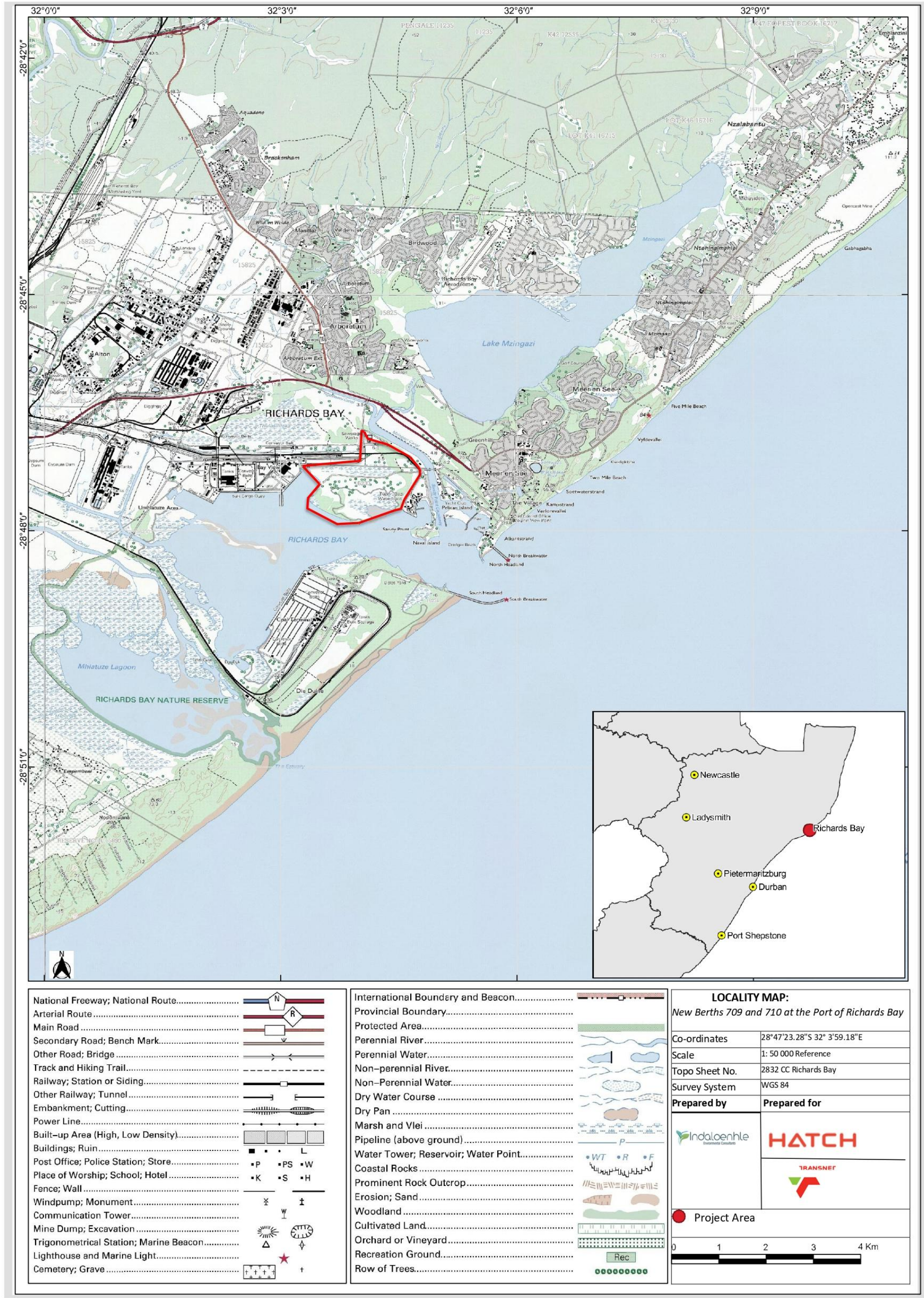
Pollution &Waste

- Assist on drafting the waste license conditions

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- Conduct investigation on pollution incidents and complaints
- Incident Management: Ensure response to NEMA S30 emergency incidents and complaints pertaining to pollution and waste activities.
- Manage complaints and do investigations: Acknowledge receipt of complaints, providing written response to complaints received in writing.
- Undertake site visits and meetings with Interested and Affected Parties.
- Undertake environmental monitoring and site inspection in terms of Record of Decisions, Environmental Management Programme (EMP's), Waste Licenses, NEM: WA (2008), NEMA Principles, 2010 EIA Regulations and other relevant Environmental Legislations.

Appendix C: Locality Map


32°0'0"
32°3'0"
32°6'0"
32°9'0"
-28°42'0"
-28°45'0"
-28°48'0"
-28°51'0"
Richards Bay
Arboretum
Birdwood
Brackenham
Aquadene
Mandlazi
Alton
Nzalabantu
Ntshingimphisi
Gabhagabha
Emblanzini
Lake Mzingazi
Mzingazi
Meer en See
Five Mile Beach
Two Mile Beach
Greenhills
Birdswood
Arboretum Ext
Richards Bay Aerodrome
Opencast Mine
Umhlatuze Area
RICHARDS BAY
Mhlatuze Lagoon
RICHARDS BAY NATURE RESERVE
Die Duine
Coal Terminal
Empembeni
Newcastle
Ladysmith
Richards Bay
Pietermaritzburg
Durban
Port Shepstone
N
National Freeway; National Route
Arterial Route
Main Road
Secondary Road; Bench Mark
Other Road; Bridge
Track and Hiking Trail
Railway; Station or Siding
Other Railway; Tunnel
Embankment; Cutting
Power Line
Built–up Area (High, Low Density)
Buildings; Ruin
Post Office; Police Station; Store
Place of Worship; School; Hotel
Fence; Wall
Windpump; Monument
Communication Tower
Mine Dump; Excavation
Trigonometrical Station; Marine Beacon
Lighthouse and Marine Light
Cemetery; Grave
International Boundary and Beacon
Provincial Boundary
Protected Area
Perennial River
Perennial Water
Non–perennial River
Non–Perennial Water
Dry Water Course
Dry Pan
Marsh and Vlei
Pipeline (above ground)
Water Tower; Reservoir; Water Point
Coastal Rocks
Prominent Rock Outcrop
Erosion; Sand
Woodland
Cultivated Land
Orchard or Vineyard
Recreation Ground
Row of Trees
Rec
LOCALITY MAP:
New Berths 709 and 710 at the Port of Richards Bay
Co-ordinates 28°47'23.28"S 32° 3'59.18"E
Scale 1: 50 000 Reference
Topo Sheet No. 2832 CC Richards Bay
Survey System WGS 84
Prepared by
Prepared for
Project Area
0 1 2 3 4 Km

Appendix D: Project Master Layout Overlain With Key Sensitivity Indicators

Legend

Project Area

Project Actvities

- 11kV Cable Route
- 11kV Substation and Parking
- TNPA Access Road and Corridor
- Culvert
- Dredging Area
- Firewater and Pump
- Laydowns and Temp Construction Road
- Jetty Berths
- Mini Substation
- Proposed Perm Water Main
- Revetment
- Stormwater Pond and Parking
- Temp 11kv Cable Route
- Temp Potable Water
- Vessel

Sensitivity Indicators

- Wetland
- Tidal lagoon
- Swamp Forest
- Stipag grassland
- Secondary shrublands and woodlands
- Seashore vegetation
- Saltpan
- Mangrove Forest and Tidal Flat
- Mangrove Forest

Datum: WGS84

Projection: Pseudo Mercator

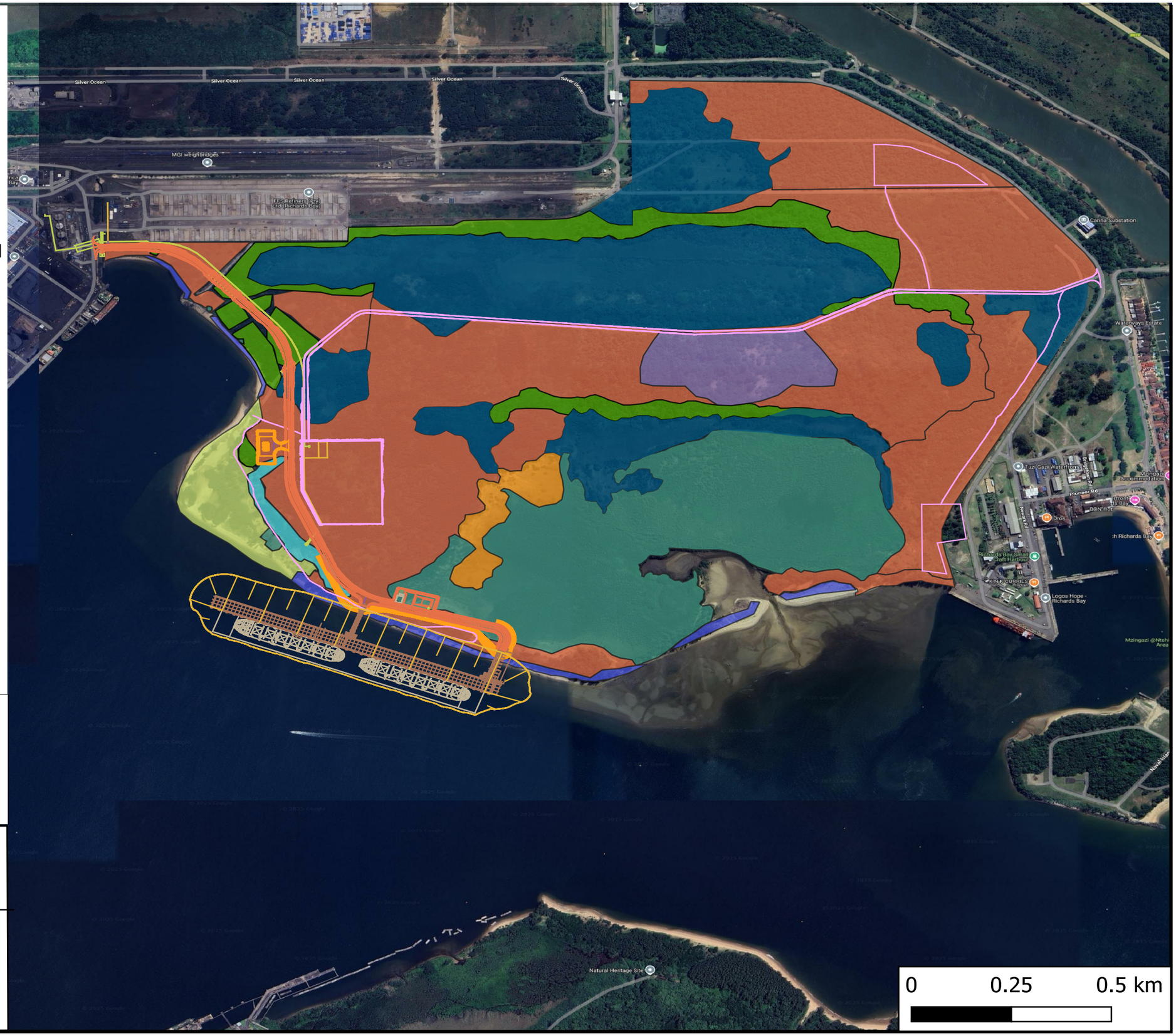
Topo Sheet No: 2832 CC Richards Bay

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Indaloenhle

HATCH

TRANSNET



Appendix E: DFFE Screening Tool

SCREENING REPORT FOR AN ENVIRONMENTAL AUTHORIZATION AS REQUIRED BY THE 2014 EIA REGULATIONS – PROPOSED DEVELOPMENT FOOTPRINT ENVIRONMENTAL SENSITIVITY

EIA Reference number:

Project name: TNPA Berths 709 and 710 at the Port of Richards bay

Project title: TNPA Berths 709 and 710 at the Port of Richards bay

Date screening report generated: 14/11/2024 17:47:45

Applicant: Transnet

Compiler: Indaloenhle Environmental

Compiler signature: .....

Application Category: Infrastructure|Transport Services|Ports

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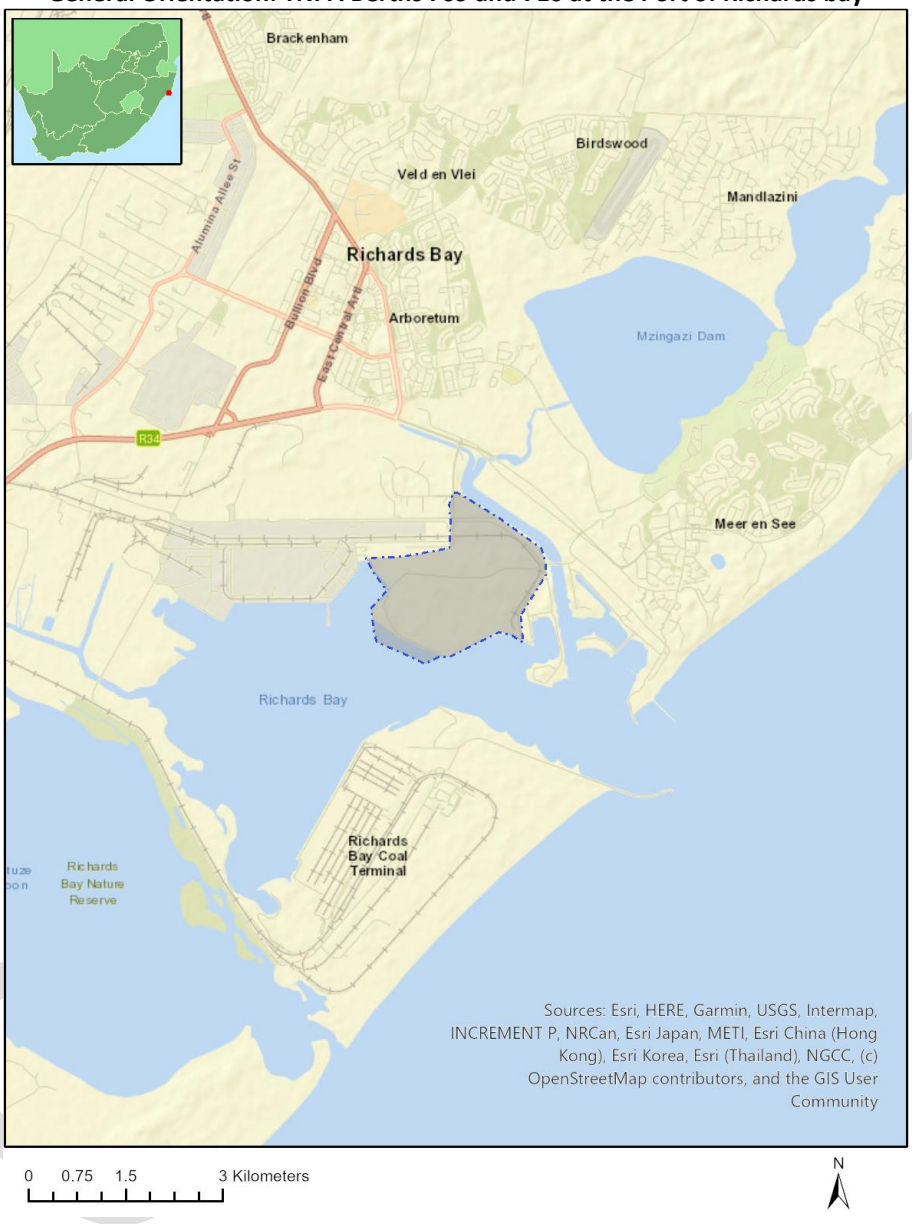
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Proposed Project Location

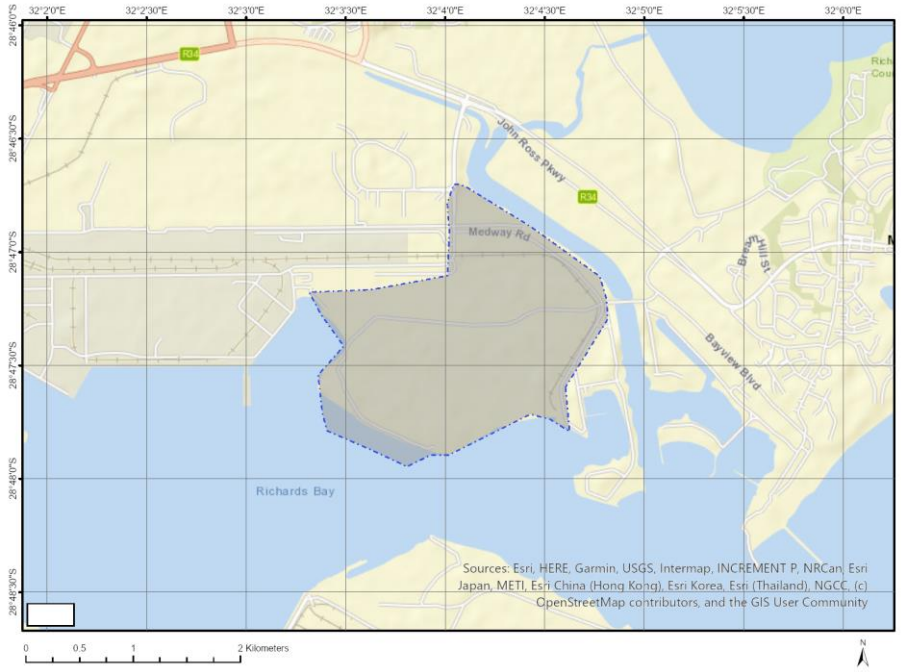
Orientation map 1: General location

General Orientation: TNPA Berths 709 and 710 at the Port of Richards bay



Disclaimer applies

Map of proposed site and relevant area(s)



Cadastral details of the proposed site

Property details:

No	Farm Name	Farm/ Erf No	Portion	Latitude	Longitude	Property Type
1	RICHARDS BAY	397	0	28°46'45.84S	32°3'53.35E	Erven
2	RICHARDS BAY	5333	22	28°46'53.85S	32°4'20.91E	Erven
3	RICHARDS BAY	5333	157	28°46'53.58S	32°2'34.69E	Erven
4	RICHARDS BAY	5333	153	28°46'53.14S	32°2'50.33E	Erven
5	RICHARDS BAY	5333	21	28°47'0.89S	32°2'43.9E	Erven
6	RICHARDS BAY	5333	168	28°47'9.02S	32°4'45.64E	Erven
7	RICHARDS BAY	5333	21	28°47'0.89S	32°2'43.9E	Erven
8	RICHARDS BAY	5333	79	28°46'36.18S	32°3'43.37E	Erven
9	RICHARDS BAY	5333	0	28°46'53.81S	32°5'8.47E	Erven
10	RICHARDS BAY	5333	0	28°46'54.24S	32°5'8.45E	Erven
11	RICHARDS BAY	5333	0	28°47'7.38S	32°5'12.6E	Erven
12	RICHARDS BAY	15411	0	28°46'36.31S	32°3'43.38E	Erven
13	RICHARDS BAY	16178	0	28°46'44.95S	32°3'59.42E	Erven
14	RICHARDS BAY	16179	0	28°46'47.18S	32°3'57.79E	Erven
15	RICHARDS BAY	16856	0	28°46'51.58S	32°3'45.96E	Erven
16	RICHARDS BAY	17424	0	28°46'43.5S	32°3'45.65E	Erven
17	RICHARDS BAY	18496	0	28°46'47.04S	32°3'56.6E	Erven
18	RICHARDS BAY	18496	0	28°46'47.5S	32°3'56.6E	Erven
19	LOT 223 UMHLATHUZI	16230	0	28°47'16.85S	32°2'34.45E	Farm
20	LOT 223 UMHLATHUZI	16230	5	28°47'19.15S	32°4'50.88E	Farm Portion
21	LOT 223 UMHLATHUZI	16230	0	28°47'17.27S	32°2'34.32E	Farm Portion
22	LOT 223 UMHLATHUZI	16230	68	28°47'13.13S	32°4'51.6E	Farm Portion
23	LOT 223	16230	0	28°47'17.6S	32°2'34.33E	Farm Portion

Disclaimer applies

	UMHLATHUZI					
24	LOT 223 UMHLATHUZI	16230	6	28°47'14.36S	32°4'48.5E	Farm Portion
25	LOT 223 UMHLATHUZI	16230	0	28°47'18.22S	32°2'58.17E	Farm Portion

Development footprint[1] vertices:

Footprint	Latitude	Longitude
1	28°46'42.01S	32°4'2.61E
1	28°46'42.01S	32°4'3.5E
1	28°46'42.01S	32°4'4.2E
1	28°46'42.74S	32°4'6.33E
1	28°46'53.3S	32°4'25.86E
1	28°47'6.45S	32°4'46.61E
1	28°47'12.32S	32°4'48.6E
1	28°47'17.75S	32°4'49E
1	28°47'35.75S	32°4'36.26E
1	28°47'47.51S	32°4'37.49E
1	28°47'44.21S	32°4'31.54E
1	28°47'42.95S	32°4'25.59E
1	28°47'53.76S	32°4'0.89E
1	28°47'53.76S	32°3'55.49E
1	28°47'56.78S	32°3'48.49E
1	28°47'52.49S	32°3'38.09E
1	28°47'47.3S	32°3'24.4E
1	28°47'42.79S	32°3'23E
1	28°47'32.53S	32°3'21.68E
1	28°47'24.9S	32°3'29.4E
1	28°47'16.46S	32°3'22.51E
1	28°47'10.63S	32°3'19E
1	28°47'9.92S	32°3'37.93E
1	28°47'6.25S	32°4'0.7E
1	28°46'54.4S	32°4'1.27E
1	28°46'47.05S	32°4'0.61E
1	28°46'42.01S	32°4'2.61E

Wind and Solar developments with an approved Environmental Authorisation or applications under consideration within 30 km of the proposed area

No	EIA Reference No	Classification	Status of application	Distance from proposed area (km)
1	14/12/16/3/3/2/867	Solar PV	Approved	6.3
2	12/12/20/2387/AM1	Wind	Approved	16.2
3	14/12/16/3/3/2/2041	Solar PV	Approved	7.3

[1] "development footprint", means the area within the site on which the development will take place and incudes all ancillary developments for example roads, power lines, boundary walls, paving etc. which require vegetation clearance or which will be disturbed and for which the application has been submitted.

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Environmental Management Frameworks relevant to the application

No intersections with EMF areas found.

Environmental screening results and assessment outcomes

The following sections contain a summary of any development incentives, restrictions, exclusions or prohibitions that apply to the proposed development footprint as well as the most environmental sensitive features on the footprint based on the footprint sensitivity screening results for the application classification that was selected. The application classification selected for this report is:
Infrastructure|Transport Services|Ports.

Relevant development incentives, restrictions, exclusions or prohibitions

The following development incentives, restrictions, exclusions or prohibitions and their implications that apply to this footprint are indicated below.

Incentive, restriction or prohibition	Implication
Strategic Transmission Corridor-Expanded Eastern Corridor	https://screening.environment.gov.za/ScreeningDownloads/DevelopmentZones/Combined_EGI.pdf
Strategic Gas Pipeline Corridors-Phase 7: Coega to Richards Bay	https://screening.environment.gov.za/ScreeningDownloads/DevelopmentZones/Combined_GAS.pdf

Proposed Development Area Environmental Sensitivity

The following summary of the development footprint environmental sensitivities is identified. Only the highest environmental sensitivity is indicated. The footprint environmental sensitivities for the proposed development footprint as identified, are indicative only and must be verified on site by a suitably qualified person before the specialist assessments identified below can be confirmed.

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture Theme	X			
Animal Species Theme		X		
Aquatic Biodiversity Theme	X			
Archaeological and Cultural Heritage Theme				X
Civil Aviation Theme		X		
Defence Theme				X
Paleontology Theme			X	
Plant Species Theme			X	
Terrestrial Biodiversity Theme	X			

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Specialist assessments identified

Based on the selected classification, and the known impacts associated with the proposed development, the following list of specialist assessments have been identified for inclusion in the assessment report. It is the responsibility of the EAP to confirm this list and to motivate in the assessment report, the reason for not including any of the identified specialist study including the provision of photographic evidence of the footprint situation.

No	Specialist assessment	Assessment Protocol
1	Agricultural Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Agriculture_Assessment_Protocols.pdf
2	Landscape/Visual Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
3	Archaeological and Cultural Heritage Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
4	Palaeontology Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
5	Terrestrial Biodiversity Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Terrestrial_Biodiversity_Assessment_Protocols.pdf
6	Aquatic Biodiversity Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Aquatic_Biodiversity_Assessment_Protocols.pdf
7	Marine Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
8	Avian Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Avifauna_Assessment_Protocols.pdf
9	Defense Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Defence_Installations_Assessment_Protocols.pdf
10	Noise Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Noise_Impacts_Assessment_Protocol.pdf
11	Traffic Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
12	Geotechnical Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
13	Socio-Economic Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_Protocols.pdf
14	Ambient Air Quality Impact Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_General_Requirement_Assessment_P

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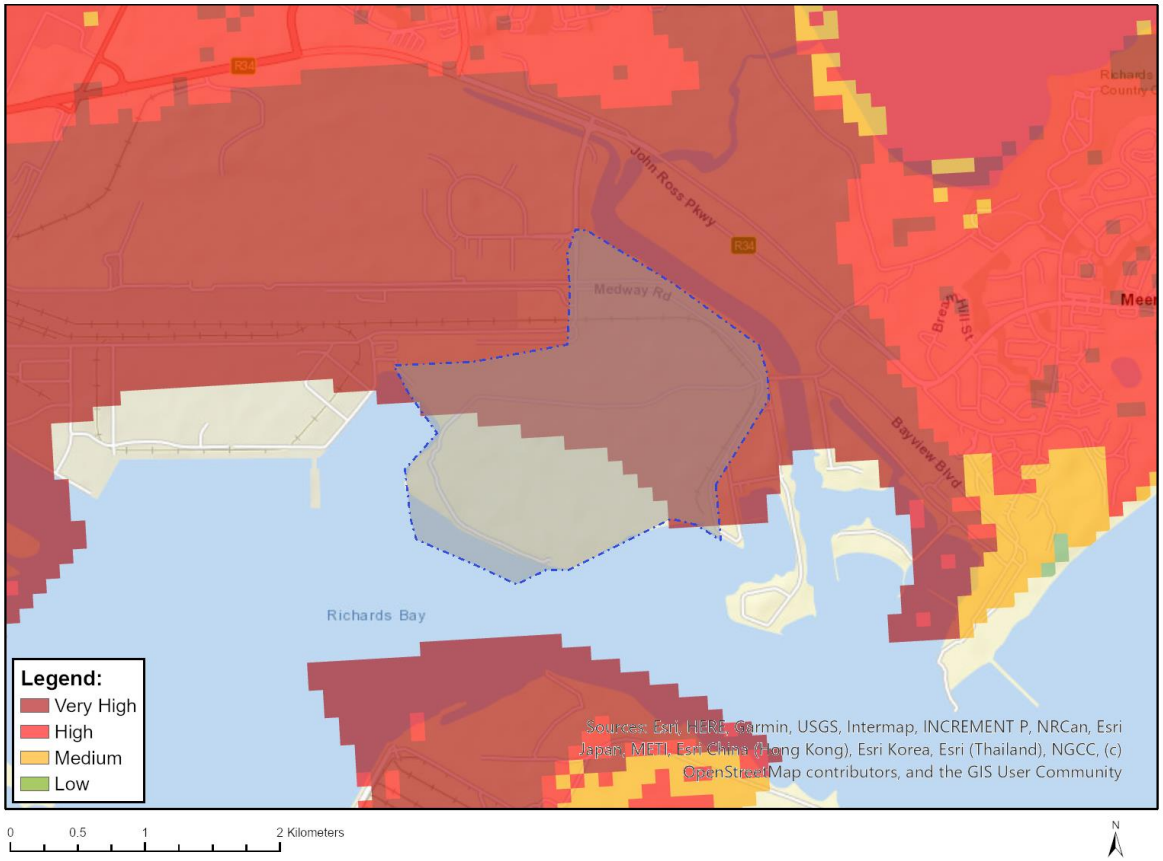
		rotocols.pdf
15	Plant Species Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Plant_Species_Assessment_Protocols.pdf
16	Animal Species Assessment	https://screening.environment.gov.za/ScreeningDownloads/AssessmentProtocols/Gazetted_Animal_Species_Assessment_Protocols.pdf

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Results of the environmental sensitivity of the proposed area.

The following section represents the results of the screening for environmental sensitivity of the proposed footprint for relevant environmental themes associated with the project classification. It is the duty of the EAP to ensure that the environmental themes provided by the screening tool are comprehensive and complete for the project. Refer to the disclaimer.

MAP OF RELATIVE AGRICULTURE THEME SENSITIVITY

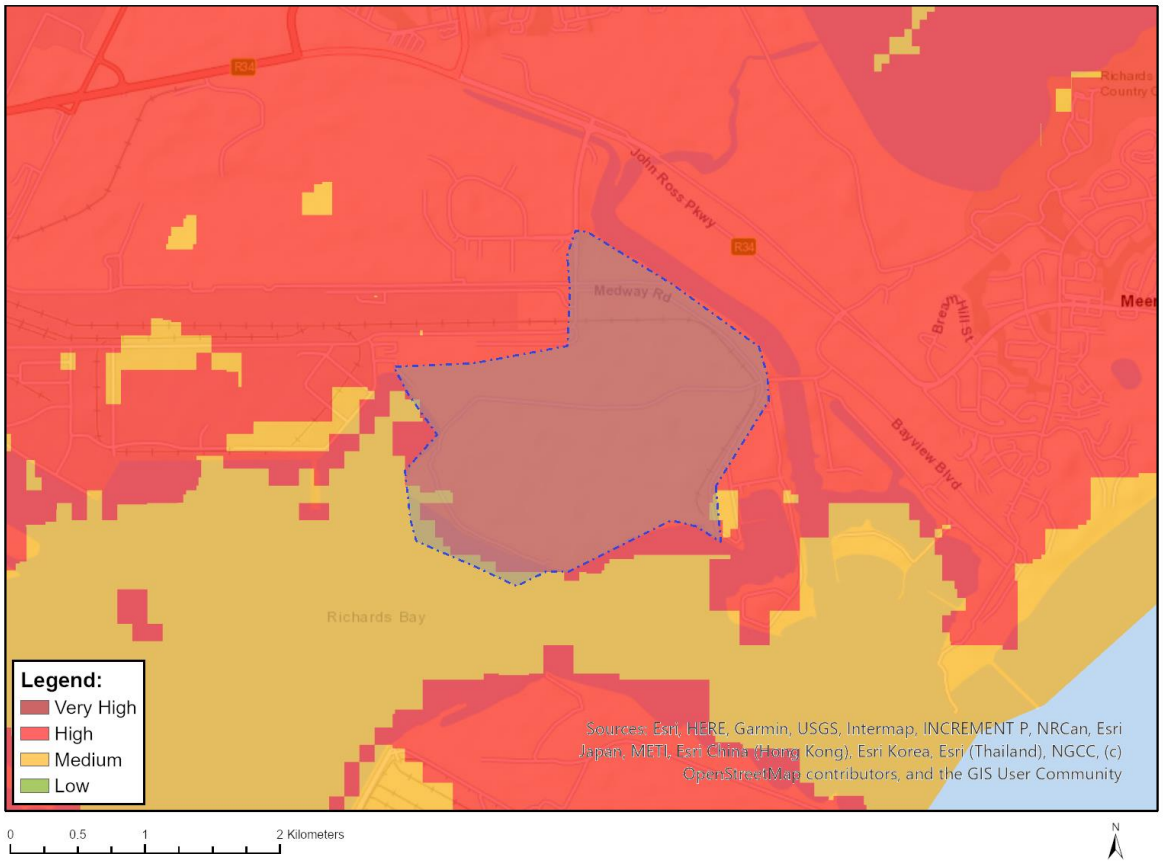


Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
X			

Sensitivity Features:

Sensitivity	Feature(s)
Very High	Land capability;11. High/12. High-Very high/13. High-Very high/14. Very high/15. Very high

MAP OF RELATIVE ANIMAL SPECIES THEME SENSITIVITY



Where only a sensitive plant unique number or sensitive animal unique number is provided in the screening report and an assessment is required, the environmental assessment practitioner (EAP) or specialist is required to email SANBI at eiadatarequests@sanbi.org.za listing all sensitive species with their unique identifiers for which information is required. The name has been withheld as the species may be prone to illegal harvesting and must be protected. SANBI will release the actual species name after the details of the EAP or specialist have been documented.

Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
	X		

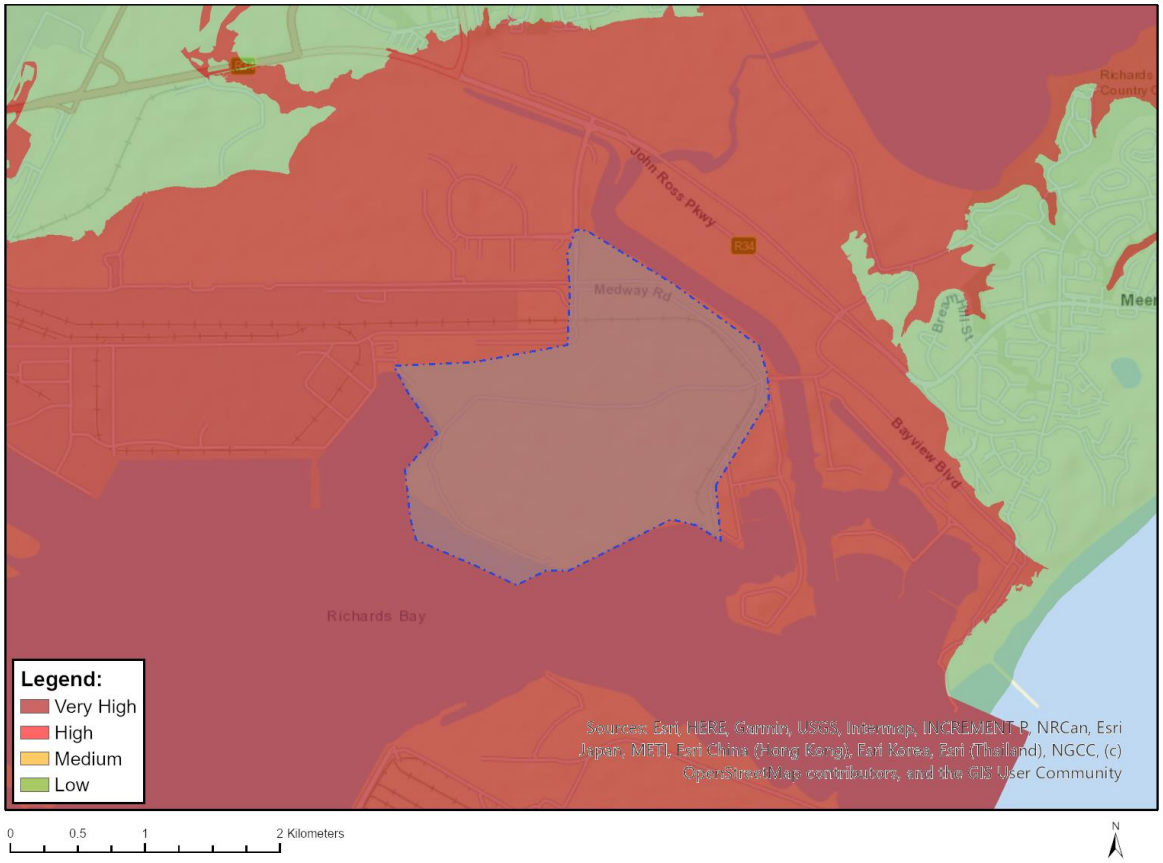
Sensitivity Features:

Sensitivity	Feature(s)
High	Aves-Nettapus auritus
High	Aves-Pelecanus onocrotalus
High	Aves-Ephippiorhynchus senegalensis
High	Aves-Podica senegalensis
High	Aves-Circus ranivorus
High	Aves-Stephanoaetus coronatus
High	Aves-Hydroprogne caspia
High	Aves-Neotis denhami
High	Aves-Balearica regulorum
High	Aves-Microparra capensis
High	Aves-Halcyon senegaloides
High	Aves-Pelecanus rufescens
High	Aves-Circaetus fasciolatus

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High	Aves-Geokichla guttata
High	Aves-Aquila rapax
High	Aves-Mycteria ibis
Medium	Amphibia-Hyperolius pickersgilli
Medium	Aves-Terathopius ecaudatus
Medium	Sensitive species 8
Medium	Reptilia-Crocodylus niloticus
Medium	Reptilia-Dendroaspis angusticeps
Medium	Reptilia-Pelusios rhodesianus
Medium	Invertebrate-Forest invertebrate
Medium	Invertebrate-Arytropteris basalis
Medium	Invertebrate-Pomatonota dregii

MAP OF RELATIVE AQUATIC BIODIVERSITY THEME SENSITIVITY



Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
X			

Sensitivity Features:

Sensitivity	Feature(s)
Very High	Estuary_Richards Bay
Very High	Wetlands_(Estuary)

MAP OF RELATIVE ARCHAEOLOGICAL AND CULTURAL HERITAGE THEME SENSITIVITY



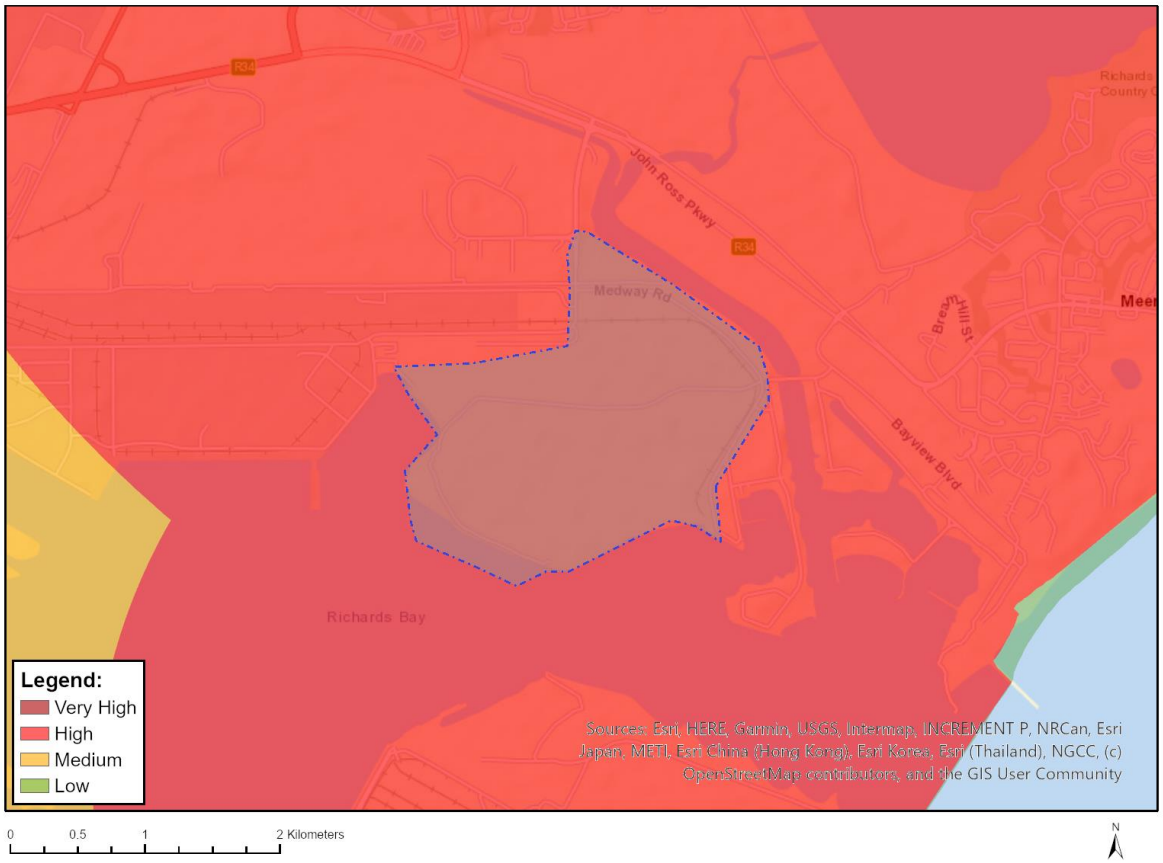
Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
			X

Sensitivity Features:

Sensitivity	Feature(s)
Low	Low sensitivity

Disclaimer applies

MAP OF RELATIVE CIVIL AVIATION THEME SENSITIVITY



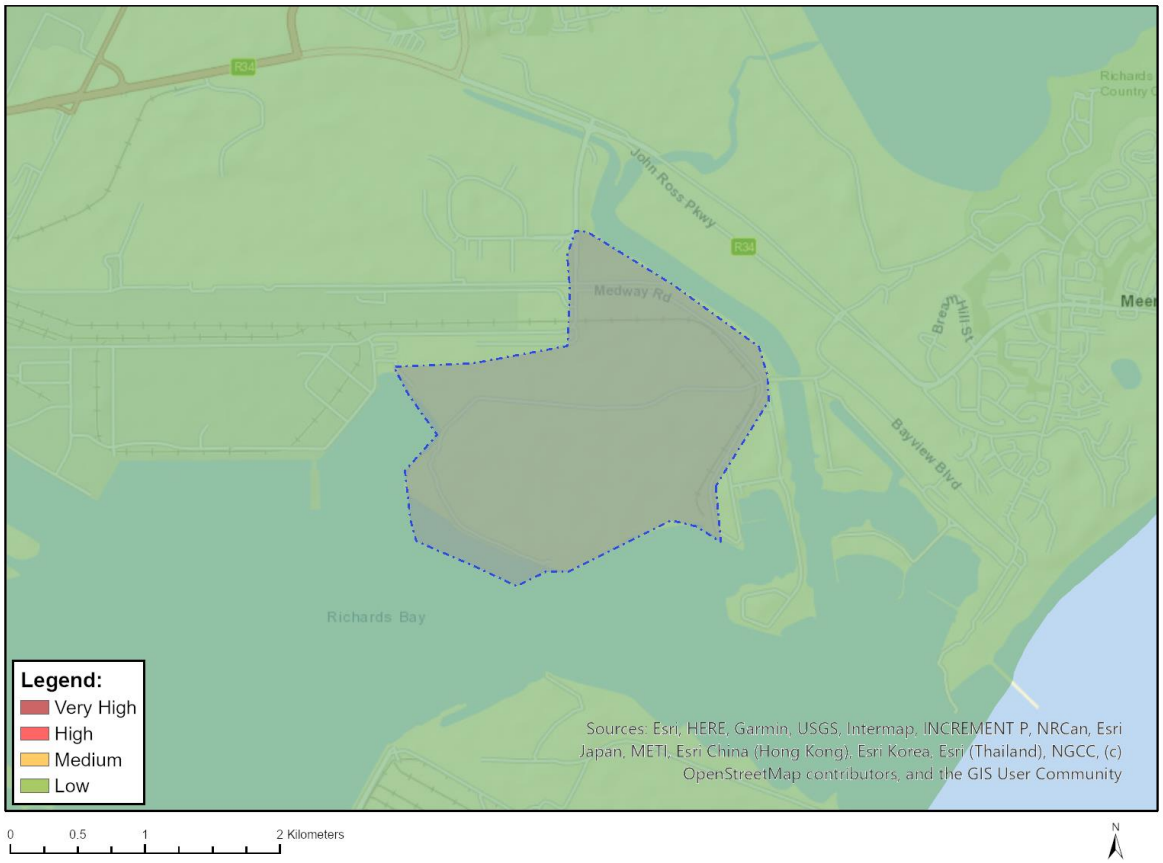
Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
	X		

Sensitivity Features:

Sensitivity	Feature(s)
High	Within 8 km of other civil aviation aerodrome
High	Dangerous and restricted airspace as demarcated
Medium	Within 5 km of an air traffic control or navigation site

Disclaimer applies

MAP OF RELATIVE DEFENCE THEME SENSITIVITY



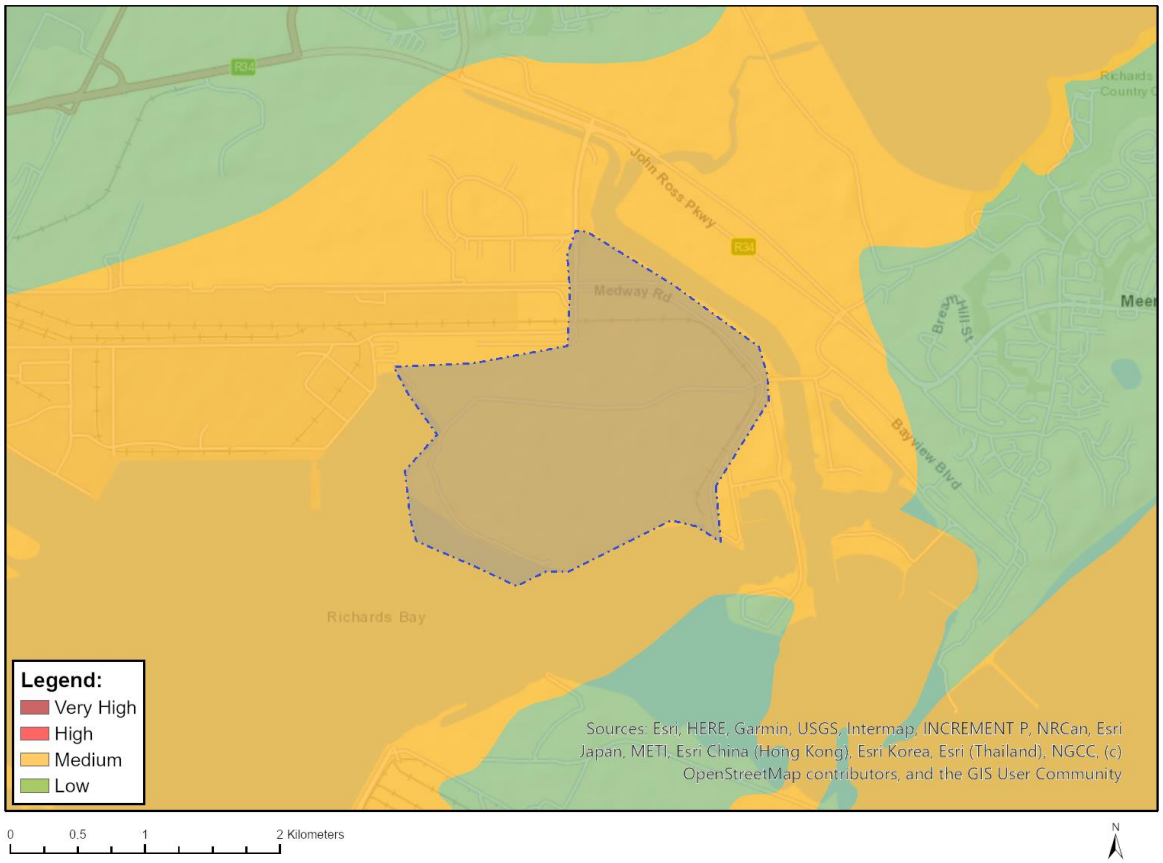
Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
			X

Sensitivity Features:

Sensitivity	Feature(s)
Low	Low Sensitivity

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MAP OF RELATIVE PALEONTOLOGY THEME SENSITIVITY



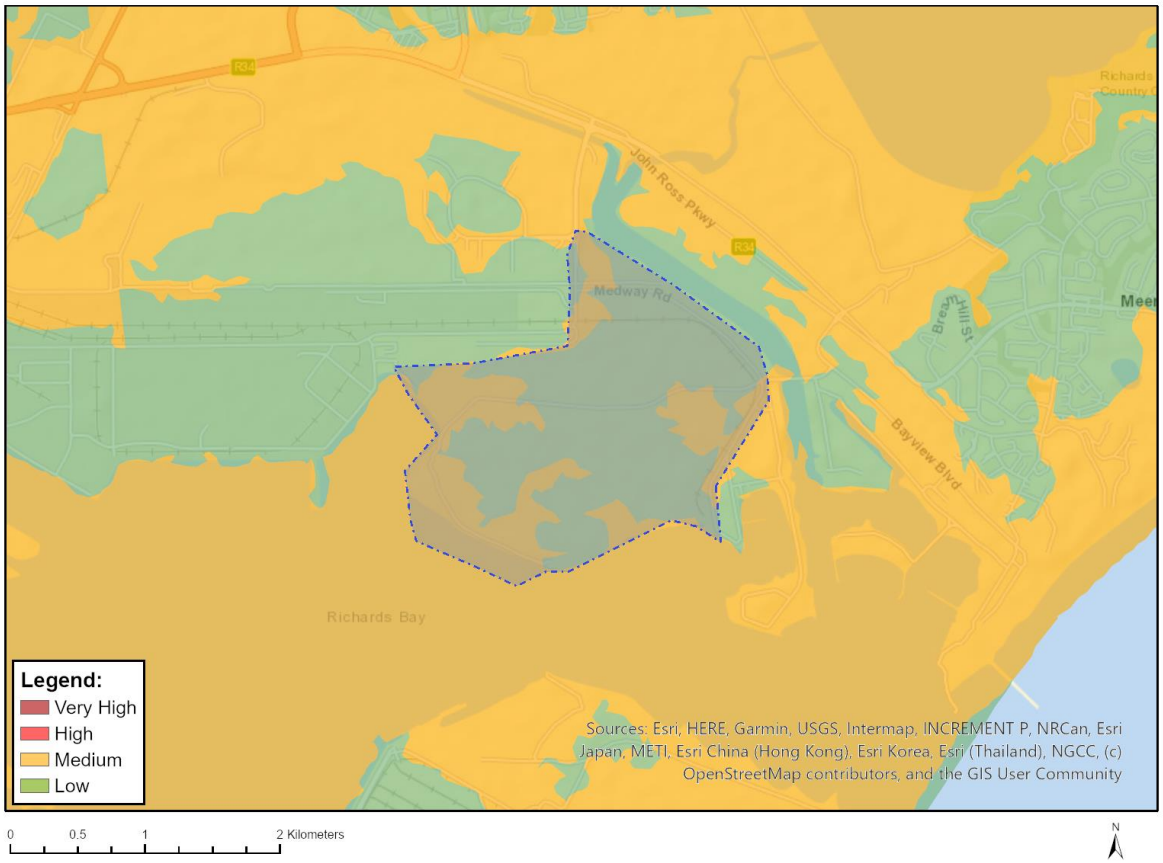
Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
		X	

Sensitivity Features:

Sensitivity	Feature(s)
Medium	Features with a Medium paleontological sensitivity

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MAP OF RELATIVE PLANT SPECIES THEME SENSITIVITY



Where only a sensitive plant unique number or sensitive animal unique number is provided in the screening report and an assessment is required, the environmental assessment practitioner (EAP) or specialist is required to email SANBI at eiadatarequests@sanbi.org.za listing all sensitive species with their unique identifiers for which information is required. The name has been withheld as the species may be prone to illegal harvesting and must be protected. SANBI will release the actual species name after the details of the EAP or specialist have been documented.

Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
		X	

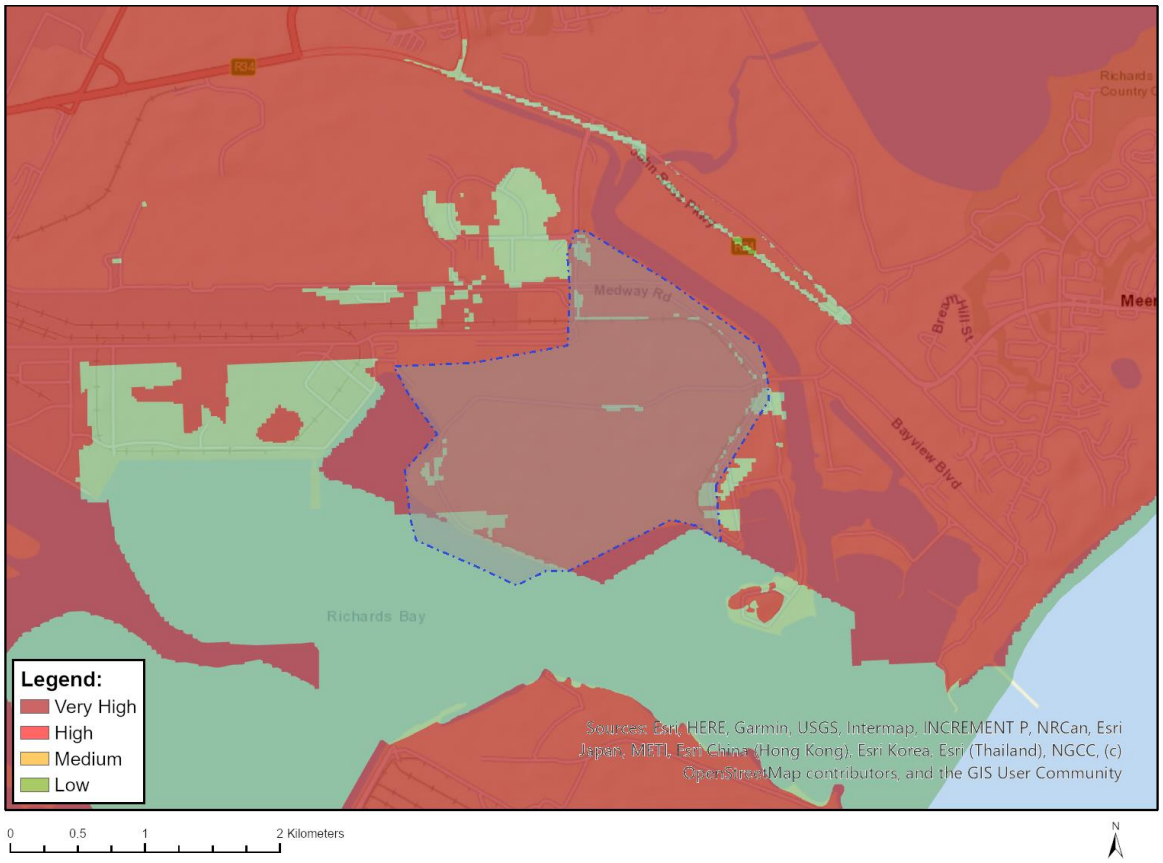
Sensitivity Features:

Sensitivity	Feature(s)
Low	Low Sensitivity
Medium	Sensitive species 1252
Medium	Aspalathus gerrardii
Medium	Thesium polygaloides
Medium	Sensitive species 89
Medium	Freesia laxa subsp. azurea
Medium	Fimbristylis aphylla
Medium	Pachycarpus concolor subsp. arenicola
Medium	Nidorella tongensis
Medium	Senecio ngoyanus
Medium	Wolffiella denticulata
Medium	Cassipourea gummiflua var. verticillata
Medium	Oxygonum dregeanum subsp. streyi

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Medium	Pavonia dregei
Medium	Sensitive species 649
Medium	Sensitive species 1221
Medium	Sensitive species 191
Medium	Zostera capensis

MAP OF RELATIVE TERRESTRIAL BIODIVERSITY THEME SENSITIVITY



Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
X			

Sensitivity Features:

Sensitivity	Feature(s)
Low	Low Sensitivity
Very High	CBA: Irreplaceable
Very High	Indigenous Forest (VegMap_2018)_Swamp Forest
Very High	National Protected Area Expansion Strategy (NPAES)

Disclaimer applies

Appendix F: Plant Species Observed Onsite

 *Acacia dealbata* (Not Evaluated)	 *Melilotus albus Medik.* (Not Evaluated)	 *Indigofera spicata* (Not Evaluated)	 *Searsia natalensis* (Least concern)	 *Osteospermum moniliferum L.* (Least Concern)
 *Verbena brasiliensis Vell* (Not Evaluated)	 *Gomphocarpus physocarpus E.Mey.* (Least Concern)	 *Bidens pilosa L.* (Not Evaluated)	 *Abrus precatorius L.* (Least Concern)	 *Catharanthus roseus (L.) G.Don* (Not Evaluated)
 *Aloe maculata All.* (Least Concern)	 *Bidens pilosa L.* (Not Evaluated)	 *Catharanthus roseus (L.) G.Don* (Not Evaluated)	 *Nephrolepis cordifolia (L.) C.Presl* (Least Concern), alien sp.	 *Tephrosia purpurea* (Not Evaluated)

 *Hibiscus tiliaceus* (Least Concern)	 *Ficus trichopoda Baker* (Least Concern)	 *Senecio pterophorus* (Least Concern)	 *Yucca aloifolia* (Data Deficient), alien sp.	 *Senecio deltoideus Less.* (Least Concern)
 *Verbena aristigera S.Moore* (Not Evaluated)	 *Erigeron sumatrensis Retz* (Not Evaluated)	 *Phymatosorus scolopendria.* (Least Concern)	 *Phymatosorus scolopendria (Burm.f.) Pic.Serm.* (Least Concern)	 *Cyperus Polystachyos Rottb.* (Least Concern)
 *Asystasia gangetica (L.) T.Anderson* (Least Concern)	 *Carpobrotus acinaciformis (L.) L.Bolus* (Least Concern)	 *Helichrysum cooperi Harv.* (Least Concern)	 *Bidens pilosa L.* (Not Evaluated)	 *Lantana* (Not Evaluated), alien sp.

				
Helichrysum. (Least Concern)	*Brachylaena discolor DC.* (Least Concern)	*Commelina erecta L.* (Least Concern)	Mangroves (*L. racemosa*)	*Imperata cylindrica (L.)* Raeusch. (Least Concern)

Appendix G: Mangrove Forests Observed Onsite



Mangroves behind Casuarinas in the south of the site, west of the estuary mouth.



Sandflat with juvenile mangroves, western corner of the site.



White Mangroves (Avicennia marina)



Avicennia marina at Mangrove Lake



Beach Mangroves clump to east of estuary mouth



Saltpan with juvenile mangroves in the south-west corner of the site, northeast view, a proposed substation on more elevated ground to left



Intertidal mud flats with Avicennia marina, western corner of site.



Juvenile Mangroves, foreground and background along the south-western beach area (mangroves beach)

Appendix H: Estuary and Wetlands Observed Onsite

 Sandbank at Estuary Mouth	 Estuary mouth, receding tide	 Estuary mouth, looking west towards the southernmost corner of the site	 Low tide sandbanks at the estuary mouth, westward view
Wetland Areas Sampling			
			

Appendix I: Human Impacts, Casuarinas and Erosion Observed Onsite

Invasive *Casuarina equisetifolia* Spread Througout the Project Area











Litter in dune vegetation



Chopped Casuarinas



Stormwater outlet in the north-west corner of site, opposite Berth 708.



Illegal Dwelling near estuary mouth (this site was cleared by the Port)

Appendix J: Animal Species Observed Onsite



Ghost Crab Burrow



Ghost Crabs



Mangrove Crabs



Gulls and Tern



Cuttlebone



Barnacles



Scylla Serrata



Starfish



Fossil shells in beach rock



Hermit Crabs above storm beach



Unidentified nest



Ant hole

Appendix K: Stakeholder Engagement Report

STAKEHOLDER ENGAGEMENT REPORT

SCOPING AND ENVIRONMENTAL IMPACT REPORTING PROCESS FOR THE DEVELOPMENT OF NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE.

Prepared by : Indaloenhle Environmental Consultants

Email : info@indaloenhle.co.za

Contact: 031 003 4241

Post : 62 Old Main Road, Kloof , 3610

Website: www.indaloenhle.co.za

Date: 25/07/2025

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1. INTRODUCTION

This Stakeholder Engagement Report forms part of the Scoping and Environmental Impact Reporting (S&EIR) process for the proposed development of Berths 709 and 710 at the Port of Richards Bay (PoRB), KwaZulu-Natal. The Project is being undertaken by Transnet National Ports Authority (TNPA) as a strategic component of the KwaZulu-Natal Logistics Hub (KZN-LH) programme and is aligned with the PoRB Master Plan (2021–2035), which outlines long-term infrastructure upgrades to enhance port capacity and operational efficiency (Figure 1-1).

The proposed site is located within the eastern precinct of the PoRB, across the bay from Berths 706–708 and falls within the uMhlathuze Local Municipality and King Cetshwayo District Municipality. The area is zoned for port and industrial use and is well connected to regional transport routes, including the N2, R34, and R619.

Indaloenhle Environmental Consultants has been appointed as the Environmental Assessment Practitioner (EAP) to manage the Environmental Authorisation (EA) application in accordance with the EIA Regulations, 2014 (as amended), under the National Environmental Management Act (NEMA, Act No. 107 of 1998). A Water Use Licence Application (WULA) is also being pursued under the National Water Act (NWA, Act No. 36 of 1998).



Figure 1-1: Port Development Framework Plans, 2022 (TNPA)

This report outlines the stakeholder engagement activities undertaken during the Scoping Phase, including the public review of the Draft Scoping Report (DSR) from 13 June to 14 July 2025. Comments and feedback on the WULA will be accepted for an extended 60-day period, ending 14 August 2025. It also summarises the Public Participation Process (PPP), which was designed to ensure inclusive, transparent, and culturally appropriate engagement with Interested and Affected Parties (I&APs).

The PPP aimed to:

- Inform stakeholders of the proposed development and its potential environmental and social impacts.
- Provide accessible platforms for stakeholders to express concerns, suggestions, or support.
- Facilitate meaningful input into the EIA and WUL processes, in line with democratic and sustainability principles.

Stakeholders were identified through existing databases, local knowledge, and referrals from authorities and community representatives. Engagement methods included direct email notifications, site notices at key public locations, and newspaper advertisements in both English and isiZulu. The DSR was made available at public libraries and online, and all comments received were documented and addressed in the Comments and Response Report (CRR)(see **Appendices K.1 – K.7**).

Following acceptance of the Final Scoping Report (FSR), the Draft Environmental Impact Report (EIR) will be released for a 30-day public comment period. All registered stakeholders will be notified of key milestones and decisions via emails.

2. PUBLIC PARTICIPATION PROCESS (PPP)

The PPP plays a crucial role in ensuring that the relevant I&APs are identified and engaged from the outset of the Project. The input from I&APs regarding issues, impacts, and alternatives will help guide the EIR process and improve the quality of the decision-making by authorities. As an I&AP, it is important that you are registered for the Project and submit your comments within the stipulated deadlines to the EAP using the contact details provided in this document.

The main objective of the PPP is to provide I&APs with the opportunity to express their support, concerns, and questions about the Project. It also ensures that I&APs, the EAP, and the CA have access to accurate, clear, and understandable information regarding the environmental, social, and economic impacts of the proposed Project and any implications of the decision. This process allows I&APs to suggest ways to reduce or mitigate the negative impacts and enhance the positive impacts of the Project. Additionally, the applicant can incorporate the values, preferences, and needs of the affected parties into the Project application.

The PPP begins with direct notification to potential I&APs regarding the intention to apply for an EA for the Berths 709 and 710 Project. This notification provides information about the proposed Project, the EA application, the EIR process, and opportunities for public comment. It also invites stakeholders to register as I&APs and participate in the EIR process, contributing comments during key milestones. In compliance with the Protection of Personal Information Act (POPIA), I&APs' consent is sought to use their contact details solely to provide information and invite comments.

2.1. Objectives and Principles of Public Participation

Public participation is a critical component of the environmental assessment process and is grounded in the principles of transparency, inclusivity, and accountability. It involves a series of culturally appropriate and accessible engagements designed to give stakeholders, particularly those who may be affected by the project, an opportunity to express their views. These inputs are considered and, where appropriate, incorporated into the project planning and decision-making process.

Effective public participation requires the early and open disclosure of relevant and sufficient information to enable stakeholders to fully understand the potential risks, impacts, and benefits associated with the proposed development.

Public involvement in the Scoping and Environmental Impact Reporting (S&EIR) and WULA process ensures that I&APs can contribute their input, gain access to clear information, help identify and mitigate potential impacts, and allow the applicant to consider community needs and values in the decision-making process.

By involving the public meaningfully throughout the EIA and WUL application processes, this Project aims to uphold democratic principles while ensuring that development is sustainable, equitable, and responsive to the needs of those most affected.

The Public Participation principle holds that those who are affected by a decision have the right to be involved in the decision-making process i.e., the public's contribution will influence the decision. One of the primary objectives of conducting the PPP is to provide I&APs with an opportunity to express their concerns and views on issues relating to the proposed project.

The principles of public participation are:

- To provide I&APs with a platform to express support, concerns, or queries regarding the project or decision.
- To facilitate access to accurate and clear information on the environmental, social, and economic implications of the proposed activity.
- To enable I&APs to contribute suggestions for mitigating negative impacts and enhancing positive outcomes.
- To ensure that the applicant (TNPA) considers the needs, values, and preferences of affected stakeholders in the application process.

2.2. Role and Responsibilities of I&AP Engagement

In terms of the EIA Regulations, I&APs are individuals or organisations who may be interested in or potentially affected by the outcome of the environmental authorisation process. This broad category includes among others, individuals, neighbours, communities, government representatives, other stakeholders such as community leaders, non-governmental organizations etc. are invited to participate in the EIA and WULA process by means of published advertisements, site notices and written correspondence.

The responsibilities of stakeholders include:

- Highlighting concerns and identifying potential impacts of the proposed project on both the natural and social environment.
- Recommending alternative approaches to reduce negative impacts and enhance beneficial outcomes.
- Contributing to or reviewing the development of mutually agreed-upon criteria for evaluating decision-making options.
- Confirming that their inputs, concerns, and queries have been acknowledged and addressed.

2.3. How can you get Involved?

While anyone with a relevant interest may be considered an I&AP, a registered I&AP is someone who has formally requested registration or whose contact details have been obtained through stakeholder identification efforts.

Registering as an I&AP involves:

- Reviewing the provided information and making an effort to understand the project and any potential issues.
- Sharing relevant information that may assist in conducting a comprehensive assessment.
- Responding to our invitation to participate, either by phone or email.
- Completing the attached comments form.
- Participating in open days or public meetings where applicable—registered I&APs will receive notifications about these events.
- Reviewing and providing input on the DSR and WULA during the designated public comment periods; and
- Reaching out to the designated contact persons with any comments, questions, suggestions, or requests for additional project information.

3. OVERVIEW ON PUBLIC PARTICIPATION

3.1. Identification of Key Stakeholders

Stakeholders were identified using existing databases, local knowledge, and recommendations from authorities and community representatives. A stakeholder register was compiled and includes stakeholders such as the Commenting Authorities, landowners/users, and Ward Councillors, as well as any other I&APs who may be interested or affected by the project. A copy of the stakeholder database is included in **Appendix K.1** and is maintained as part of the PPP documentation.

3.2. Scoping Phase

A 30-day public review period for the DSR was undertaken from 13 June to 14 July 2025 (comments and feedback on the WULA will be accepted for an extended 60-day period, ending 14 August 2025). During this time, the report could be reviewed at the Richards Bay and Aquadene Public Libraries. Digital access to the report was also provided through the following online platform:

https://drive.google.com/drive/folders/16sJL6BYfqnPwiVTieRgPUEfr4YH5rjVP?usp=sharing

In line with EIA Regulation 41(2) and the NWA, a variety of public participation methods were employed to ensure broad and meaningful engagement. These included those outlined in the subsections below.

3.2.1. Email Notification

Potential I&APs and stakeholders were initially notified of the proposed Project via direct email correspondence on 13 June 2025. As additional I&APs and stakeholders were identified, further notifications were issued to ensure comprehensive outreach. The intent of these notifications was to invite individuals and organisations to register on the Project's stakeholder database and to provide them with the opportunity to review and comment on the DSR and WULA. Documentation confirming the distribution of these notifications is provided in **Appendices K.1, and K.4**.

3.2.2. Site Notices

A total of nine (9) site notices were strategically placed in publicly visible locations to inform the community of the proposed Project. These notices were installed on the Project site fence and other locations, in accordance with regulatory requirements. The intent was to ensure that the notices were clearly visible to passersby and stakeholders in the surrounding area.

Evidence of the site notices, including photographic proof and a copy of the notice itself, is included in **Appendix K.5** of this SER. Placement locations included the following key public and institutional sites:

- Department of Home Affairs and King Cetswayo District (Richards Bay)
- Aquadene Public Library
- Blackwood's Richards Bay
- TNPA Entrance
- Project Area Entrance
- Zululand Yacht Club
- IDZ and Hulamin Entrance Richards Bay
- Richards Bay Seafarers Club
- Richards Bay Ski-Boat Club
- UMhlathuze Municipality
- Richards Bay Library

3.2.3. Newspaper Advertisements

In accordance with the EIA Regulations under the NEMA, Act No. 107 of 1998, and the NWA, notification of the proposed Project, together with an invitation to submit comments on the DSR and WULA, was published in the Zululand Observer and Isolezwe newspapers on 13 June 2025, in English and isiZulu respectively. The purpose of this public advertisement was to formally inform the general public of the proposed development, provide an opportunity for registration on the Project database, and facilitate public input on the DSR and WULA.

Copies of the advertisements are appended hereto as **Appendix K.2** of this SER.

4. COMMENTS AND RESPONSE REPORT

Following the receipt of comments from I&APs, this Comments and Response Report ("CRR") was prepared. All comments received from stakeholders on the DSR and WULA have been captured and responded to in the below Table 4-1. The copies of comments and responses are included in **Appendix K.7** of this SER.

Table 4-1: Comments and Responses

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
Nompumelelo Lekalakala	DFFE (B&C: Biodiversity Mainstreaming & EIA)	20 June 2025	Dear Sir/Madam DFFE Directorate: Biodiversity Conservation hereby acknowledge receipt of the invitation on the 20th of June 2025 to review and comment on the Project mentioned on the subject line. Kindly note that the Project has been allocated to Mrs P Makitla and Ms Nompumelelo Lekalakala (Copied on this email). In addition, kindly share the shapefiles of the development footprints/application site with the Case Officers. Please note: All Public Participation Process documents related to Biodiversity EIA review and any other Biodiversity EIA queries must be submitted to the Directorate: Biodiversity Conservation at Email: BCAdmin@dffe.gov.za for attention of Mr Seoka Lekota	The KML was sent as requested, see email below: Good day, I trust you are well. Please see the attached KML of the development footprints as requested. Kind Regards.	25 June 2025
Thembisile Mnisi	DFFE	26 June 2025	Dear Mbalenhle We would like to come for a site visit on the 23 of July 2025 for the New Berths 709 and 710 at the Port of Richards Bay. Please assist with your availability for the proposed date. Regards Thembisile Mnisi	Good Day Thembi , Your email is acknowledged, and I have communicated the site meeting with the team, and we look forward to meeting the DFFE team. We confirm availability Regards Mbalenhle Mtshali	27 June 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**1 Listed activities and draft SR** a) It has been noted that the words/or wording such as "anticipated, exceed, approximately, more than, estimated, envisaged, etc," have been used while describing the applicability of the activities applied for. It is drawn to your attention that the use of such word(s) creates uncertainty. Therefore, you are advised to refrain from using such words and ensure that the applicability of the triggered activities is clear in the amended application form and final SR.	The application form and Final Scoping Report have been amended to include only the applicable listed activities, and remove ambiguous terms.	21July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	b) It has been noted that the exclusions on the triggered listed activities applied for are not included. Therefore, you are advised to include in the amended application form as well as final SR all the relevant exclusions related to the listed activities applied for. For instance, activity 17 of Listing Notice (LN) 1 has been applied for, however the exclusions have not been quoted in the application form. Please ensure that for all the listed activities applied for, this is amended in the application form and the final SR.	The updated application form and Final Scoping Report now contain all necessary exclusions associated with each listed activity applied for.	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	c) Activity 17 of Listing Notice 1 has been applied for, however, the sub activities in the portion of the proposed Project to which the applicable listed activity relates with regards to whether the development is within the sea; estuary; littoral active zone; in front of a development setback; or if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; has not been indicated. Please indicate the relevant sub-activity and the actual footprint of the two proposed structures or infrastructures in the amended application form and the final SR. In addition, you are requested to clarify whether the development of infrastructure and structures will occur within existing ports or harbours that will not increase the development footprint of the port or harbour or not. If the footprint of the port/harbour will be increased, please specify the actual additional footprint in relation to the existing footprint. Please note that the CA will only consider listed activities applicable and clarified by the EAP when making final decision on this application.	The listed activity has been revised see below: This is applicable as the Project includes development in respect of fixed/floating jetties and slipways, embankments, rock revetments or stabilising structures, infrastructure or structures with a development footprint of 50 square metres or more that is within 100m from the high-water mark of the sea and within an estuary. The total footprint of all land-based infrastructure is 28ha and 3.1ha for the quay side. The development is within the designated port area, as reflected in the Port Master Plan, and the development footprint of infrastructure in the Project area will increase.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	d) For activities 19 and 19A of LN 1, please indicate the applicable sub-activities applicable to the two listed activities and the actual amount of material to be dredged, deposited, excavated, and removed in the amended application form and the final SR. It is noted that for this activity/ies above (i.e., 19 and 19A) the port/harbour footprint will be increased, however, the actual footprint has not been mentioned. Please mention the additional footprint.	This is applicable as the infilling or depositing material is envisaged to be more than 10 cubic meters during the dredging stage. To accommodate the manoeuvring of design vessels to the new berths 709 and 710, dredging will be required. The estimated volume of material to be dredged is 1.8 million cubic meters. The dredging will involve the removal of sediment, silt and other materials from the seabed to create sufficient depth for vessel manoeuvring and berthing. The development is within the designated port area, as reflected in the Port Master Plan.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	e) For activity 27 of LN1, it has been stated that "*clearance of indigenous vegetation is expected to be more than 1 ha and therefore this activity is applicable*". You are requested to indicate the exact amount and type of indigenous vegetation to be cleared or removed and note that for this listed activity to be triggered the area of 1 hectare or more, but less than 20 hectares of indigenous vegetation must be cleared. Note that the use of the wording "*expected* "is unacceptable, because it creates uncertainty. You are advised to refrain from using such words and ensure that the applicability of the triggered activities is clear in the amended application form and final SR. Furthermore, please indicate the relevant sub-activity in the amended application form and final SR.	The applicability of the activity has been revised to include the subsection of the activity being triggered. "It is applicable as the proposed development will result in the clearance of indigenous vegetation of 12 ha, excluding clearance of 16 ha for linear activities. The subsection triggered is, "clearance of an area of 1 hectare or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for- (i) undertaking of a linear activity". The vegetation types to be cleared include Mangrove forest, Swamp forest, Secondary woodlands and shrublands , Northern Coastal Forest, Subtropical Seashore Vegetation".	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	f) For activity 6 of LN 2, it has been stated that "a *WULA is applicable to the Project. Activity 6 may further be applicable due to the containment of stormwater and the overflow into a watercourse*". This seems to be a precautionary approach**.** Please indicate the relevant sub-activity in the amended application form and final SR and ensure that only applicable listed activities must be applied for and can be linked to the Project description. the listed activities in the amended application form and final SR are clear and final for decision making purposes.	The applicability of the activity has been revised to include the subsection of the activity being triggered. "The activity is applicable as the subsection of "the development of facilities or infrastructure for any process or activity which requires a permit or license or an amended permit or license in terms of national or provincial legislation governing the generation or release of emissions, pollution or effluent, is triggered", due to the Project having a stormwater containment infrastructure with controlled overflow into a watercourse, which require a WULA".	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	g) For activity 14 of LN 2, please indicate the actual physical footprint of the proposed infrastructure(s) to be developed within a watercourse and the relevant sub-activity in the amended application form and final SR.	The applicability of Activity 14 of Listing Notice 2 has been revised to include the relevant sub-activity being triggered. The Project involves the construction of quay infrastructure and associated marine structures on and along the seabed. The applicable sub-activity is subsection (iii): "any other structure or infrastructure on, below or along the seabed." This includes the quay structure for Berths 709 and 710, access trestles, and quayside furniture such as fenders, mooring bollards, ladders, and navigation aids. These components will result in a permanent physical footprint on the seabed. The estimated footprint of the permanent quay-side infrastructure is 3.1 ha, and the dredging area surrounding this 21 ha. This has been reflected in the amended application form and FSR.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	e) For activity 26 of LN 2 and activity 14 of LN 3 it has been stated "*the entire Project area is located within the EFZ therefore this activity is applicable*. Please indicate the correct sub-activities in the amended application form and the final SR, to determine the applicability of the listed activities.	The applicability of the activity has been revised to include the subsection of the activity being triggered. "The activity is applicable as the entire Project area is within the Estuarine Functional Zone (EFZ) and involves development in the sea and in an estuary for port infrastructure. The development includes facilities associated with the arrival and departure of vessels and handling of cargo (subsection (a)) and forms part of a coastal harbour or port (subsection (f))"	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	f) For activity 4 of LN 3, it has been stated that "this road is anticipated to be 1.8 km in length and 8m in width with gravel shoulders. The road is within CBA and EFZ therefore this activity is applicable. Please indicate the actual length and width of the road and take note that for this listed activity to be applicable the road must be wider than 4 meters with a reserve less than 13,5 meters. Furthermore, indicate the type of CBA in which the development will take place, and whether the systematic biodiversity plans or the bioregional plans have been adopted by the competent authority in order to determine the applicability of this listed	The applicability of the activity has been revised to include the subsection of the activity being triggered. It is applicable, due to Activity 4 (d)(i) and (viii) is triggered as the Project includes the development of an access road anticipated to be 1.8 km in length and 8 m in width with gravel shoulders. The road is located within the Estuarine Functional Zone (EFZ) and a Critical Biodiversity Area (CBA 1 – Irreplaceable) in KwaZulu-Natal. The width exceeds 4 m, and the reserve is less than 13.5 m, meeting the criteria for this activity.	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
			activity. Proof of confirmation by the relevant authority must be submitted with the amended application form and final SR.		
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	g) For activity 12 of LN 3, please indicate the actual amount of indigenous vegetation to be cleared in the amended application form and final SR, to determine the applicability of this listed activity.	The applicability of Activity 12 of Listing Notice 3 has been revised to include the relevant sub-activities being triggered. The activity is applicable due to subsections 12(d)(v) and 12(d)(xiii), as the proposed development will require the clearance of more than 300 m² of indigenous vegetation within both an Estuarine Functional Zone (EFZ) and a Critical Biodiversity Area (CBA 1 – Irreplaceable) in KwaZulu-Natal. The total estimated area of indigenous vegetation to be cleared for all project infrastructure is 28 hectares (280,000 m²). This information has been updated in the amended application form and FSR.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	h) Kindly be advised that listed activities are not based on a precautionary approach. Please ensure that all the listed activities in the amended application form and final SR are clear and final for decision making purposes.	The application form and Final Scoping Report have been updated to include only the relevant listed activities, confirmed for decision-making purposes.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	i) You are advised to consider the threshold of each listed activity as set in the Listing Notices and ensure the applied listed activity trigger the relevant listed activity. Should listed activity be triggered, you are requested to amend and ensure relevant and exact dimensions are stipulated in the description of the triggered listed activity in the amended application form, final SR, draft and final EIAr.	The thresholds of each listed activity, as set out in the Listing Notices, have been duly considered. The applied listed activities accurately trigger the relevant listed activities. Where a listed activity has been triggered, the necessary amendments have been made, and the relevant and exact dimensions have been clearly stipulated in the description of the triggered listed activity in the amended application form, the final Scoping Report (SR), and the draft and final Environmental Impact Assessment Report (EIAr).	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	j) Please ensure that all relevant listed activities are applied for, are specific and can be linked to the development activity or infrastructure as described in the Project description. In addition, the onus is on the applicant and the Environmental Assessment Practitioner ("EAP") to ensure that all the applicable listed activities are included in the application and the final SR. Failure to do so may result in unnecessary delays in the processing of the application.	The application form and Final Scoping Report have been amended to ensure that all applicable listed activities are accurately captured. This will be done in alignment with the responsibilities of the applicant and EAP to avoid any potential delays in the processing of the application.	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	k) If the activities applied for in the application form differ from those mentioned in the draft SR, an amended application form must be submitted with the final SR. Please note that the Department's application form template has been amended and can be downloaded from the following link https://www.environment.gov.za/documents/forms.	The application form and Final Scoping Report have been revised to reflect solely the applicable listed activities. Activities applied for in the application form are the same as those mentioned in the draft SR.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**2 Screening tool report and site sensitivity verification report** a) It has been noted that there are no compiler signatures on the screening tool reports (page 1 of 17). Please submit the signed screening tool report with the amended application form and final SR.	The screening tool report has been duly signed and submitted along with the amended application form and Final Scoping Report.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	b) Civil aviation theme has been rated high sensitivity by screening tool, and this was disputed in the site sensitivity verification report stating that civil aviation was rated high sensitivity due to the Project being located within 8 km of a civil aviation aerodrome and dangerous and restricted airspace. Please ensure that you request written comments from the civil aviation authority (CAA) and submit the comments with the final SR.	The Civil Aviation Authority has been added to the list of stakeholders and will be notified of developments during the Berth 709 and 710 S&EIR process.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**3 Alternatives** a) You are required to provide details of all the alternatives considered for this development and indicate the preferred alternatives as per Appendix 2 (2) (1) (g) (i) (v) (vi) of the NEMA EIA Regulations, 2014, as amended in the final report.	In accordance with Appendix 2(2)(1)(g)(i), (v), and (vi) of the NEMA EIA Regulations, 2014 (as amended), the Final Scoping Report (FSR) includes a detailed assessment of alternatives considered for the proposed development. This includes the no-go alternative, as well as feasible and reasonable alternatives related to location, layout, and design. The alternatives assessment was guided by the requirements of Sections 24(4)(b)(i), 24(4A), and 24O(1)(b)(iv) of NEMA, which require the consideration of alternatives that may minimise environmental harm. The process included: • Consideration of the no-go alternative as a baseline scenario; • Comparison of reasonable and feasible alternatives; and • A defined methodology for the elimination of less suitable alternatives. A structured Multi-Criteria Analysis (MCA) was used to evaluate the identified alternatives. This process was undertaken through a multidisciplinary workshop held on 15 October 2024, involving representatives from TNPA, Hatch, Indaloenhle, and PRDW. The MCA assessed alternatives against weighted criteria including: Risk, Health and Safety, Environmental Sustainability, Operational Performance, Scalability, Flexibility, and Future Expansion, and Financial Considerations.	21 July 2025

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				This collaborative process led to the identification of the preferred "Go Forward Options". The preferred alternative was selected based on its overall performance across environmental, technical, and operational criteria. The outcomes of this process are presented in Section 4 of the FSR, including Figures 4-4 and 4-5, and will be further assessed in detail during the EIR phase.	
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	b) Alternatively, you should submit written proof of an investigation and motivation if no reasonable or feasible alternatives exist in terms of Appendix 2 taking into consideration the mitigation hierarchy to manage impacts identified.	In accordance with Appendix 2 of the NEMA EIA Regulations, 2014 (as amended), where no reasonable or feasible alternatives were identified for specific project components, written motivation has been provided in Section 4 of the Final Scoping Report (FSR), taking into account the mitigation hierarchy. For example, no location alternatives were considered for the proposed TNPA substation. The substation must be centrally located to ensure efficient and effective power distribution to current and future developments within the eastern area of the Port of Richards Bay. Similarly, the location of Berths 709 and 710 was determined through strategic planning under the TNPA Master Plan, which earmarked this site for port expansion. Where alternatives were not considered, the rationale for their exclusion has been documented in the FSR, supported by technical, environmental, and strategic planning justifications. This approach ensures that the project aligns with the mitigation hierarchy by avoiding unnecessary impacts and optimising the use of already transformed land within the port.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**4 Specialist studies** a) It is brought to your attention that Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Sections 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation, which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e., "the Protocols"), and in Government Notice No. 1150 of 30 October 2020, have come into effect. Please note that specialist assessments must be conducted in accordance with these protocols unless proof is provided to demonstrate that the specialist assessments were commissioned prior to 50 days after the promulgation of GN 320 and after promulgation of GN1150 (30 October 2020).	The specialist reports in EIR will be carried out in accordance with the prescribed protocols. Furthermore, where applicable, specialists registered with SACNASP or certified in the relevant field have been appointed.	21 July 2025

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Thembisile Mnisi	DFFE: Case Officer	10 July 2025	b) The protocols require certain specialists to be registered with SACNASP. Refer to the relevant protocols in this regard.	The relevant protocols have been reviewed, and we confirm that all specialists required to be registered with SACNASP in terms of the protocols have been duly appointed.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	c) Specialist studies to be conducted must provide a detailed description of the study's methodology; indication of the locations and descriptions of the development footprint, and all other associated infrastructures that they have assessed and are recommending for authorisation.	All specialist studies to be included in the EIR will provide a detailed description of the methodology used, as well as clear indications of the location and extent of the development footprint and associated infrastructure assessed. Each report will also specify the infrastructure recommended for authorisation. This approach ensures compliance with Appendix 2 of the NEMA EIA Regulations, 2014 (as amended), and supports transparent and defensible impact assessment outcomes. These details will be clearly presented in each specialist report submitted as part of the EIR documentation.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	d) The specialist studies must also provide a detailed description of all limitations of the studies. All specialist studies must be conducted in the right season and providing that as a limitation will not be allowed.	Each specialist report included in the EIR will contain a dedicated section outlining the assumptions and limitations of the study. Seasonally sensitive studies will be scheduled and conducted during the appropriate season to ensure data validity.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	e) Please note that the Department considers a 'no-go' area as an area where no development of any infrastructure is allowed; therefore, no development of associated infrastructure including access roads is allowed in the 'no-go' areas.	We confirm that no development, including associated infrastructure such as access roads, will be proposed within the designated 'no-go' areas. This commitment is informed by the findings of the detailed environmental and specialist assessments, which will be documented in the EIR and will guide the delineation and enforcement of 'no-go' areas.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	f) Should the specialist definition of 'no-go' area differ from the Department's definition; this must be clearly indicated. The specialist must also indicate the 'no-go' area's buffer if applicable.	No such differences have been noted. The Final EIR will contain the approved layout and sensitivity map, clearly indicating no-go areas and buffer zones.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	g) All specialist studies must be final, and provide detailed/practical mitigation measures for the preferred alternative and recommendations, and must not recommend further studies to be completed post EA.	All specialist studies will be final and will include detailed and practical mitigation measures and recommendations for the preferred alternative. Where applicable, the studies will clearly state that no further investigations will be required post-Environmental Authorisation, in line with the Department's requirements.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	h) Should the appointed specialist recommend specific mitigation measures, these must be clearly indicated.	All mitigation measures recommended by the appointed specialists in their reports in EIR will be clearly outlined in their respective reports and appropriately incorporated into the Draft EIR.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	i) Should the appointed specialists specify contradicting recommendations, the EAP must clearly indicate the most reasonable	Indaloenhle will evaluate the specialist recommendations to ensure there is no overlap or contradiction before they are incorporated into the Draft EIR.	21 July 2025

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			recommendation and substantiate this with defendable reasons; and were necessary, include further expertise advice.		
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	j) Declaration forms must be provided for all specialist studies to be conducted.	Declaration forms will be completed and submitted for all specialist studies conducted, and these will be included in the EIR as required.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	k) Should it be determined that there is a need for additional specialist studies to be undertaken based on the outcome of public participation, these must be commissioned and be included in the draft EIA reports for public comment.	Should the outcome of the public participation process indicate the need for additional specialist studies, these will be promptly commissioned and included in the Draft EIR for public review and comment. However, as per the current Scoping Phase PPP, which has concluded, no formal requests for additional specialist studies have been received to date.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**5 Layout and Sensitivity Maps** a) It has been noted no layout and sensitivity map has been attached to the draft SR but instead a Project master layout has been attached.	The final Scoping Report has been updated to include the Project Master Layout overlain with wetlands and vegetation sensitivities. As specialist assessments are still underway, more detailed sensitivity mapping including any other identified and confirmed sensitivities will be included in the Draft EIR.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	b) All available biodiversity information must be used in the finalisation of the layout map. Existing infrastructure must be used as far as possible e.g., roads.	All available biodiversity data will be considered in the final layout design, where feasible, existing infrastructure—such as roads—will be utilised to minimise additional environmental disturbance.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	c) The layout map must indicate the following: • facility and associated infrastructure (all existing and proposed infrastructure). • wetlands, drainage lines, rivers, stream and water crossing of roads indicating the type of bridging structures that will be used • the location of sensitive environmental features on site e.g., Nature Reserve and its buffer, CBA, wetlands, drainage lines, etc. that will be affected by the activity and its associated infrastructure an • all "no-go" areas.	Individual maps were developed due to visibility limitations of certain layers, as all required information could not be displayed on a single map. Additionally, the specialist studies are still in progress, and the buffer and no-go areas will only be available in the Draft EIR.	21 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	d) Please be advised that Google maps will not be accepted.	ARC GIS and QGIS were used to produce the layout and sensitivity maps included in the Draft and Final Scoping Reports. Images and Google Earth maps were also incorporated as supplementary information.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	e) The above layout map must have a clear legend with information communicating with that on the map, be overlain with the sensitivity map.	The Final Scoping Report includes layout and sensitivity maps, each with a corresponding legend.	15 July 2025

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Thembisile Mnisi	DFFE: Case Officer	10 July 2025	f) In addition, all available biodiversity information must be used in the finalisation of the map and infrastructure must not encroach on highly sensitive areas as far as possible.	All available biodiversity data have been considered in the final layout design. The Project layout is guided by sensitivity mapping to ensure that infrastructure does not encroach on highly sensitive areas.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**6 Public Participation Process** It has been noted that there is no list of I&APs attached to the Draft SR as required. Please ensure that this list is compiled and submitted with the amended application form and final SR.	The has been compiled and included in Appendix K.1.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	b) Please ensure that comments on the draft SR from all relevant stakeholders are submitted to the Department with the final SR. This includes but not limited to the, King Cetshwayo District, uMhlathuze Municipality, KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs (KZN:EDTEA), Ezemvelo KZN Wildlife, Department of Water and Sanitation, Civil Aviation Authority, Department of Forestry, Fisheries and the Environment (DFFE): Biodiversity Planning and Conservation (BCAdmin@dffe.gov.za), Oceans and Coast - (OCEIA@dffe.gov.za), as well as the Protected Areas Section, DEADP – Coastal Management Unit, Department of Agriculture, Ezemvelo, DEADP, Department of Forestry, Fisheries and the Environment ("DFFE"): Protected Areas and the DFFE: Biodiversity Conservation (BCAdmin@dffe.gov.za).	All comments received up to the date of this report have been incorporated and duly responded to. A SER has also been included.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	c) Proof of correspondence with the various stakeholders must be included in the final SR. Should you be unable to obtain comments, proof must be submitted to the Department of the attempts that were made to obtain comments.	Correspondence with stakeholders has been documented and included in Appendices K.1 – K.7.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	d) The Public Participation Process must be conducted in terms of Regulations 39, 40, 41, 42, 43 & 44 of the EIA Regulations 2014, as amended.	The PPP followed the requirements set out in Regulations 39,40,41,42,43 and 44 of the EIA Regulations.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	e) Please ensure that all issues raised, and comments received during the circulation of the draft SR from registered I&APs and organs of state which have jurisdiction (including this Department's comments) in respect of the proposed activity are adequately addressed. Comments made by I&APs must be comprehensively captured (copy verbatim if required) and responded to clearly and fully. Please note that a response such as "noted" is not regarded as an adequate response to I&AP's comments.	All received comments have been documented and addressed. The Comments and Responses Report can be found in the SER, attached on chapter 5.	15 July 2025

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Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**7 EMPr** a) It has been noted that no EMPr has been attached to the draft SR. Kindly ensure that the EMPr complies with the content of the EMPr in terms of Appendix 4 of the Environmental Impact Assessment Regulations, 2014 as amended and must be submitted with the amended application form and final SR.	The EMPr will be prepared in line with the requirements of the EIA Regulations and submitted as part of the Draft EIR.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	10 July 2025	**8 Cumulative Assessment** a) Should there be any other similar Projects within a 30km radius of the proposed development site, the cumulative impact assessment for all identified and assessed impacts must be refined to indicate the following: • Assess the cumulative impacts of the proposed (not yet authorised), authorised (not yet constructed) facilities in the area. • Detailed process flow and proof must be provided, to indicate how the specialist's recommendations, mitigation measures and conclusions from the various similar developments in the area were taken into consideration in the assessment of cumulative impacts and when the conclusion and mitigation measures were drafted for this Project. • The cumulative impacts significance rating must also inform the need and desirability of the proposed development. • The cumulative impacts significance rating must also inform the need and desirability of the proposed development.	Noted. The cumulative impacts will be considered and assessed as requested, addressing all specified requirements, including consideration of similar projects within 30 km, incorporation of specialists' recommendations, provision of supporting evidence, and inclusion of a cumulative impact significance rating to inform the need and desirability of the proposed development. This will be addressed in the Draft EIR.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	11 July 2025	**9 General** a) You are further reminded to comply with Regulation 21(1) of the NEMA EIA Regulations 2014, as amended, which states that: *"If S&EIR must be applied to an application, the applicant must, within 44 days of receipt of the application by the competent authority, submit to the competent authority a scoping report which has been subjected to a public participation process of at least 30 days and which reflects the incorporation of comments received, including any comments of the competent authority".*	The DSR was made available for a 30-day public comment period. The Final Scoping Report will have been submitted to DFFE within 44 days of the application submission.	15 July 2025
Thembisile Mnisi	DFFE: Case Officer	11 July 2025	b) You are further reminded that the final SR to be submitted to this CA must comply with all the requirements in terms of the scope of assessment and content of Scoping reports in accordance with Appendix 2 and Regulation 21(1) of the EIA Regulations 2014, as amended.	The Draft and Final Scoping Reports have been prepared in accordance with the requirements of Appendix 2 and Regulation 21(1) of the NEMA EIA Regulations 2014, as amended.	15 July 2025

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Thembisile Mnisi	DFFE: Case Officer	11 July 2025	c) Further note that in terms of Regulation 45 of the EIA Regulations 2014, as amended, this application will lapse if the applicant fails to meet any of the timeframes prescribed in terms of these Regulations, unless an extension has been granted in terms of Regulation 3(7).	In line with regulatory timeframes, the Final Scoping Report will have been submitted to DFFE within 44 days of the application.	25 July 2025
Thembisile Mnisi	DFFE: Case Officer	11 July 2025	d) You are hereby reminded of Section 24F of the National Environmental Management Act, Act No. 107 of 1998, as amended, that no activity may commence prior to an Environmental Authorisation being granted by the Department.	It is understood that the commencement of all relevant Berths 709 and 710 activities will be/are subject to the granting of environmental authorisation by the DFFE.	15 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	1) The DSR for the above-mentioned proposed development of two new berths 709 and 710 at the Port of Richards Bay, UMhlathuze Local Municipality King Cetshwayo District, KwaZulu-Natal was received on 20 June 2025 by the KZN Department of Economic Development, Tourism and Environmental Affairs, (herein after referred as "the Department") and reviewed by this Department.	Receipt by KZNEDTEA has been duly noted and acknowledged by Indaloenhle environmental.	15 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	2 The Department has taken note of the environmental impacts associated with the proposed development and the specialist studies that are listed in the Plan of Study to be undertaken during the Environmental Impact Assessment phase of the Project. However, the Environmental Assessment Practitioner (EAP) is requested to address the following concerns in the Final scoping report (SR):	The comments submitted by the KZNEDTEA have been duly noted and acknowledged by Indaloenhle environmental.	15 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	a) As stated in the DSR, that the Project is expected to clear an indigenous vegetation of more than 1 Hectare. In this case it is advisable that a proper harvesting/ uprooting of indigenous vegetation must be done in a safe and environmentally sound manner in terms of Threatened or Protected Species (TOPS) regulations or any other existing regulations issued under National Environmental Management Act (Act 10 of 2004). Additionally, TOPS regulations control all restricted activities (e.g., trade, hunting, breeding, transit) involving species classified as critically endangered, endangered, vulnerable, or protected. A permit must be obtained from a relevant authority prior to engaging in such activities.	Noted. If applicable / required, the removal of indigenous vegetation will be carried out in compliance with applicable legislation, including TOPS regulations and any other relevant provisions under the National Environmental Management Act. Where required, permits will be obtained from the relevant authorities prior to undertaking any restricted activities involving protected species.	15 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	b) The development of berth 709 and 710 as well as Storm water drainage for quay structure including a storm water storage pond and all other activities to be undertaken during the Project's construction phase as mentioned above should be carried out and designed in such a way that land and marine-based sources of pollution into the sea are minimized and avoided where possible.	Stormwater management for the Berths 709 and 710 Project (through designs) will prioritize minimizing land and marine-based pollution. A first-flush system will capture the initial 10 mm of rainfall—typically containing accumulated debris and sediments—via quay sumps, which will then pump this runoff to a lined stormwater storage pond. Overflow beyond the first flush, considered cleaner, will discharge to the estuary through controlled overflow pipes, ensuring that only low-risk stormwater reaches the marine environment.	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	c) Coastal erosion has been identified as one of major environmental issues in KwaZulu-Natal coastline especially north of KZN coast due to climate change, storm surges and undercutting from strong wave energy. Therefore, the Project design equipments and infrastructure/ property should be able designed to withstand and resist climate change, storm surges and coastal inland retreat/ coastal erosion due to scouring action from rising sea levels and strong wave energy.	The design of Berths 709 and 710 has proactively incorporated climate resilience measures to address risks associated with coastal erosion, storm surges, and sea level rise—key concerns along the northern KwaZulu-Natal coastline. Climate change adjustments were factored into the infrastructure design for the anticipated construction date of 2030 and a 50-year design life, with projections considered for both 2030 and 2080. Specifically, the design criteria assessed sea level rise, wind speed, storm surge, wave height, wave period, and wave direction to ensure structural integrity and long-term resilience. Engineering interventions include elevated quay levels, robust quay wall structures, and erosion protection features to withstand scouring and wave undercutting. These measures align with international best practice for coastal infrastructure in climate-vulnerable regions. Additional mitigation measures will also be identified and incorporated during the EIR phase, based on specialist input.	21 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	d) With regards to laydown area and parking area for the vehicles or machineries utilized during construction phase, inspections should be conducted for any fuel and oil leaks on these machineries and the site as a whole. Drip trays should be placed under each and every vehicle or machinery that may possibly leak fuel and oil into the ground especially when parked. As this practice will prevent soil or the ground from oil and fuel contamination. Additionally, an understanding of National Oil Spill Contingency Plan and any available local oil spill contingency plan is required. Compliance, Monitoring and Enforcement must be adhered to in this regard.	Project-specific mitigation measures to prevent soil contamination from fuel and oil leaks during the construction phase will be incorporated into the EMPr as outcomes of the impact assessment phase. These include mandatory use of drip trays under all stationary vehicles and machinery, routine inspections for leaks, and immediate remediation of any spills. In line with TNPA's standard operating procedures, all contractors will be required to have approved site-specific spill contingency plans in place prior to the commencement of construction (where required). These plans must align with the necessary plan requirements and all activities will be monitored for compliance with the EMPr.	21 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	e) The KwaZulu-Natal Coastal Management Programme 2024/25 – 2028/29, outlines eight (8) key priority areas for the management of coastal zone in the province. Therefore, the development should adhere to all applicable Key Priority Areas.	The development will comply with all key priority areas of the KwaZulu-Natal Coastal Management Programme 2024/25 – 2028/29, namely Coastal Access, Coastal and Marine Spatial Planning, Information and Research, Vulnerability, Adaptation and Resilience, Cooperative Governance, Education and Awareness, Estuarine Management, and Pollution Control. The EIR will address these priorities through measures such as compliance with coastal management lines, erosion and flood risk mitigation, pollution prevention, maintaining public access, and ongoing stakeholder engagement, with detailed mitigation measures outlined in the report.	15 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	f) The Final Scoping Report (FSR) should address how the coastal public property, the coastal protection zone or coastal access land will be affected and if so, the extent to which the proposed development or	An assessment of potential impacts on coastal public property, the coastal protection zone, and coastal access land will be undertaken	15 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
			activity is consistent with the purpose for establishing and protecting those areas.	as part of the EIR phase. This will include a detailed evaluation by specialists to determine the extent to which the proposed development may affect these areas. The assessment will also consider the consistency of the proposed activity with the objectives for which these coastal areas are designated and protected. The findings will be presented in the Draft EIR.	
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	g) Important to include restoration and rehabilitation assessment of the environment back to its original state upon completion of the Project, in the Impact Assessment phase (EIR).	The restoration and rehabilitation of the environment post-construction will be addressed in the EIR through the mitigation measures proposed by the relevant specialists, particularly for the decommissioning and closure phase. These measures include: • Baseline conditions established through specialist studies; • Restoration goals aligned with returning the site to a condition as close as reasonably possible to its pre-development state; • Rehabilitation methods such as re-vegetation, erosion control, and habitat reconstruction; • Timeframes for implementation, included in the EMPr under the decommissioning/closure phase; and • Monitoring plans with indicators, frequency, and follow-up actions to assess rehabilitation success. This approach is consistent with the scope of work currently being undertaken by the EAP and specialists. While full restoration to the original state may not be immediately achievable, the EIR will include a clear commitment to restoring the site to an acceptable and sustainable condition, as defined through the impact assessment process. No additional standalone rehabilitation study is proposed at this stage, as the required content will be integrated into the EIR and EMPr.	21 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	3 Please note that this correspondence is not an approval to undertake any activities listed in terms of NEMA EIA Regulations, 2014, nor is it an exemption from undertaking an EIA process for listed activities. It is a comment provided as a commenting authority to the EAP and the competent authority in terms of Regulations 3(4) of the Environmental Impact Assessment Regulations, 2014.	Noted. We acknowledge that this correspondence does not constitute approval to undertake any listed activities under the NEMA EIA Regulations, 2014, nor does it exempt the requirement to undertake an EIA process. The comment is duly noted as input from a commenting authority in terms of Regulation 3(4) of the Environmental Impact Assessment Regulations, 2014.	15 July 2025
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	4. Please be advised that it is the proponent/ developer's responsibility to continually ensure that there is legal compliance to environmental requirements, especially when there are changes in the Project scope or description.	The proponent/developer acknowledges the responsibility to ensure ongoing legal compliance with all applicable environmental requirements throughout the project lifecycle. This includes compliance with the conditions of the EA, the approved EMPr, and any amendments thereto. Furthermore, the project will be implemented in alignment with existing TNPA Management Plans and Standard Operating Procedures (SOPs), which provide	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
				additional governance and operational controls to ensure environmental compliance.	
Mbuyisi Yokhwe	KZNEDTEA	14 July 2025	5 Please ensure that all revised documents for further comments are addressed to the Control Environmental Officer: Environmental Impact Management at the King Cetshwayo district office (Attention: Mr. Muziwandile Mdamba) of this Department.	Noted. All revised documents for further comments will be addressed to the Control Environmental Officer: Environmental Impact Management at the King Cetshwayo District Office (Attention: Mr. Muziwandile Mdamba) as requested.	15 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	Good day, Kindly note we have only received the DSR and have not yet received the WULA documentation. As per the email below the WULA has already been circulated for the 60 Public Participation. Please provide clarity on the email address used for the circulation of the WULA documentation. Kind regards!	Response email: Good day Estelle, Thank you for your comment. Please note that the BID that was circulated serves only as a notification and the envisioned water uses to be applied for in terms of the WULA aspect of the Project. The WULA technical documentation and associated specialist studies will be made available to all stakeholders and Interested & Affected Parties during the EIA phase of the Project. Kind Regards,	14 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	The City of uMhlathuze has reviewed the DSR for new Berths 709 and 710 at the Port of Richards Bay dated 13 June 2025. In respect of the above application, we accordingly submit the following:	The comments submitted by the City of uMhlathuze have been duly noted and acknowledged by Indaloenhle environmental.	15 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	**1 LAND USE MANAGEMENT** a) Portion 21 of Erf 5333 and the Remainder of Erf 16230, Lot 223 are both zoned as "Harbour"; therefore, the Land Use Management Unit has no objection to the proposal.	The EAP acknowledges that the Land Use Management Unit has no objections to the proposed Project.	15 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	b) However, as the proposed development falls within the jurisdiction of the Port, consent from the National Ports Authority will be required.	The proposed development falls within land owned by Transnet National Ports Authority (TNPA), who is also the applicant in the Environmental Authorisation (EA) process. TNPA's participation in the EA application process, along with formal letters submitted as part of the application documentation, constitutes consent for the proposed development. Therefore, no separate consent is required beyond what has already been provided through TNPA's involvement and ownership.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	**2 TRANSPORT PLANNING** a) The applicant is requested to confirm if the trip generation for Berth 709 and 710 is included in the Rails and Roads study being done by WSP.	The trip generation for Berths 709 and 710 has been included in the Roads and Rail Study being undertaken by WSP. Hatch identified and quantified the expected traffic volumes associated with the proposed berths and provided this data as input to WSP for integration into their broader transport impact assessment. The Hatch Road Traffic Study (2024), which informed this input, can be shared	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
				with the municipality for reference if required. WSP's final report will also be submitted as part of the EA documentation. These studies collectively ensure that traffic impacts are adequately assessed and mitigated in coordination with TNPA and municipal planning frameworks.	
Estelle E Naidoo	City of uMhlathuze	14 July 2025	b) The use of low-volume roads that are not designed for heavy vehicle loads is not recommended. It is therefore advised that the Port access be via Medway Road, rather than Newark Road. The latter already suffers from significant pothole damage caused by previous use as a truck staging area.	The concerns regarding Newark Road and the recommendation to use Medway Road for Port access are acknowledged and will be taken into consideration.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	c) We support the recommendation that deliveries should take place outside of peak traffic periods to minimize congestion.	The recommendation to schedule deliveries outside of peak traffic periods to reduce congestion is supported and will be incorporated where feasible.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	d) Any damage to the external road network as a result of construction or operations must be repaired, similar to the internal roads. "Before and After" road inspections should be undertaken to monitor this.	The appropriate mitigation measures will be developed as part of the EIR phase, with support from the associated WSP and Hatch traffic report and a Traffic Management Plan. Considerations for road inspections and damage repairs will be noted where applicable.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	e) Please confirm whether the dredged material will be tested, and if found suitable for beach nourishment, an appropriate storage area must be identified for this purpose.	The dredged material is currently being tested by Hatch and PRDW as part of the geotechnical and sediment quality investigations. Preliminary geotechnical investigations indicate that the material consists predominantly of soft clay, which is highly unlikely to be suitable for beach nourishment. As such, beach nourishment is not being considered as a reuse option. The dredged material will not be temporarily stored but will be disposed of directly at the approved offshore disposal site, in accordance with the relevant environmental authorisations and permits.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	f) Clarification is required regarding the intended use of the berths, as this will directly influence the Projected trip generation.	Berths 709 and 710 are envisaged to provide deep-water access to a mega-terminal development that can enable high volume multi-commodity exports (i.e. Multi-commodity Dry Bulk Terminal). The intended use has been considered in the trip generation estimates. While the detailed operational scope and throughput will ultimately fall under the responsibility of the future concessionaire (i.e., terminal operator), Hatch has provided trip generation estimates based on projected commodity volumes. These were shared with WSP for integration into the broader Roads and Rail Master Plan. The Hatch Road Traffic Study can be made available to the municipality for reference, and the WSP report will be submitted as part of the EA documentation.	21 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
				It should be noted that the proposed terminal associated with this Project will be developed by a concessionaire, who will establish the export capability and associated material handling capacity. This terminal does not form part of the current scope of work or this Environmental Authorisation application.	
Estelle E Naidoo	City of uMhlathuze	14 July 2025	g) Kindly confirm if the new berths have been incorporated into the Layout Master Plan and the Road and Rail Master Plan. It appears their positioning differs, which may require updates to the existing Master Plans.	Berths 709 and 710 have been identified in the Port of Richards Bay Master Plan developed by TNPA. It is correct that the current proposed location differs slightly from earlier iterations; however, the revised positioning remains fully aligned with the long-term development objectives outlined in TNPA's Long-Term Planning Framework (LTPF). TNPA is currently in the process of updating the Port Master Plan, including the Road and Rail Master Plan, to reflect the outcomes of ongoing technical studies. These updates are being prepared for submission to the TNPA Board for noting.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	h) Please confirm if the berth sites will be serviced by conveyors, or will they rely solely on road transport. Please indicate how the Project aims to support the shift of freight back to rail, rather than relying entirely on road-based logistics.	The proposed terminal associated with Berths 709 and 710 is expected to be developed and operated by a future concessionaire. As such, the detailed operational logistics, including conveyor and rail integration, fall outside the scope of this Environmental Authorisation application. However, it is envisaged to be served by mechanical bulk material handling equipment (i.e. conveyors and shiploaders), with secondary volumes handled via road transport. The terminal itself will be supplied by both road and rail, supporting Transnet's broader objective of shifting freight back to rail. The design and layout of the terminal have been informed by this modal integration.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	i) It is recommended that a one-way system be considered, with a designated entrance road and a separate exit road leading to the port's exit gate, to streamline traffic flow.	Traffic flow considerations have been addressed in the Hatch Road Traffic Study. A one-way system is envisaged around the stockpile areas to streamline internal circulation, while the broader terminal road network has been designed to accommodate two-way traffic, with appropriate layout and crossings to ensure safe and efficient movement. The berth layout includes two access points, enabling circular movement and operational flexibility. The traffic flow design has been informed by the integrated development approach between the berth infrastructure and the future operations of the concessionaire, ensuring alignment between infrastructure layout and anticipated terminal logistics. Furthermore, overall port traffic flow improvements have been considered in the WSP Roads and Rail Master Plan, which will be included in the EIR documentation.	21 July 2025

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Estelle E Naidoo	City of uMhlathuze	14 July 2025	**3 SPATIAL PLANNING** a) The new infrastructure within the port should be integrated with existing infrastructure to enhance port operations, without compromising current functionality.	The design of the new infrastructure associated with Berths 709 and 710 has been undertaken with due consideration for integration with existing port infrastructure. The layout and connectivity of the proposed facilities have been planned to enhance overall port operations while ensuring that current functionality is not compromised. This includes alignment with existing road and rail networks, utility connections, and operational interfaces. The infrastructure has been designed to support seamless interaction with both existing and future terminal operations, in line with TNPA's long-term planning objectives.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	**4 ENVIRONMENTAL PLANING** a) The applicant is requested to submit Stormwater Management Plans to the City of uMhlathuze. It is expected that additional information regarding the discharge of dredged material will be provided within the Draft Environmental Impact Report. The applicant is requested to further elaborate on the type of material being dredged, the expected volumes and the possible analysis of the material. Should there be possible synergies between the proposed Project and the Sand replenishing activities at the Alkanstrand Beach, further investigations must be done.	A draft Stormwater Management Plan is in preparation in response to a request from the Department of Water and Sanitation (DWS). However, final stormwater infrastructure designs will be captured in the detailed Civil Design Report, which will only be available at a later stage of the project. The SWMP will be submitted to the city of uMhlathuze once finalised and aligned with the detailed design. Additional information regarding the dredged material will be included in the Draft EIR. Preliminary geotechnical investigations indicate that the material consists predominantly of silty clay. Laboratory testing is currently underway by Hatch and PRDW to confirm sediment characteristics. The estimated volume of material to be dredged is 1.8 million cubic metres (as noted in DSR). Based on its composition, the material is not considered suitable for beach nourishment, and therefore no synergies with the Alkanstrand Beach sand replenishment programme are being pursued. The dredged material will be disposed of at a registered offshore dredge disposal site in accordance with applicable environmental authorisations and permits.	21 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	**5 AIR QUALITY** a) All activities must comply with the National Environmental Management: Air Quality Act (Act 39 of 2004) and its associated regulations.	Noted, thank you. All the activities will comply with the National Environmental Management: Air Quality Act (Act 39 of 2004) and its associated regulations.	15 July 2025
Estelle E Naidoo	City of uMhlathuze	14 July 2025	b) A dust fallout monitoring plan in line with National Dust Control Regulations (2013) is required.	Dust fallout during the construction phase is not anticipated to be significant and will be managed in accordance with the approved Project Environmental Management Programme (EMPr) and TNPA's Standard Operating Procedures (SOPs) for construction dust control and monitoring. Measures such as wet suppression, speed control, and good housekeeping will be implemented to minimise dust generation.	21 July 2025

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				Dust fallout monitoring during the operational phase will fall under the scope of the future concessionaire, who will be responsible for implementing appropriate monitoring and management measures in line with the National Dust Control Regulations (2013). These requirements will be addressed in future impact assessment processes associated with the operational phase.	
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	Dear Ms Matshali, Kindly find attachment of comments from the Directorate: Biodiversity and Conservation Best regards, Orefemetse Ramantsi	Good day Orefemetse, Thank you for your email. The comments have been received and are well noted. Kind regards, Sinenhlanhla Khwela	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	The Directorate: Biodiversity Conservation has reviewed and evaluated the reports and does not have any objection to the Draft Scoping Reports and the Plan of Study for EIA.	The comments from the Directorate: Biodiversity Conservation are noted and well received. The key observations and recommendations provided have been carefully considered and will be addressed in detail during the Environmental Impact Assessment (EIA) phase. The EAP remains committed to ensuring that biodiversity conservation principles are upheld throughout the project lifecycle. The EAP acknowledges the ecological sensitivity of the Project area, including its location within a Critical Biodiversity Area (CBA: Irreplaceable), and confirms that the EIR phase will include detailed specialist studies and mitigation measures to address potential impacts.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	Based on the information obtained from the report, the proposed project falls within the Maputaland - Pondoland-Albany Centre for Endemism and Maputaland Centre for Plant Endemism (Van Wyk & Smith 2001). Its widely known as the second highest floristic region in Africa and it hosts 80% of South Africa's remaining forests. The Maputaland Coastal Belt, is considered Vulnerable, according to the National List of Ecosystems that are threatened and in need of Protection, 2022. However, several areas, specifically towards the southern site boundary are infested by alien invasive plant species such as Lantana camara and Psidium guajava. Lantana camara is listed as a category 1b IAP and P. guajava as a category 3 IAP in KwaZulu-Natal Province.	The ecological significance of the project area, including its location within the Maputaland-Pondoland-Albany Centre of Endemism and the Maputaland Centre for Plant Endemism, is acknowledged and well understood. The FSR recognises that the Maputaland Coastal Belt is classified as a Vulnerable ecosystem in the 2022 National List of Ecosystems that are Threatened and in Need of Protection. As detailed in Section 10.3.5 of the FSR, the vegetation unit within the project area reflects a disturbed state of the Maputaland Coastal Belt due to historical human activities and the proliferation of invasive alien plant species. Specifically, the site verification confirmed the presence of Casuarina equisetifolia, an alien species that has invaded the Stipagrostis zeyheri–Helichrysum kraussii secondary grasslands. These grasslands, while associated with the broader Maputaland Coastal Belt vegetation type, are no longer in a pristine state and have been significantly altered.	24 July 2025

NAME	ORGANISATION	DATE OF COMMENT	COMMENT/ QUESTION	RESPONSE	DATE OF RESPONSE
				The EIR phase will include a detailed Terrestrial Biodiversity Assessment to further characterise the current condition of the vegetation and to inform appropriate mitigation and rehabilitation measures (which will include adhering to an Alien Invasive Species Management Plan.	
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	According to the Terrestrial Biodiversity Baseline Assessment (Indaloenhle Environmental consultants (Pty) Ltd, 2025), Project activities inland within the project area are within a Critical Biodiversity Area (CBA) irreplaceable and are classified as Endangered by the Red List Ecosystems category. According to the KwaZulu-Natal Biodiversity Spatial Planning Terms and Processes Version 3.3 (2014), CBAs are Areas considered critical for meeting biodiversity targets and thresholds, and which are required to ensure the persistence of viable populations of species and the functionality of ecosystems. Therefore, developments are not allowed in CBAs.	The FSR acknowledges that portions of the inland project area fall within a CBA: Irreplaceable. However, the site is located within the designated Port of Richards Bay precinct and is zoned for port and industrial use under the uMhlathuze Land Use Scheme Regulations. The development is aligned with the Port Development Framework Plan (PDFP) and the PoRB Master Plan (2021–2035), which earmark this area for strategic port expansion. Furthermore, anthropogenic disturbances were also observed, including a spread of alien invasive plant species such as Lantana camara, Casuarina, Schinus terebinthifolius, Ricinus communis, and Nephrolepis cordifolia; thus the ecological integrity of the area has been partially compromised by these on-site changes, which have affected the ecosystem functionality to some extent. Nonetheless, the EIA process will include a detailed Terrestrial Biodiversity Assessment to confirm the presence of any threatened or protected species and to guide appropriate mitigation measures. These will include minimising the construction footprint, avoiding sensitive vegetation where feasible, and implementing rehabilitation measures for disturbed areas. The EAP will ensure that the development complies with applicable environmental legislation, including the NEMA and NEMBA, and that all necessary permits are obtained prior to construction.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	Furthermore, it was noted that the proposed development is located within an NPAES Focus Area and it is within a 30 km radius of the Richards Bay Game Reserve (uThukela Marine Protected Area, and Enseleni Nature Reserve), please obtain comments from the DFFE Directorate: Protected Areas Planning and Management Effectiveness (M.Mudau: mamudau@dffe.gov.za) and the management authority.	While the project area is not currently designated as a protected area, its proximity to these conservation areas and its inclusion in the NPAES Focus Area are acknowledged as important sensitivities. The EAP will engage with the DFFE Directorate: Protected Areas Planning and Management Effectiveness (contact: M. Mudau) and the relevant management authorities to obtain formal comments and guidance. These inputs will be incorporated into the EIR phase to ensure that potential cumulative and indirect impacts on nearby protected areas are adequately assessed and mitigated.	24 July 2025

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Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	According to the NFEPA dataset, the project area falls within the Estuarine Functional Zone (EFZ), an NFEPA Estuary (The uMhlathuze and Richards Bay) and estuary associated wetlands will be impacted by the proposed development. These estuaries and wetlands host potential habit for waterbird species which have been reported dramatically declining. The Indian Ocean Humpback Dolphin (Sousa plumbea) which is listed as globally (Braulik et al., 2016) and regionally (Plön et al., 2016) endangered, is known to frequent the Richards Bay area. To ensure proper management and conservation of estuarine and coastal species, obtain comments from the DFFE Directorate: Integrated Coastal Management & Coastal Conservation.	The EIR phase will include a detailed Estuarine and Marine Ecology Assessment to evaluate potential impacts on these sensitive habitats and species. This will include consideration of turbidity, noise, and habitat disturbance associated with dredging and construction activities. The assessment will also address the ecological role of the estuary as a nursery for fish and invertebrates, and its importance for waterbird populations. To ensure proper management and conservation of estuarine and coastal biodiversity, the EAP will formally engage the DFFE Directorate: Integrated Coastal Management & Coastal Conservation to obtain comments and guidance. These will be incorporated into the EIR and used to inform mitigation measures and permit requirements, including the potential need for a Dumping at Sea Permit and coastal discharge authorisation under NEM:ICMA.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	The Directorate Biodiversity Conservation recommend, in addition to the above, the following to reduce any further loss of biodiversity:	The below recommendations have been responded to accordingly.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	The development of an Alien Invasive Management Plan, inclusive of a during and post construction monitoring and management of alien invasive plant (AIP) species plan (including during and post construction monitoring and management of AIP species).	An Alien Invasive Plant (AIP) Management Plan will be included for adoption by the Project as part of the EIR. This will include provisions for monitoring and managing AIP species during and post construction.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	Post construction, the re-establishment of ground cover to avoid erosion and sedimentation along sensitive areas, this should include rehabilitation of disturbed terrestrial habitats, soil management, and re-vegetation with indigenous species.	Post-construction rehabilitation measures will be included in the EIR and EMPr. These will cover re-establishment of ground cover, soil stabilisation, and re-vegetation of disturbed areas using indigenous species to prevent erosion and sedimentation, particularly in sensitive zones.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	The proposed development threatens to alter overland flows, as such, develop a Stormwater Management Plan.	Stormwater management for the Project will prioritize minimizing land and marine-based pollution A draft Stormwater Management Plan (SWMP) is in preparation. The final stormwater infrastructure designs will be captured in the detailed Civil Design Report, which will only be available at a later stage of the Project. A SWMP will be available for submission part of the EIR.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	To ensure the continued persistence of ecosystems and that national conservation targets are achieved, it is essential that impacts on very highly sensitive i.e. watercourses, grasslands and highly localised habitats are avoided altogether or minimized if cannot be avoided.	The EIR will apply the mitigation hierarchy to avoid impacts on very highly sensitive features where feasible. Where avoidance is not possible, impacts will be minimised and managed through appropriate mitigation measures. Detailed specialist impact assessments for estuarine and freshwater ecosystems, terrestrial biodiversity (including grasslands and localised habitats), and wetland	24 July 2025

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				functionality will be undertaken in the EIR phase to inform site-specific mitigation and rehabilitation measures.	
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	The Directorate reserves the right to revise initial comments presented here should additional information becomes available.	The EAP acknowledges the Directorate's right to revise its comments as new information becomes available.	24 July 2025
Seoka Lekota	DFFE: Biodiversity and Conservation	24 July 2025	In conclusion, all Public Participation Process documents related to Biodiversity EIA for review and queries should be submitted to the Directorate: Email: BCAdmin@dffe.gov.za for the attention of Mr. Seoka Lekota.	Noted. All relevant PPP documents related to the Biodiversity EIA of the EIR phase will be submitted to the Directorate for the attention of Mr. Seoka Lekota at BCAdmin@dffe.gov.za.	24 July 2025

5. WAY FORWARD

The DSR and WULA was subjected to a PPP as per the requirements of the NEMA EIA Regulations and the NWA. Comments received during the PPP were considered and responded to and have been incorporated into the updated FSR and WULA.

Following acceptance of the FSR, the EIR and associated technical studies, including the WULA, will be made available for public review and comment. All stakeholders will be notified via email of the commencement of the comment period on the Draft EIR and WULA. Following the conclusion of the EIR phase, the Final EIR and WULA will be submitted to the relevant authorities (DFFE and DWS respectively) for decision-making.

Appendix K.1: STAKEHOLDER DATABASE

Organization	Name and Surname	Category	Notification Status
AMAFA	Khanyi Zondi	Training and Education	Delivered
Aqudene Library	Zinhle Buthelezi	Government Institution	Delivered
Blackwoods Richards Bay	Anton Nel	Private	Delivered
City of Umhlathuze Local Municipality	Estelle Naidoo	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Khwela G.	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Khumalo P.T.	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Mngcwango B.	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Thusi L.K.	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Gwala T.H.	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Hlongwa M.C.	Local Municipality	Delivered
City of Umhlathuze Local Municipality	Mchunu F.A.	Local Municipality	Delivered
Civil Aviation Authority	Department	Government Body	Delivered
Clean Air Association	Sandy Camminga	Government Body	Delivered
COGTA	Sbu Khuzwayo	Government Body	Delivered
COGTA	Buhle Ally	Government Body	Delivered
COGTA	Ministry	Government Body	Delivered
COGTA	Info	Government Body	Delivered
CSIRO	Leslie Roberson	Training and Education	Undelivered[1]
DAFF	Siyabonga Dlulisa	Government Body	Delivered
DAFF	Daisy Kostedi	Government Body	Delivered
DAFF	Abongile Ngqongwa	Government Body	Undelivered

[1] Fourteen stakeholders receiving notifications via email returned failed delivery notifications (see Appendix K.4).

Organization	Name and Surname	Category	Notification Status
DAFF	Luyanda Tuko	Government Body	Undelivered
DAFF	Bernacia Mulins	Government Body	Undelivered
DAFF	Phikelele Mbonambi	Government Body	Undelivered
DALRRD	Simphiwe Buthelezi	Government Body	Delivered
DALRRD	Nontuthuzelo Ntshabele	Government Body	Delivered
DALRRD	Mangezi Mhlanga	Government Body	Delivered
DALRRD	Nontokozo Mahlalela	Government Body	Undelivered
DALRRD	Modisa Rabapane	Government Body	Undelivered
DFFE	Fikizolo L.	Regulator	Delivered
DFFE	Razack R.	Regulator	Delivered
DFFE	Dlulisa S.	Regulator	Delivered
DFFE	Dopolo M.	Regulator	Delivered
DFFE	Olivia Letlalo	Regulator	Delivered
DFFE	Matlatse Shubani	Regulator	Delivered
DFFE	Constance Musemburi	Regulator	Delivered
DFFE	Thembisile Mnisi	Regulator	Delivered
DFFE	Kevin Mathebula	Regulator	Undelivered
DFFE	Makhosi Yeni	Regulator	Delivered
DFFE	Portia Makitla	Regulator	Delivered
DFFE	Thandeka Mbambo	Regulator	Delivered
DFFE	Sumaiya Arabi	Regulator	Delivered
DFFE	Lerato Mokoena	Regulator	Delivered
DFFE	Madlokozi	Regulator	Delivered
DFFE	Nomfundo Tshabalala	Regulator	Delivered
DFFE Biodiversity Mainstream and EIA	Tebogo Kgaphola	Regulator	Undelivered
DFFE Biodiversity Mainstream and EIA	Admin	Regulator	Delivered
DFFE Biodiversity Mainstream and EIA	Charlene Da Silva	Regulator	Delivered
DFFE Biodiversity Mainstream and EIA	Tanya Haupt	Regulator	Delivered

Organization	Name and Surname	Category	Notification Status
DFFE Biodiversity Mainstream and EIA	Celliers G.	Regulator	Undelivered
DFFE Biodiversity Mainstream and EIA	Sven Kerwath	Regulator	Delivered
DFFE Biodiversity Mainstream and EIA	Rothman M.	Regulator	Delivered
DFFE Biodiversity Mainstream and EIA	Samaai T.	Regulator	Delivered
DFFE EIA	Dlomo S.	Regulator	Delivered
DFFE Oceans and Coast	Department	Regulator	Delivered
DFFE Oceans and Coast	Thabisile Mhlana	Regulator	Delivered
DHA	Elize De Lange	Government Body	Delivered
DWS	Bhavisthra Dukhea	Commenting Authority	Delivered
DWS	Mngoma Madibedi	Commenting Authority	Delivered
EDTEA KZN Richards Bay	Alfred Matsheke	Commenting Authority	Delivered
EDTEA KZN Richards Bay	Muziwandile Mdamba	Commenting Authority	Delivered
EDTEA Provincial	Omar Parak	Commenting Authority	Delivered
Government Body	Zongezile Bango	Government Body	Delivered
King Cetshwayo District	Londeka Ngcobo	District Municipality	Undelivered
King Cetshwayo District	Naidoo R.E.	District Municipality	Delivered
King Cetshwayo District	Khathini	District Municipality	Delivered
King Cetshwayo District	Mvelo Zulu	District Municipality	Undelivered
KZN COAST ANGLERS UNION	Secretary	Private	Delivered
KZN DARD	Thandekile Nxumalo	Government Body	Delivered
KZN EZEMVELO WILDLIFE	Dominic Wieners	NGO	Delivered
KZN EZEMVELO WILDLIFE	Department	NGO	Delivered
KZN EZEMVELO WILDLIFE	Mabongi Masinga	NGO	Delivered

Organization	Name and Surname	Category	Notification Status
KZN EZEMVELO WILDLIFE	Nerrisa Pillay	NGO	Delivered
KZN EZEMVELO WILDLIFE	Terrence Shozi	NGO	Delivered
KZN EZEMVELO WILDLIFE	James Wood	NGO	Delivered
KZN EZEMVELO WILDLIFE	Qwabe W.	NGO	Delivered
KZN EZEMVELO WILDLIFE	Craig Mulqueeny	NGO	Delivered
KZN EZEMVELO WILDLIFE	Santosh Bachoo	NGO	Delivered
KZN EZEMVELO WILDLIFE	Lehlohonolo Phadima	NGO	Delivered
KZN EZEMVELO WILDLIFE	Cedric Coetzee	NGO	Delivered
KZN EZEMVELO WILDLIFE	Nolwazi Nkosi	NGO	Delivered
KZN EZEMVELO WILDLIFE	Nerrisa Pillay	NGO	Delivered
ORI	Porter S.	Training and Education	Delivered
ORI	Daly R.	Training and Education	Delivered
ORI	Bruce Mann	Training and Education	Delivered
ORI	Sean Porter	Training and Education	Delivered
ORI	Sean Fennessy	Training and Education	Delivered
ORI	Camilla Floros	Training and Education	Delivered
ORI	Fiona MacKay	Training and Education	Delivered
ORI	David Pearton	Training and Education	Delivered
Richards Bay Library	Gaby TZ. Ngobese	Government Institution	Delivered
Richards Bay Seafarers	Dale Visser	Private	Delivered
Richards Bay Ski-Boat Club	Mans H.	Private	Delivered
SAEON	Shaun	Training and Education	Delivered
SAEON	Janse Van Rensburg	Training and Education	Delivered
SAIAB	Patersan A.	Government Body	Undelivered

Organization	Name and Surname	Category	Notification Status
SAIAB	Nyoka N.	Training and Education	Delivered
SAIAB	Bernard A.T.F.	Training and Education	Delivered
SAIAB	Errol Wiles	SAIAIB	Delivered
SANBI	Mike Schleyer	Training and Education	Delivered
SANBI	Kerry Sink	Government Body	Delivered
SDCEA	Nokwazi	Government Body	Delivered
South Africa Heritage Agency	Williams B.	Commenting Authority	Delivered
TNPA	Tsepo Ngema	Applicant	Undelivered
TNPA	Nokuthala Hlongwana	Applicant	Delivered
TNPA	Brian Goulding	Applicant	Delivered
TNPA	Thami Sithole	Applicant	Delivered
TNPA	Rajan Chetty	Applicant	Delivered
TNPA	Muziwokuthula Ntuli	Applicant	Delivered
TNPA	Nkhensani Khandlhela	Applicant	Delivered
uMhlathuze Local Municipality	Siyabonga Mdluli	Local Municipality	Delivered
Wild Trust	Kendyl Wright	NGO	Delivered
Wild Trust	Vineshree Shadamorgan	NGO	Delivered
Wild Trust	Mlungisi M.	NGO	Delivered
Wild Trust	Noluthando	NGO	Delivered
Wild Trust	Asanda M.	NGO	Delivered
Wild Trust	Nomfundo Z.	NGO	Delivered
Wild Trust	Thandeka H.	NGO	Delivered
Wild Trust	Welly Q.	NGO	Delivered
Wild Trust	Nozi M.	NGO	Delivered
Wild Trust	Jen Olbers	NGO	Delivered
Zululand Yatch Club	LV Westhuizen	Private	Delivered

Appendix K.2: NEWSPAPER ADVERTISEMENTS

Friday, June 13 2025

CLASSIFIEDS

ISOLEZWE KZN

NKANDLA MUNICIPALITY (KZN286)

APPOINTMENT OF (01) ONE PERFORMANCE AND AUDIT COMMITTEE MEMBER

Nkandla Municipality seeks to appoint suitably qualified professional to serve as an Performance and Audit Committee as contemplated in Chapter 14, Section 166 (2)(a) of the local government Municipal Finance Management Act, 2003 (Act No 56 of 2003).

An independent Performance and Audit Committee in terms of the requirements of Section 14(2)(a) of the Local Government Municipal Planning and Performance Management Regulations of 2001 and in accordance with Chapter 6 of the Municipal Systems Act (Act 32 of 2000), Applicants are invited from various fields of professions that will add value to the Municipality. This appointment will be for a period of one (1) year 9 months but may be subject to renewal at the discretion of the municipal council for a period not longer than three (3) years. This appointment will be supported by the terms of reference and a contract. Remuneration will be paid in accordance with the municipality's Performance and Audit Committee charters, National Treasury guidelines, and Council Resolution.

The Performance and Audit Committee should consist of a minimum of four members. To maintain independence, candidate should not be involved with the municipality in any way including as a Councillor or as an Employee or Service Provider. This advertisement is therefore aimed at drawing experienced and qualified person with sound knowledge in legal, knowledge of Municipal Legislation, to fill this position mentioned above.

Requirements for performance and audit committee: Qualifications and experience: • A relevant degree or similar qualification in any of the following fields • Legal, Public Administration • An MBA/LLM will be an added advantage • Experience in local government and at least 5 years experience in any of the following fields: legal, Public Administration, (prior experience of serving on performance audit committees).

Key outputs: • As an Advisory Committee to the Municipal Council in terms of Municipal Finance Management Act, review the Municipality's audit activities to ensure the completeness of coverage and promote the effective use of resources, review the adequacy and effectiveness of the governance and risk processes, review the adequacy and effectiveness of internal systems including ICT systems, the quality of financial and other management information produced in relation to its integrity and reliability, monitoring the follow up of all significant findings and recommendations of the internal and internal- external auditor, together with management's response thereto, examine and review the Annual Financial Statements and Annual Performance Reports before the final approval thereof, review compliance with all regulatory and other related requirements and Reporting, Review the municipality's, performance management system and make recommendations to the Council, submit Performance and Audit Committee report to the Council each quarter during a financial year, the committee must focus on economy, efficiency, effectiveness, and impact in so far as the key performance indicators and performance targets are concerned • The Performance and Audit Committee will work in close cooperation with the internal audit unit of the municipality.

NB: The applicant must not be serving as a member of more than five (5) Audit Committees. People with disabilities are encouraged to apply.

EXPECTED MEETING TIMES AND REMUNERATION

The Committees will meet at least four times per annum. If circumstances prescribe, special meetings may be required. A professional fee will be paid for the services performed as stipulated in the National Treasury Regulations and approved by the Council. Successful candidates will receive an appointment letter stipulating the professional fees and terms of appointment.

Applications in the form of a cover letter, detailed CV, certified copies of qualifications, and identity documents must be submitted. Failure to submit the required documents will result in disqualification of the relevant application.

All applications must be addressed to the Municipal Manager and inquiries must be directed to: Manager: PMS, Risk & Compliance Mr N.M. Biyela, e-mail: malusi.biyela@nkandla.gov.za or tel: (035) 833 2085.

CLOSING DATE: 24 JUNE 2025.

IMPORTANT NOTE: Applicants apply to serve as members of the Audit and Performance Committee, not for employment. If an applicant has not been contacted within thirty days after the closing date of this advertisement, he/she should accept that the application was not successful.

APPLICATIONS SHOULD BE DIRECTED TO THE BELOW ADDRESS:

The Municipal Manager, Nkandla Local Municipality, Private Bag X161, Nkandla, 3855 or hand delivered to Lot 292, Maree Road, Nkandla, 3855.

MISS N.P. DLAMINI: MUNICIPAL MANAGER

INDEPENDENT — SENIOR JOURNALIST

The Daily News has a vacancy for Senior Journalist. The successful incumbent will be responsible for producing high-quality digital first content, leveraging multimedia formats, and driving innovation in storytelling. This position requires an experienced digital first journalist with a strong editorial background, excellent storytelling skills, and a deep understanding of digital media trends.

Key Responsibilities

Content Creation:
- Produce compelling and timely digital first content, including news stories, features, and multimedia elements.
- Innovate and experiment with storytelling formats to enhance audience engagement.
- Ensure that editorial content targets are met consistently

Multimedia Production:
- Create or source multimedia content, such as videos, podcasts, and interactive features, to complement written articles.
- Collaborate with the editorial, product development and distribution teams to develop visually appealing and immersive digital experiences.

News Coverage:
- Cover breaking news events, conduct interviews, and report on relevant topics with accuracy and speed.
- Stay updated on current affairs and trends to provide timely and insightful news coverage.
- Break exclusive stories consistently that are followed by other media.

Audience Engagement:
- Optimise digital content for online platforms, ensuring maximum reach and engagement.
- Utilise analytics and audience feedback to inform content decisions and enhance user experience.

SEO Optimization:
- Excellent knowledge of how to optimise content for search engines and improve discoverability.
- Implement SEO best practices to enhance the visibility of digital content.

Collaboration with Teams:
- Collaborate with the broader team to ensure a cohesive and integrated content strategy.
- Participate in editorial meetings and contribute ideas for content development.

Innovation and Trends:
- Stay abreast of digital media trends, emerging technologies, and audience behaviours.
- Propose and implement innovative approaches to digital storytelling and content delivery.

Quality Assurance:
- Uphold the highest standards of journalistic integrity, accuracy, and ethical reporting.
- Strict adherence to Independent Newspapers style guide
- Strict adherence to Independent Newspapers Press Code
- Strict adherence to deadlines
- Ensuring that stories produced are error free and of a publishing standard

Minimum Requirements
- Must have a tertiary qualification in journalism or equivalent.
- Must have at least 5 years journalism experience working on multiple platforms.
- Must have an excellent understanding of the Daily News content requirements.
- A thorough understanding of issues affecting Durban, KZN and South Africa
- Must have an in-depth understanding of what comprises good local news as well as national and global issues.
- Must have and be able to supply a contactable list of high profile contacts
- Have a strong presence on social media with a number of followers.
- Proven experience as a digital journalist with knowledge on multimedia content production.
- Strong understanding of digital media trends, online news consumption, and audience behaviour.
- Excellent writing, editing, and storytelling skills.
- Familiarity with basic video editing tools, podcast production, and interactive content creation.
- Experience with SEO best practices and digital analytics.
- Commitment to journalistic integrity, ethical reporting, and diversity and inclusion.
- Must have a drivers licence.
- Must be fully computer literate on Cosmos, Naviga, InDesign & InCopy, including the use of all social media applications.

Required Competencies
- Be technologically well advanced on all social network platforms.
- Excellent public speaking and presentation skills in gathering news and presenting news.
- Have excellent interpersonal skills in dealing with high level contacts.
- Must have the ability to think creatively.
- Be a self - starter that shows initiative and ability to work independently.
- Be extremely motivated and driven to work in a highly pressurised fast pace environment.
- Be highly flexible working long, irregular hours, nightshift, weekends and public holidays
- Be prepared to travel long distances across the province and country.
- The ability to work under constant deadlines pressure.

Independent Media is committed to its Employment Equity and Affirmative Action plans. All interested and suitably qualified applicants are required to submit a written motivational letter and detailed CV by no later than 16h30 on Monday, 16 June 2025 to Shamella Naidoo at vacancieskzn@corporateservice.co.za

If you have not heard from us within 2 weeks of submitting your application, please consider you application unsuccessful

603 GOVERNMENT

MKHAMBATHINI Municipality *For the community*



EXTERNAL ADVERT

The Mkhambathini Municipality herby invites suitable qualified applicants to apply for the following position:

DEPARTMENT: CORPORATE SERVICES
HUMAN RESOURCES OFFICER (PERMANENT POSITION)
REMUNERATION: R372 957.84 – R484 119.12 Per annum (Task Grade 12 of Grade 1 Local Municipality plus benefits as prescribed by collective agreements of local Authorities)

MINIMUM REQUIREMENTS
- ☐ Grade 12
- ☐ A relevant 3-year tertiary qualification in Human Resources Management or related field (NQF 6)
- ☐ 2 - 5 years relevant experience (municipal experience will be an added advantage)
- ☐ Valid Code B driver's license.
- ☐ Advanced computer literacy (Ms Office Package)

Application form, full detailed advert (accessible from the municipal website and municipal office) clearly stating the position you are applying for, together with a comprehensive CV and certified copies of qualifications. **NB: It is the responsibility of all applicants to ensure that foreign qualifications are evaluated by SAQA.** The documents must be sent to the: **The Municipal Manager, Mkhambathini Municipality, Private Bag X04 Camperdown 3720 or hand deliver at: No 18 Old Main Road, Camperdown, 3720 or emailed to: Recruitment@mkhambathini.gov.za**

Closing date 30 June 2025. Kindly note that should you not be contacted within a period of 30 days after closing date, consider your application unsuccessful.

Enquiries regarding the post can be directed to Ms. N. Ziqubu. Manager: Human Resources at 0317859378.

Mkhambathini Municipality subscribes to an Employment Equity, Affirmative Action Programme which is non-racist, non-sexist and based on merit.

MR. S. MNGWENGWE - MUNICIPAL MANAGER

606 RECRUITMENT

General workers / cleaners needed. Sms your name 0611009287

606 RECRUITMENT

For all your Legal Advertising 031 308 2004

606 RECRUITMENT

For all your Legal Advertising 031 308 2004

606 RECRUITMENT

For all your Legal Advertising 031 308 2004

714 PUBLIC NOTICES

714 PUBLIC NOTICES

714 PUBLIC NOTICES

714 PUBLIC NOTICES

I-TRANSNET NATIONAL PORTS AUTHORITY (TNPA): ISAZISO NGESICELO SOKUGUNYAZWA KWEZEMVELO ESIHLOKO SENQUBOMGOMO YOKUBIKA ISIKOPI KANYE NOKUBHEKA UMTHELELA NESICELO SELAYISENSE YOKUSEBENZISA AMANZI.

Umphakathi uyaziswa ngenhloso yokufaka isicelo sokuba kutholakale imvume kwabezemvelo nokuxhumana nomphakathi ngaphansi komthetho obizwa ngele National Environmental Management Act, 1998 (Act No. 107 of 1998)("NEMA"), Environmental Impact Assessment Regulations 2014, kanye noMthetho Wamanzi National Water Act (Act No. 36 ka-1998) (NWA)

INCAZELO NGEPROJEKTHI NOKUZINZA KWAYO: I-TNPA ihlongoza ukuthuthukiswa kwamabali amasha, i-Berth 709 kanye ne-Berth 710, kanye nengqalasizinda ehlobene nayo etholakala endaweni Richards Bay (PoRB) phakathi kukaMasipala Wendawo UMhlathuze kanye noMasipala Wesifunda i-King Cetshwayo esiFundazweni saKwaZulu-Natali. Le phrojekthi ihlanganisa ukumbiwa kodonga lwezikhumulo kanye nejethi kulamabali amabili amasha, umgwaqo omusha ongenela i-TNPA, isiteshi esisha (11kV), ichibi lokugcina amanzi ezikhukhula, imigwaqo kanye nezindawo zokubeka kanye nokuhlinzekwa kwezinsiza ezihlanganisa ugesi, ukulawulwa kwamanzi ezikhukhula. I-Hatch Africa (Pty) Ltd, igqkwe i-TNPA ukuba ihole iprojekti, yona yaqoka i-Indaloenhle Environmental Consultants (Pty) Ltd ukuthi yenze inqubo yokubika nge-Scoping and Environmental Impact Reporting (S&EIR) ukuze ithole Ukugunyazwa Kwezemvelo ngokwe-NEMA, kanye Nemibandela Yelayisense Yokusebenzisa Amanzi.

UMTHETHO: Isicelo semvume sokuba kwenzeke loku okubaliwe, ngaphansi kokuvunyelwa iNEMA EIA Regulations 2014- ku-Government Notice Regulations 983, 984 kanye no-985, ukuze kutholwe Ukugunyazwa Kwezemvelo ngaphambi kokuqala. Inqubo ye-S&EIR izoqhutshwa ngokuhambisana neNgxenye 3 yeMithetho ye-NEMA EIA. Le misebenzi elandelayo kulindeleke ukuthi ithinteke kwiPhrojekthi: Listing Notice 1 - Imisebenzi No. 17, 19, 19A, 27 kanye no-30; Listing Notice 2 – Imisebenzi No. 6, 14 kanye 26; Listing Notice 3 - Imisebenzi No. 4, 12 kanye ne-14. NgokweSigaba 21 se-NWA, iphrojekthi izodinga futhi i-WUL njengoba iqala ukusetshenziswa kwamanzi okubaluiwe eSigabeni 21, ikakhulukazi, b, c, f, g, i & j.

ISIMEMO SOKUBHALISA NJENGE-I&AP: Uma kwenzeka uba nentshisekelo futhi noma uthintwe iphrojekthi, uyamenywa ukuba ubhalise njengeQembu Elinentshisekelo nelithintekayo (I&AP) ngaphambi kokuba kushaye **umhlaka-14 kuNtulikazi 2025.** Amaphepha okubhalisa nawokuphawula, kanye nemibhalo yolwazi lwephrojekthi iyatholakala kulezi zindawo ezingezansi.

UKUBUYEKEZWA KOMPHAKATHI NGE-SCOPING (DSR) kanye ne-WULA: I-DSR izotholakala ukuze kuphawulwe ngayo isikhathi esiyizinsuku ezingu-30 kusukela **mhla ziyi-13 kuNhlangulana 2025 kuya zingama-14 kuNtulikazi 2025** futhi ingafinyelelwa ezindaweni zomphakathi ezisohlwini elingezansi. Indaloenhle Environmental Consultants bazothola ukuphawula kanye nempendulo nge-WULA isikhathi sezinsuku ezingu-60 kusukela **mhla ziyi-13 kuNhlangulana 2025 kuya zingama-14 kuNcwaba 2025.**

Indawo	Ikheli	Ucingo Lokuxhumana	Izikhathi
Richard Bay Public Library	Richards Bay Central, Richards Bay, 3900	Ucingo: 035 907 5840	Msombuluko kuya kuLwesihlanu ngo-9 ekuseni kuya ku-5 ntambama I Sat 8:30 am to 11:45 pm (kuvalwa ngamaSonto nangamaholide).
I-Aquadene Public Library	4 Via Ammannia, Aquadene, Richards Bay, 3900	Ucingo: 035 907 5579	Msombuluko kuya kuLwesihlanu ngo-9 ekuseni kuya ku-5 ntambama I Sat 8:00 am to 12:00pm (kuvala ngamaSonto nangamaholide).
I-Documents Online Link	**https://drive.google.com/drive/folders/16sJL6BYfqnPwiVTieRgPUEfr4YH5rjVP?usp=sharing**		

I-Indaloenhle Environmental Consultants izobe icubungula imininingwane ethile yomuntu (ngokuhambisana noMthetho Protection of Personal Information Act (No. 4 of 2013) ukuze ubhalise njenge-I&AP futhi izobe igcina imininingwane yakho, uma uvuma ukuba senze kanjalo.

Ukuze uthole ulwazi olwengeziwe, ukubhaliswa njenge-I&AP kanye nokuhanjiswa kwemibono, sicela uthinte: Nksz Mbalenhle Mtshali, Indaloenhle Environmental Consultants; **www.indaloenhle.co.za**
Ucingo: 031 003 4241 Cell: 072 6121909 (SMS the word "Berths709/710" or send a please call me request)
I-imeyili: info@indaloenhle.co.za

TRANSNET — Indaloenhle — HATCH

701 ABBREVIATED SUMMONS

COMBINED SUMMONS

CASE NUMBER: 3177/2024P

IN THE HIGH COURT OF SOUTH AFRICA KWAZULU NATAL DIVISION, PIETERMARITZBURG

In the matter between:

NEDBANK LIMITED: PLAINTIFF

And

GUMEDE, SIBONGISENI: DEFENDANT

To the sheriff or his deputy: **INFORM: SIBONGISENI GUMEDE, an adult male with identity number 901020 5668 080**, whose full and further particulars are to the plaintiff unknown, and who resides at **EKAMBENI LOCATION, WARD 19, MTWALUME, SCOTTBURGH, 4186** also being his chosen domicilium citandi et executandi, which address falls within the jurisdiction of the above Honourable Court (hereinafter called the defendant), **THAT: NEDBANK LIMITED,** a public company duly registered and incorporated with limited liability in accordance with the laws of the Republic of South Africa trading, inter alia, as bankers and credit providers in terms of the provisions of Act 94 of 1990 (as amended) and Act 34 of 2005 with its principal place of business situate at 135 Rivonia Road, Sandown, Sandton, (hereinafter called the plaintiff), hereby institutes action against the defendant for: **AS PER THE PARTICULARS OF CLAIM ATTACHED HERETO INFORM** the defendant further that if the defendant disputes the claim and wishes to defend the action, the defendant shall within ten (10) days of the service upon the defendant of this summons file with the Registrar of this Court at 301 Church Street, Pietermaritzburg, notice of the defendant's intention to defend and serve a copy thereof on the plaintiff's attorneys, which notice shall give and address (not being a post office box of poste restante) referred to in Rule 19(3) for the service upon the defendant of all notices and documents in the action. **THEREAFTER** and within 20 days after filing and serving notice of intention to defend as aforesaid, file with the registrar and serve upon the plaintiff a plea, exception, notice to strike out, with or without a counterclaim. **INFORM** the defendant further that if the defendant fails to file and serve notice as aforesaid, judgement as claimed may be given against the defendant without further notice to the defendant, or if, having filed and served such a notice, the defendant fails to plead, except, make application to strike out or counter claim judgment may be given against him. And immediately thereafter serve on the defendant a copy of this summons and return the same to the Registrar with whatsoever you have done there upon.

DATED AT PIETERMARITZBURG ON THIS 29 TH DAY OF FEBRUARY 2024.

REGISTRAR OF THE HIGH COURT

HAINSWORTH KOOPMAN ATTORNEYS PLAINTIFF'S ATTORNEYS
7 BUSH SHRIKE CLOSE VICTORIA COUNTRY CLUB ESTATE
170 PETER BROWN DRIVE PIETERMARITZBURG
TEL: (031) 109 0388
FAX: (086) 732 0511
E-mail: divan@hkinc.co.za
REF: MFC1/0759/CP

701 ABBREVIATED SUMMONS

For all your Legal Advertising Classifieds 031 308 2004

• PUBLIC / LEGAL NOTICE •

CITY OF UMHLATHUZE

INTENTION TO DISPOSE COUNCIL PROPERTIES IN RICHARDS BAY BY PRIVATE BARGAIN

PROPERTY DESCRIPTION	ZONING	EXTENT (m2)	MARKET VALUE	PURCHASER
Erf 11633, Richards Bay	Core Mixed Use 1	4372	R6 550 000,00	African Seed Investments (PTY) LTD
Erf 16588, Richards Bay	Core Mixed Use 1	2600	R6 240 000.00	Midbay Motors Volkswagen
Erf 16589, Richards Bay	Core Mixed Use 1	2600	R6 240 000.00	Midbay Motors Volkswagen

This is subject to Council's standard conditions of sale.

Conditions of Sale and further particulars are obtainable from, and any comments or objections can be submitted to the Property Administration Section, Ms L. Nakin, telephone (035 9075060) or Ms F. Mjenxane, Room 127, telephone (035) 907 5073, Civic Centre, 5 Mark Strasse, Central Business District, Richards Bay by no later than 12:00 on 03 July 2025

Any person who cannot read or write will be assisted during office hours with their comments or representations.

Civic Offices
Private Bag X1004
RICHARDS BAY
3900

Mr P. N. Mhlongo
CITY MANAGER

PG001013-25ICB

TRANSNET NATIONAL PORTS AUTHORITY (TNPA): NOTIFICATION OF AN APPLICATION FOR ENVIRONMENTAL AUTHORISATION SUBJECT TO A SCOPING AND ENVIRONMENTAL IMPACT REPORTING PROCESS AND A WATER USE LICENCE APPLICATION

Notice issued in terms of the National Environmental Management Act (No. 107 of 1998), as amended (NEMA) and the Environmental Impact Assessment Regulations, 2014, as amended (EIA Regulations) and the National Water Act (Act No. 36 of 1998), as amended (NWA)

DESCRIPTION AND LOCATION: TNPA proposes the development of new berths, Berth 709 and Berth 710, as well as associated infrastructure located at the Port of Richards Bay (PoRB) within uMhlathuze Local Municipality and King Cetshwayo District Municipality in the KwaZulu-Natal Province. The project include dredging activities for a quay wall and jetty for the two new berths, a new TNPA access road, a new substation (11kV), stormwater storage pond, temporary construction access roads and laydown areas and provision of utilities including electricity, stormwater management and water. Hatch Africa (Pty) Ltd, as the TNPA appointed lead consultants, appointed Indaloenhle Environmental Consultants (Pty) Ltd as the independent Environmental Assessment Practitioner (EAP) to undertake the Scoping and Environmental Impact Reporting (S&EIR) process to obtain Environmental Authorisation in terms of NEMA, as well as a Water Use Licence in terms of the NWA.

LEGISLATIVE CONTEXT: The Project triggers a number of activities in Listing Notices 1, 2 and 3, published under the NEMA EIA Regulations in Government Notice Regulations 983, 984 and 985, which require an S&EIR process to obtain Environmental Authorisation prior to commencement. The S&EIR process will be conducted in line with Part 3 of the NEMA EIA Regulations. The following activities are anticipated to be applicable to the Project: Listing Notice 1 - Activities No. 17, 19, 19A, 27 and 30; Listing Notice 2 - Activities No. 6, 14 and 26; Listing Notice 3 - Activities No. 4, 12 and 14. According to Section 21 of the NWA, the project will also require a WUL as it triggers water uses listed in Section 21, specifically, b, c, f, g, i and j.

INVITATION TO REGISTER AS AN I&AP TO COMMENT: Should you be interested and or affected by the Project, you are hereby invited to register as an Interested and Affected Party (I&AP) by no later than **14 July 2025**. Registration and comment sheets, as well as associated Project information documents are available at the below locations.

PUBLIC REVIEW OF THE DRAFT SCOPING REPORT (DSR) and WULA: The DSR will be available for comment for a 30-day period from **13 June to 14 July 2025** and can be accessed during this period from the link and the public venues listed in the Table below. Indaloenhle Environmental Consultants will receive comments and feedback on the WULA for an extended 60-day period from **13 June to 14 August 2025.**

Venue	Address	Contact Details	
Richard Bay Public Library	Richards Bay Central, Richards Bay, 3900	Tel: 035 907 5840	Mon to Fri 9 am to 5 pm | Sat 8:30 am to 11:45 pm (closed on Sundays and public holidays).
Aquadene Public Library	4 Via Ammannia, Aquadene, Richards Bay, 3900	Tel: 035 907 5579	Mon to Fri 9 am to 5 pm | Sat 8:00 am to 12:00 pm (closed on Sundays and public holidays).
Documents Online Link	https:drivegooglecomdrivefolders/16sJL6BYfqnPwiVTieRgPUEfr4YH5rjVP?usp=sharing		

Indaloenhle Environmental Consultants will be processing certain personal information (in accordance with the Protection of Personal Information Act (No. 4 of 2013) about you as an I&AP to enable your registration as an I&AP and will be storing your details on our database, if you consent for us to do so.

For further information, registration as I&AP and submission of comments, please contact:
Ms. Mbalenhle Mtshali, Indaloenhle Environmental Consultants;
www.indaloenhle.co.za
Tel: 031 003 4241 Cell: 072 6121909 (SMS the word "Berths709/710" or send a please call me request)
E-mail: info@indaloenhle.co.za

TRANSNET national ports authority

Indaloenhle

HATCH

PG001024-25ICB

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Teens who consistently learn about the risks of drugs from their parents are up to 50% less likely to use drugs than those who don't.

Alcohol and Drug Help Centre
SANCA - Zululand
035 772 3290/01

• PUBLIC & LEGAL NOTICES •

KING CETSHWAYO

PUBLIC NOTICE

ADOPTION OF THE KING CETSHWAYO DISTRICT MUNICIPALITY:

• FINAL INTEGRATED DEVELOPMENT PLAN 2025/2026

Notice is hereby given in terms of the Municipal Systems Act, (MSA) 2000 (Act No. 32 of 2000) Chapter 5 (Section 25) that the Council of the King Cetshwayo District Municipality at its council meeting sitting on the 28th of May 2025 resolved to adopt the Final 2025/2026 King Cetshwayo District Municipality Integrated Development Plan (IDP) as per provisions of Chapter 5 (Section 34) of the MSA.

Copies of the approved IDP are available for perusal at the following public places:

- King Cetshwayo District Municipality Main Offices (Prince Mangosuthu Buthelezi House, corner Barbados and Krugerrand Roads, Richards Bay CBD, 3900)
- King Cetshwayo District Municipality cashiers' offices (Nkandla, Eshowe, Melmoth Gingindlovu)
- Council's website www.Kingcetshwayo.gov.za

PG001006-25ICB

2024/2025 SPECIAL ADJUSTMENT BUDGET

Notice is hereby given in terms of Section 22 of the Local Government Municipal Financial Management Act (Act No, 56 of 2003), read together with Section 26 of the Municipal Budget and Reporting Regulations (Gazette 32141 of 17 April 2009) that the King Cetshwayo District Municipality has approved its 2024/2025 Special Adjustment Budget for the 2024/2025 financial year. The 2024/2025 Second Conditional Grants Adjustment Budget was tabled and approved by Council at the meeting held on the 28th of May 2025, Council resolution KCDMC: 3397/2025. A summary of the 2024/2025 Special Adjustment budget is outlined in the table below:

BUDGET SUMMARY	2024/25
	R'000
TOTAL REVENUE	**1 422 510**
Total Operating Expenditure (Excluding Non-Cash Items)	923 801
Total Capital Expenditure (Grant Transfers Including VAT)	498 709
TOTAL EXPENDITURE	**1 422 510**

FINAL MEDIUM TERM BUDGET 2025/2026

Notice is hereby given in terms Section 21 of the Municipal Systems Act, 2000 (Act No.32 of 2000) of Section 22 of the Local Government Municipal Financial Management Act (Act No, 56 of 2003), read together with Section 18 of the Municipal Budget and Reporting Regulations (Gazette 32141 of 17 April 2009) that the King Cetshwayo District Municipality has adopted its Final Multi Year Budget for the 2025/2026 - 2026/2027 financial years. The Final Multi Year Budget was approved by Council at its meeting held on 28th of May 2025, Council resolution KCDMC: 3398/2025. A summary of the 2025/2026 - 2027/2028 Final Multi Year Budget is outlined in the table below:

BUDGET SUMMARY	2025/26	2026/27	2027/28
	R'000	R'000	R'000
TOTAL REVENUE	**1 421 391**	**1 445 273**	**1 599 934**
Total Operating Expenditure (Excluding Non-Cash Items)	947 454	1 011 437	1 058 226
Total Capital Expenditure (Grant Transfers Including VAT)	473 937	433 837	541 708
TOTAL EXPENDITURE	**1 421391**	**1 445 273**	**1 599 934**

Enquires in respect of the above may be forwarded to: The Municipal Manager Mr PP Sibiya via Post at Private Bag X1025, Richards Bay 2500 or e-mailed to rheedersc@kingcetshwayo.gov.za or telephonically on 035 799 2500 during office hours. A detailed document can be viewed at www.kingcetshwayo.gov.za. .

PP SIBIYA
MUNICIPAL MANAGER
KING CETSHWAYO DISTRICT MUNICIPALITY

DBV SPCA



They need a good place to call home

Richards Bay
035 753 2086

Empangeni
071 1744746

eShowe
035 474 4169

Appendix K.3: REPORT PLACEMENT

Indaloenhle
Environmental Consultants

PROOF OF SUBMISSION

I, Gaby T2 Ngobese, herewith acknowledge receipt of:

1 X copy of the report titled: Draft Scoping Report

for New Berths 709 and 710 - TNPA.

Name of Department:	Library (Richards Bay)
Physical Address of Department:	02 Kruger Road Groote Richards Bay CBD
Tell No.:	035-907 5840 | 1 | 2 | 3 | 6
Email:	richardsbaylibrary0333@gmail.com

Date: 18 / 06 / 2025

Time: 12 :05

Signature:

Indaloenhle
Environmental Consultants

PROOF OF SUBMISSION

I, Z. Buthelezi, herewith acknowledge receipt of:

1 X copy of the report titled: Draft Scoping Report

for New Berth 709 and 710 - TNPA.

Name of Department:	Community Services: Aquadene Library
Physical Address of Department:	04 Vic Ammanns Aquadene Richards Bay 3900
Tell No.:	035 9075859
Email:	Zinhle.Buthelezi@umhlathuze.gov.za

Date: 18 / 06 / 2025

Time: 13 : 49

Signature:

Appendix K.4: EMAIL NOTIFICATION

Included Attachments on the Email: *Background Information Document (BID) & a link to access the DSR of the Project.*

A record of failed delivery email notifications is also included after the BID.

Environmental@indaloenhle.co.za

From: Environmental@indaloenhle.co.za
Sent: Friday, 13 June 2025 17:15
Cc: 'Mbalenhle Mtshali'; 'mutali@indaloenhle.co.za'
Subject: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report

Dear Stakeholder,

Transnet National Ports Authority (TNPA) is proposing the construction of two new berths—Berths 709 and 710—at the Port of Richards Bay (PoRB). This development forms part of the broader KwaZulu-Natal Logistics Hub (KZN-LH) Programme, which seeks to enhance port capacity and regional logistics efficiency.

TNPA has appointed Hatch Pty (Ltd) as the lead consultant for the project. In turn, Indaloenhle Environmental Consultants has been appointed by Hatch as the independent Environmental Assessment Practitioner (EAP) responsible for managing the Scoping and Environmental Impact Reporting (S&EIR) process under the National Environmental Management Act (NEMA).

You are hereby notified that the Environmental Authorisation (EA) process for the proposed development has officially commenced.

The proposed development includes:

- Construction of deep-water quay infrastructure for two new berths (709 and 710) to accommodate a range of vessels, including Cape size vessels.
- Dredging of ±1.8 million m^3 of material and offshore disposal at an existing registered site.
- Development of a new 1.8 km TNPA access road, stormwater management system, utilities, a substation, and temporary construction laydown areas.

The Draft Scoping Report (DSR) is available for public review and comment over a period of 30 days, running from 13 June to 14 July 2025. Stakeholders and interested parties are encouraged to review the report and submit any comments or concerns within this timeframe. Indaloenhle Environmental Consultants will receive comments and feedback on the WULA for an extended 60-day period from 13 June to 14 August 2025.

The DSR is available for physical viewing at the Richards Bay Public Library and the Aquadene Public Library. For those who prefer digital access, the report can also be downloaded via the following link:
https://drive.google.com/drive/folders/16sJL6BYfqnPwiVTieRgPUEfr4YH5rjVP?usp=sharing

For further information please refer to the attached Background Information Document.

KIND REGARDS,

Indaloenhle
Environmental Consultants

Sinenhlanhla Khwela,

M 069 145 9582
T 031 003 4241
E Environmental@indaloenhle.co.za
Indaloenhle Environmental Consultants
Dbn: 62 Old Main Road, Kloof, 3610
Jhb: Suite 5, Palmer Place Office Park, 22 Bramfischer Drive, Pine Park
www.indaloenhle.co.za

BACKGROUND INFROMATION DOCUMENT

SCOPING AND ENVIRONMENTAL IMPACT REPORTING AND WATER USE LICENSE APPLICATION PROCESS FOR NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE

Purpose of this Document

Indaloenhle Environmental Consultants has been commissioned by Hatch Africa (Pty) Ltd, on behalf of the Transnet National Ports Authority (TNPA), as the independent Environmental Assessment Practitioner (EAP) to undertake the Scoping and Environmental Impact Reporting (S&EIR) and a Water Use Licence (WUL) Application process for the New Berths 709 and 710 Project. This process includes public consultation with parties that may be affected by, or have an interest in, the proposed Project.

The purpose of this document is to:

- Provide background information to landowners and Interested and Affected Parties (I&APs) on the Project.
- Consult stakeholders and provide them the opportunity to register as I&APs.
- Announce the availability of a Draft Scoping Report (DSR) available for public review and comment.
- Obtain I&AP comments and contributions to incorporate these into the environmental reporting.

You are hereby invited to participate freely and submit any questions or information you feel may contribute to the process. All comments received will be recorded and addressed as part of the S&EIR and WUL process. Please complete the attached comment form and return to the contact details provided.

Project Background

TNPA is planning to construct two new berths, 709 and 710, at the Port of Richards Bay (PoRB), as part of the KwaZulu-Natal Logistics Hub programme. As the existing berths are nearing full capacity the proposed Project aims to increase the Port's capacity, relieve port congestion and facilitate access to new industry players for the export of dry bulk commodities.

This expansion will enable the Port to handle larger volumes of dry bulk commodities, supporting regional economic growth and meeting rising export demands. The design will feature advanced equipment to improve operational efficiency, reduce turnaround times and streamline cargo handling processes.

This Project is subject to an application for Environmental Authorisation (EA) in terms of the National Environmental Management Act (NEMA), Act 107 of 1998 and a Water Use License (WUL) in terms of the National Water Act, Act No. 36 of 1998 (NWA). The applicant (TNPA) is required to submit an application for EA to the Department of Forestry, Fisheries and Environment (DFFE), and application for a WUL to the Department of Water and Sanitation (DWS).

Project Description

Project Location

The PoRB is located on South Africa's eastern seaboard, approximately 160 km north-east of Durban and 465 km south of Maputo, Mozambique. It falls within the uMhlathuze Local Municipality and King Cetshwayo District Municipality. The site is included in the PoRB Master Plan 2021-2035 and is positioned across the bay from Berths 706, 707 and 708. The site is close to key port infrastructure, ensuring efficient logistics and is accessible via major routes, including the N2 national road, connecting to regional roads like the R34 and R619.

The Project Locality Map is shown in Figure 1.

Project Infrastructure

The Project (Figure 2) involves establishing marine and quayside infrastructure, including the two new berths and a TNPA access road. Secondary infrastructure will be constructed, such as a stormwater storage pond, a substation, site-wide utilities, temporary construction access roads and laydown areas. Key components include:

- **Marine Infrastructure:** Deep-water quay and furnishings for two new berths, designed to accommodate various vessel sizes, including Cape size vessels and capital dredging to achieve a depth of -19.5 m Chart Datum.
- **Dredging Area and Disposal:** Dredging of approximately 1.8 million cubic meters of material from a 745 m by 67.5 m area to achieve the required berth depth. Disposal at the existing registered TNPA offshore site.
- **New Access Road:** A 1.8 km long, 8 m wide TNPA access road with gravel shoulders, connecting the new berths to the existing road network.

- **Stormwater System:** Installation of a stormwater management system to handle runoff, including drainage channels, sumps and a storage pond with a capacity of 850 m³.
- **Site-Wide Utilities:** Provision of bulk services such as water, potable/fire water, telecoms and power for lighting to the quay structure and access road.
- **Substation:** Construction of a new 11kV substation building (0.3 ha) along the TNPA access road, fed from the existing TNPA Eastern Intake Substation.
- **Construction Access and Laydown Areas:** Establishment of temporary laydown areas (11 ha) and access roads (2.3 km) for efficient storage and handling of construction materials and equipment.

Legislative Process

The S&EIR Process

Government Regulation Notice (GNR) 982, the Environmental Impact Assessment Regulations (EIA)(as amended) (EIA Regulations), outline procedures for EA. There are three Listing Notices that require impact assessments to be undertaken prior to the commencement of any activities: Listing Notice 1 (GNR 983) identifies activities that require a Basic Assessment (BA) process, Listing Notice 2 (GNR 982) identifies activities that require a Scoping and Environmental Impact Reporting (S&EIR) process and Listing Notice 3 (GNR 985) identifies activities within specific areas that require a BA process.

Indaloenhle undertook a legal review of the listed activities according to the proposed project description and concluded that S&EIR process must be followed and the DFFE is the Competent Authority who will issue the decision on whether or not an EA will be granted.

The S&EIR process consists of various phases with associated timelines and can generally be divided into four main phases, namely;

- an unregulated pre-application phase;
- an Application and Scoping Phase **(current phase of the process);**
- an Impact Assessment Phase; and
- Authorisation and Appeal Phase.

The following listed activities are being applied for:

- **GNR 983 Listing Notice 1:** Activities No. 17, 19, 19A, 27 and 30
- **GNR 984 Listing Notice 2:** Activities No. 6, 14 and 26
- **GNR 985 Listing Notice 3:** Activities No. 4, 12 and 14

Water Use Licence Application (WULA)

Based on the location of the site in relation to an estuary and wetlands, the Project also requires a WULA in terms of Section 21 of the National Water Act (36 of 1998). The water uses potentially triggered includes: (b), (c), (f), (g), (i) and (j).

The Scoping Phase

The scoping phase (current phase) is conducted as the precursor to the EIA process during which:

- Collecting project and baseline information.
- Identifying and informing stakeholders.
- Consulting environmental authorities.
- Describing environmental issues and impacts.
- Evaluating development alternatives.
- Determining need for further investigations.
- Submitting draft and final scoping reports for review.
- Compiling key issues and concerns from interested parties.

In commencing the Scoping Phase, the following detailed Specialist Impact Studies thus far have been proposed as integral in this application:

- Wetlands Impact Assessment
- Terrestrial Biodiversity Impact Assessment
- Archaeological, Palaeontological, & Cultural Heritage Impact Assessments
- Avifaunal Impact Assessment
- Marine and Estuarine Impact Assessment
- Geotechnical Assessment
- Traffic Management Study

Additional aspects will be considered during the EIA phase, including (not limited to) agriculture, air, noise, climate change and visual.

Potential Environmental Impacts

A successful EIA hinges on identifying and investigating potential impacts, both positive and negative. Initial potential environmental impacts of the proposed project have been identified, with more possibly emerging as the EIA progresses. Specialist studies will be conducted to assess these impacts accurately. Management and mitigation measures will be recommended to alleviate, reduce, or compensate for negative impacts. Preliminary identified potential impacts to be assessed in the scoping phase include amongst others:

- Loss of vegetation;
- Alien plant invasion;
- Habitat fragmentation and loss; and
- Employment opportunities.

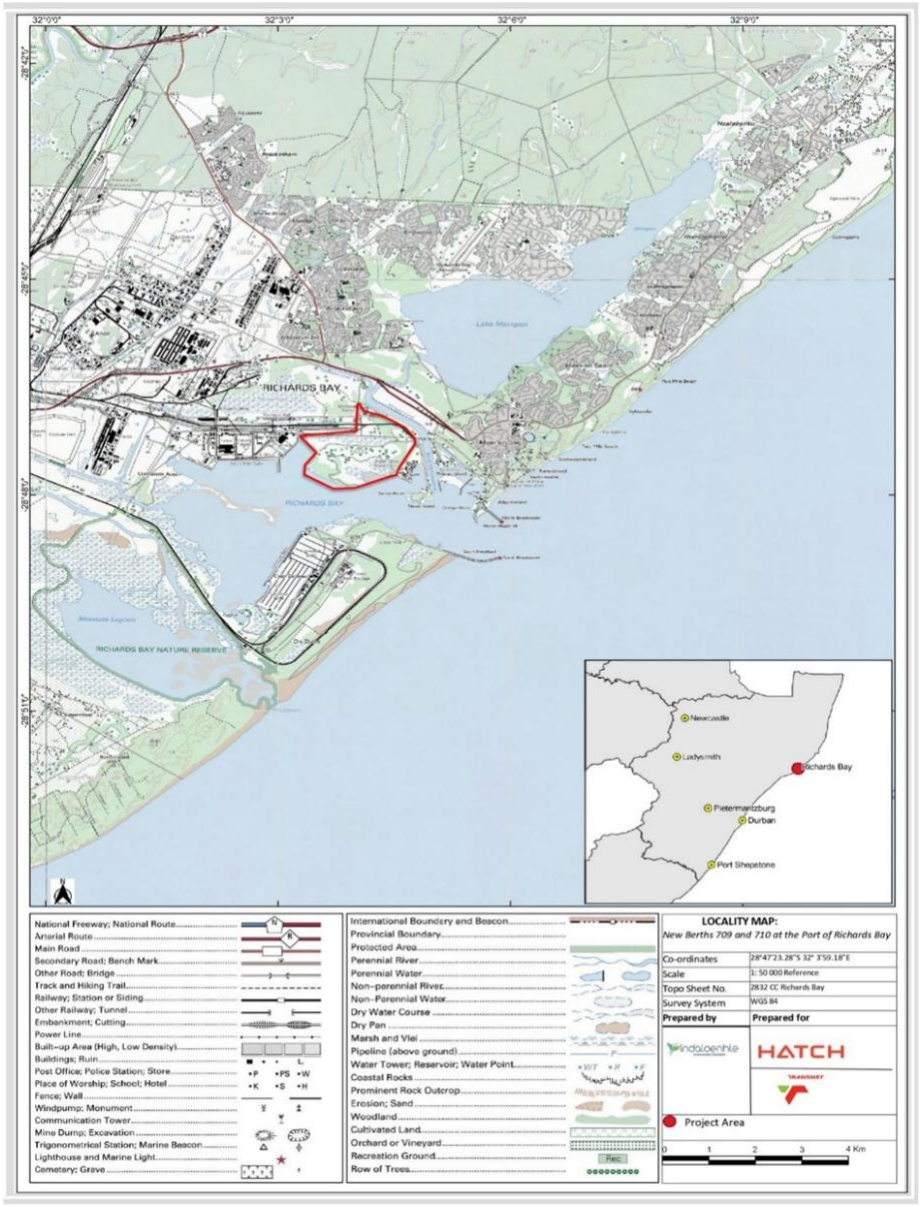
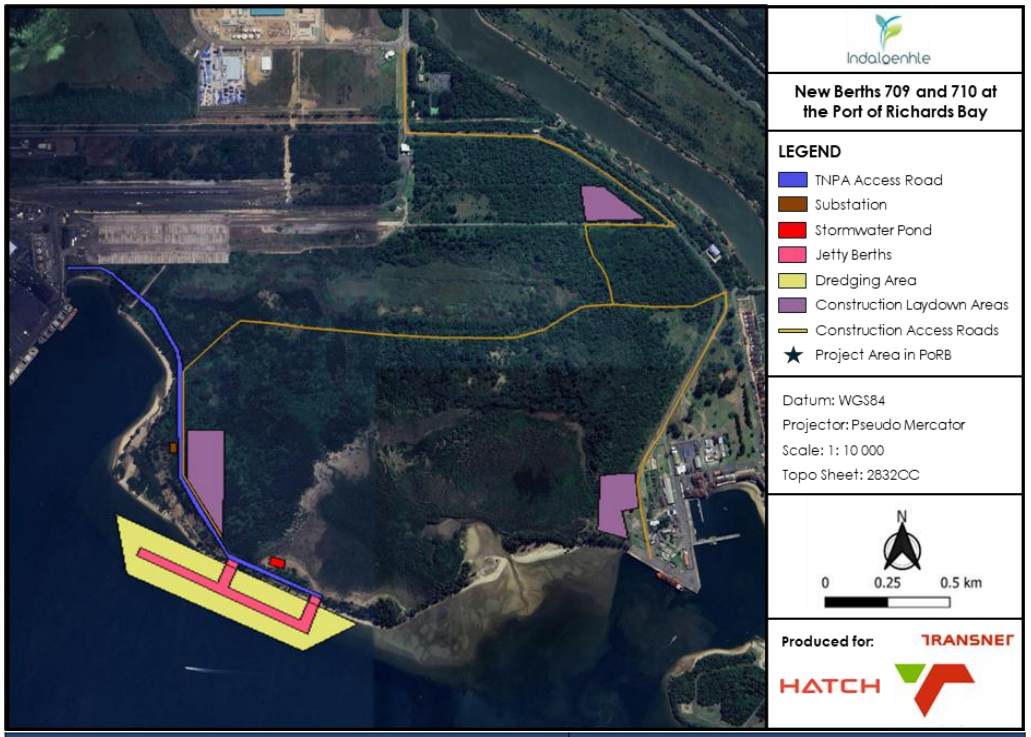


Figure 1: Project Locality Map (Project site in red polygon)



Key Infrastructure	Infrastructure Co-ordinates
New TNPA Substation	28° 47.540'S, 32° 3.509'E
Jetty Berths	28° 47.812'S, 32° 3.623'E
Dredging Area	28° 47.830'S, 32° 3.726'E
Construction Access Road	28° 47.323'S, 32° 4.172'E
Stormwater Pond	28° 47.771'S, 32° 3.748'E
TNPA Access Road	28° 47.488'S, 32° 3.521'E
Construction Laydown Areas	1: 28° 47.610'S, 32° 3.582'E 2: 28° 47.047'S, 32° 4.499'E 3. 28° 47.641'S, 32° 4.523'E

Figure 2: Key Project Infrastructure Layout

PUBLIC PARTICIPATION PROCESS

It is important that relevant I&APs are identified and involved in the public participation process from the beginning of the Project. Issues, impacts and alternatives raised by I&APs will help focus the EIA process and enhance the quality of the decision taken by the authorities. As an I&AP you need to ensure that you are registered for the Project and that you forward your comments within the stipulated timeframes to the EAP at the details provided in this document.

Objectives of Public Participation

- Provides I&APs with an opportunity to voice their support, concerns and questions regarding the project, application or decision;
- Provides an opportunity for I&APs, EAP and the Competent Authority to obtain clear, accurate and understandable information about the environmental, social and economic impacts of the proposed activity or implications of a decision;
- Provides I&APs with the opportunity of suggesting ways of reducing or mitigating negative impacts of an activity and for enhancing positive impacts; and
- Enables the applicant (TNPA) to incorporate the needs, preferences and values of affected parties into the application.

The Role of I&APs

Among others, individuals, neighbours, communities, government representatives, other stakeholders such as community leaders, non-governmental organizations etc. are invited to participate in the EIA process by means of published advertisements, site notices and written correspondence. The role of these stakeholders includes:

- Identifying issues of concern to be investigated, as well as possible impacts of the project on the natural and social environment.
- Suggesting alternative means in which to mitigate possible negative impacts and enhance positive impacts.
- Assisting in or commenting on the development of mutually acceptable criteria for the evaluation of decision options
- Verifying that their concerns, queries or issues have been considered / addressed.

You are hereby invited to participate freely and submit any questions or information you feel may contribute to the process. All comments received will be recorded and addressed as part of the EIA process.

How can YOU get Involved?

As an I&AP you need to ensure that you become involved in the process as early as possible. I&APs can be involved by:

- Registering as an I&AP;
- Read the material provided and actively seek to understand the Project and potential concerns;
- Assist with information that will contribute to a thorough study;
- Responding (by phone or e-mail) to our invitation for your involvement in the process;
- Completing the attached comment form;
- Attending the open days/public meetings (as applicable). As a registered I&AP you will be notified of such events;
- Reviewing and commenting on the DSR within the relevant review periods; and
- Contacting the contact persons below with your comments, queries, suggestions, or request for further project information.

Public Review of DSR and WULA

The DSR will be available for comment for a 30-day period from **13 June 2025 to 14 July 2025.** Comments and feedback on the WULA will be accepted for an extended 60-day period from **13 June 2025 to 14 August 2025.**

The DSR can be accessed during this period at:

- **Richards Bay Public Library:** Richards Bay Central, Richards Bay, 3900 (035 907 5840)
- **Aquadene Public Library:** 4 Via Ammannia, Aquadene, Richards Bay, 3900 (035 907 5579)
- **Indaloenhle Website**: www.indaloenhle.co.za

To be registered as an I&AP and ensure all your comments and queries regarding this Project are accurately documented and addressed, please complete the attached Registration and Comment Sheet and return it to Indaloenhle Environmental Consultants by the 14 July 2025.

REGISTRATION AND COMMENT SHEET

INVITATION TO VIEW AND COMMENT ON THE APPLICATION FOR ENVIRONMENTAL AUTHORISATION SUBJECT TO A SCOPING AND ENVIRONMENTAL IMPACT REPORTING PROCESS AND WATER USE LICENSE APPLICATION: NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE.

To be registered as an Interested and Affected Party (I&AP), please complete this form and return it to **Indaloenhle Environmental Consultants (Pty) Ltd**. By answering the questions below you will help us to develop a better understanding of your information requirements. The form also gives you the opportunity to make comments regarding the Project. *Additional pages may be attached.*

The Draft Scoping Report will be available for comment for a 30-day period from 13 June 2025 to 14 July 2025. Comments and feedback on the Water Use Licence Application will be accepted for an extended 60-day period from 13 June 2025 to 14 August 2025.

PLEASE SEND THIS REGISTRATION FORM AND ANY ADDITIONAL COMMENTS TO:

Indaloenhle Environmental Consultants	
Contact person:	Ms. Mbali Mtshali
Postal address:	62 Old Main Road, Kloof, Durban, 3610
Telephone:	031 003 4241
Cell phone:	069 560 1391
E-mail:	info@indaloenhle.co.za; mbali@indaloenhle.co.za

As the I&AP, please add your personal details below:

Full Name and Surname:	
Contact Details:	
Office No:	
Home No:	
Cell No:	
Email:	
Address:	
Postal Address:	
Preferred method of communication: □ e-mail □ post □ telephone **Preferred telephonic communication:** □ cell □ home □ work	
Organization/Representative:	
If your property is adjacent to the site, please provide Farm name, number and subdivision or Street Address (if applicable):	

Please Answer the Following Questions:

1. **Where did you get information about the project?**

☐ Newspaper advertisement ☐ Notice Board ☐ Flyer ☐ Other (*please specify*)

2. **Do you represent a company / organization, or is your interest on behalf of yourself?**

3. **Do you know of anyone that is affected by the proposed activity who was not informed of the project? (*if yes, please provide contact details*)**

Full Names and Surname:	
Organization (if applicable):	
Contact details	
Address:	
Tel No. (Home):	
Tel No. (Work):	
Cell No:	
Email address:	

4. **Do you have any specific concerns or comments regarding the project? (*please specify*)**

YES	NO

If yes, please indicate what your concerns or comments are?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Feel free to attached additional pages should this space for specific comments or concerns not suffice.

....

Signed **Date**

Indaloenhle Environmental Consultants will be processing certain personal information (in accordance with the Protection of Personal Information Act 4 of 2013) about you as an I&AP to enable your registration as an I&AP and will be storing your details on our database if you consent for us to do so.

Record of Non-Delivery of Email Notifications

Reply | Reply All | Forward

Mail Delivery System <MAILER-DAEMON@zagrh01mg01.saiab.ac.za>
To Environmental@indaloenhle.co.za

Fri 2025/06/13 17:32

We removed extra line breaks from this message.

details.txt 722 bytes | Undelivered Message Headers.txt 10 KB

This is the mail system at host zagrh01mg01.saiab.ac.za.

I'm sorry to have to inform you that your message could not be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to postmaster.

If you do so, please include this problem report. You can delete your own text from the attached returned message.

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<a.patersan@saiab.ac.za>: host 196.21.240.165[196.21.240.165] said: 554 5.4.12
SMTP; Hop count exceeded - possible mail loop detected on message id

<!&!AAAAAAAAAAAuAAAAAAAAAMUWor3ut2hGvRT7fGRdZngBAMO2jhD3dRHOtM0AqgC7tuYAAAAAAA4AABAAAAAxVfZezQJnQqaGY29fCvSEAQAAAAA=@indaloenhle.co.za>
(in reply to end of DATA command)

Undelivered Mail Returned to Sender

Reply | Reply All | Forward

Mail Delivery System <MAILER-DAEMON@mailchannels.net>
To Environmental@indaloenhle.co.za

Fri 2025/06/13 17:16

We removed extra line breaks from this message.

details.txt 2 KB | Undelivered Message Headers.txt 4 KB

This is the mail system at host relay.mailchannels.net.

I'm sorry to have to inform you that your message could not be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to postmaster.

If you do so, please include this problem report. You can delete your own text from the attached returned message.

The mail system

<ngcobolo@kingceshwayo.gov.za>: Host or domain name not found. Name service error for name=kingceshwayo.gov.za type=A: Host not found

<mveloz@kingcetshwayo.gov.za>: host kingcetshwayo-gov-za.mail.protection.outlook.com[52.101.73.24] said: 550 5.4.1 Recipient address rejected: Access denied. For more information see https://aka.ms/EXOSmtpErrors [AM2PEPF0001C710.eurprd05.prod.outlook.com 2025-06-13T15:15:42.947Z 08DDA9391CC71CBB] (in reply to RCPT TO command)

<Leslie.Roberson@csiro.au>: host act-mx.csiro.au[150.229.7.40] said: 550 #5.1.0 Address rejected. (in reply to RCPT TO command)

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P postmaster@dffe.gov.za
To environmental@indaloenhle.co.za

Reply | Reply All | Forward | ...

Fri 2025/06/13 17:18

If there are problems with how this message is displayed, click here to view it in a web browser.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

details.txt
728 bytes



Your message couldn't be delivered

The message you sent to kmathebula@dffe.gov.za couldn't be delivered due to: Recipient email address is possibly incorrect.

Further information
5.4.1 Recipient address rejected: Access denied. For more information see https://aka.ms/EXOSmtpErrors [CPT0EPF00000718.ZAFP275.PROD.OUTLOOK.COM 2025-06-13T15:18:05.448Z 08DDA949563AD19D]

If you sent this message to multiple addresses, you'll receive a notification like this for every one that didn't arrive.

P postmaster@dffe.gov.za
To environmental@indaloenhle.co.za

Reply | Reply All | Forward | ...

Fri 2025/06/13 17:16

If there are problems with how this message is displayed, click here to view it in a web browser.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

details.txt
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Your message couldn't be delivered

The message you sent to tkgaphola1@dffe.gov.za couldn't be delivered due to: Recipient email address is possibly incorrect.

Further information
5.4.1 Recipient address rejected: Access denied. For more information see https://aka.ms/EXOSmtpErrors [JN1PEPF00001EDB.ZAFP275.PROD.OUTLOOK.COM 2025-06-13T15:16:12.647Z 08DDA92A84700FA7]

If you sent this message to multiple addresses, you'll receive a notification like this for every one that didn't arrive.

Undeliverable: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report

P postmaster@dalrrd.gov.za
To Environmental@indaloenhle.co.za

Reply | Reply All | Forward | ...

Fri 2025/06/13 17:16

details.txt
1 KB

New Berths 709 and 710 at the Port of Richards Bay - Notification of the ... (535 KB)
Outlook item

Delivery has failed to these recipients or groups:

AbongileN@daff.gov.za
The email address you entered couldn't be found. Please check the recipient's email address and try to resend the message. If the problem continues, please contact your email admin.

bernaciam@daff.gov.za
The email address you entered couldn't be found. Please check the recipient's email address and try to resend the message. If the problem continues, please contact your email admin.

luyandat@daff.gov.za
The email address you entered couldn't be found. Please check the recipient's email address and try to resend the message. If the problem continues, please contact your email admin.

phikelelem@daff.gov.za
The email address you entered couldn't be found. Please check the recipient's email address and try to resend the message. If the problem continues, please contact your email admin.

Environmental@indaloenhle.co.za

From: Mail Delivery System <MAILER-DAEMON@mailchannels.net>
Sent: Friday, 11 July 2025 12:27
To: Environmental@indaloenhle.co.za
Subject: Undelivered Mail Returned to Sender
Attachments: details.txt; Undelivered Message Headers.txt

This is the mail system at host relay.mailchannels.net.

I'm sorry to have to inform you that your message could not be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to postmaster.

If you do so, please include this problem report. You can delete your own text from the attached returned message.

The mail system

<mveloz@kingcetshwayo.gov.za>: host
kingcetshwayo-gov-za.mail.protection.outlook.com[52.101.68.8] said: 550
5.4.1 Recipient address rejected: Access denied. For more information see
https://aka.ms/EXOSmtpErrors [DB1PEPF000509EE.eurprd03.prod.outlook.com
2025-07-11T10:26:47.329Z 08DDBEE50FA21D4B] (in reply to RCPT TO command)

Environmental@indaloenhle.co.za

From: Mail Delivery System <MAILER-DAEMON@mailchannels.net>
Sent: Tuesday, 08 July 2025 14:58
To: Environmental@indaloenhle.co.za
Subject: Undelivered Mail Returned to Sender
Attachments: details.txt; Undelivered Message Headers.txt

This is the mail system at host relay.mailchannels.net.

I'm sorry to have to inform you that your message could not be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to postmaster.

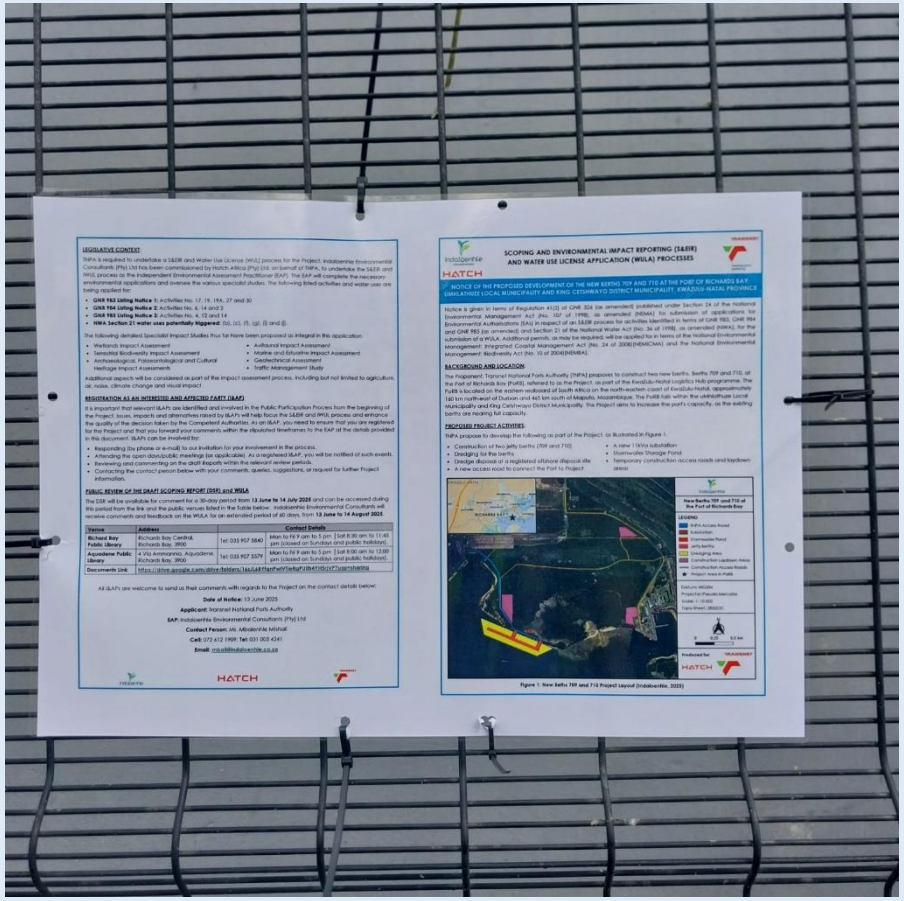
If you do so, please include this problem report. You can delete your own text from the attached returned message.

The mail system

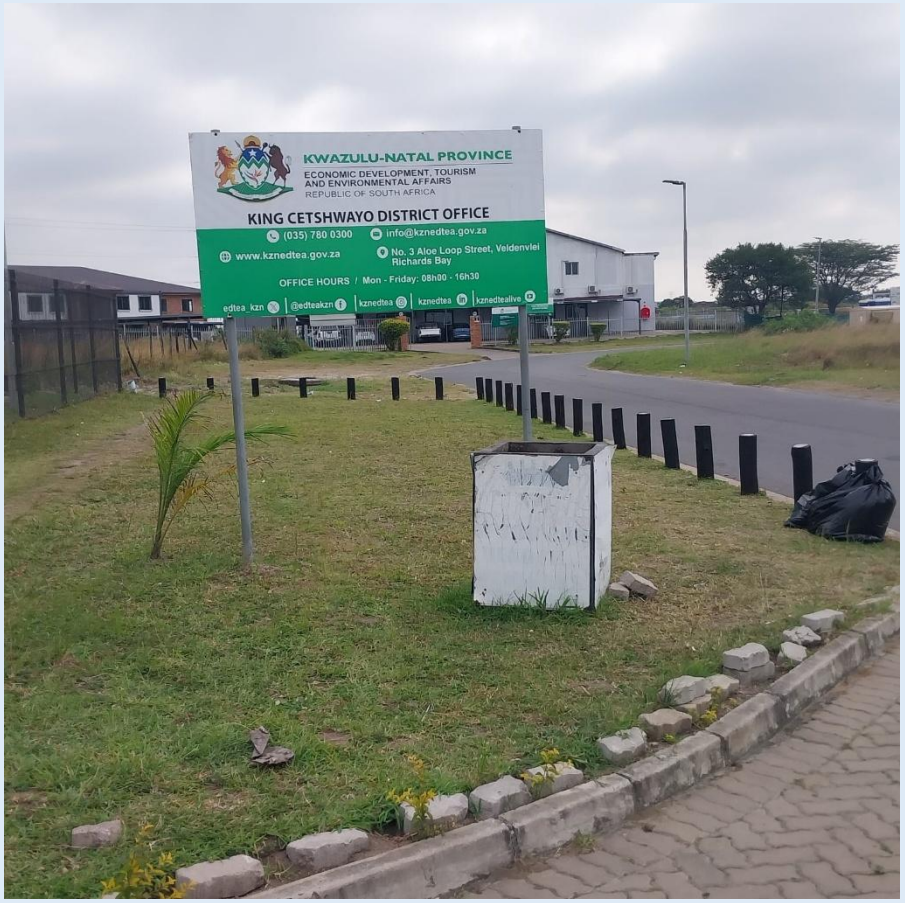
<suran.guneath@ugu.go.za>: Host or domain name not found. Name service error
for name=ugu.go.za type=A: Host not found

Appendix K.5: SITE NOTICES

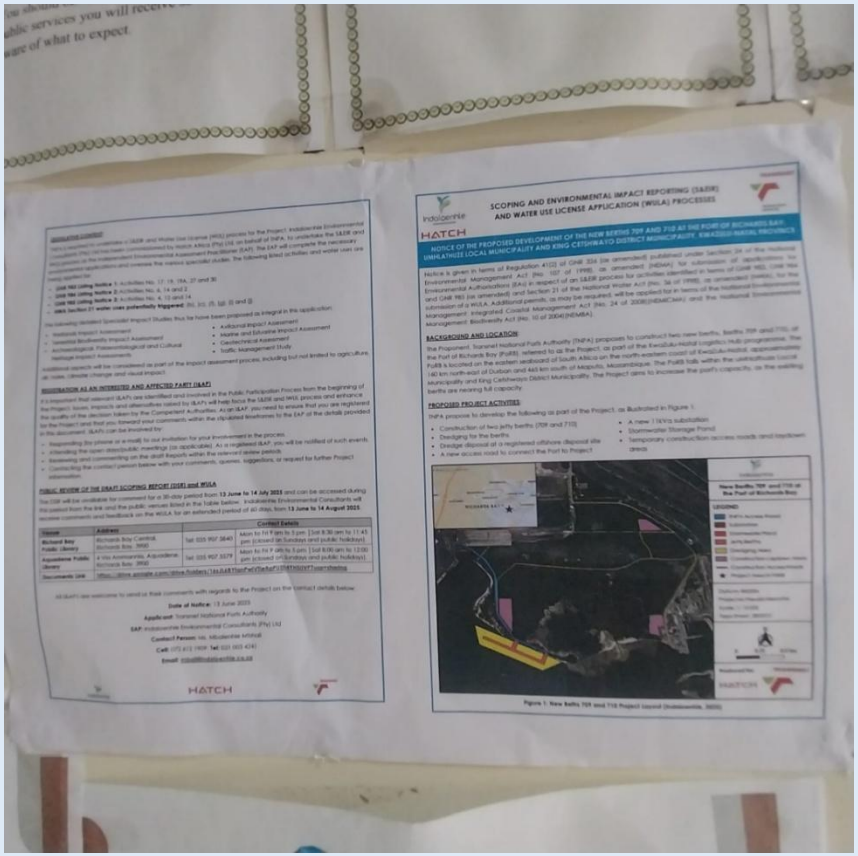
DEPARTMENT OF HOME AFFAIRS AND KING CETSHWAYO DISTRICT OFFICE RICHARDS BAY



SCOPING AND ENVIRONMENTAL IMPACT REPORTING (S&EIR) AND WATER USE LICENSE APPLICATION (WULA) PROCESSES

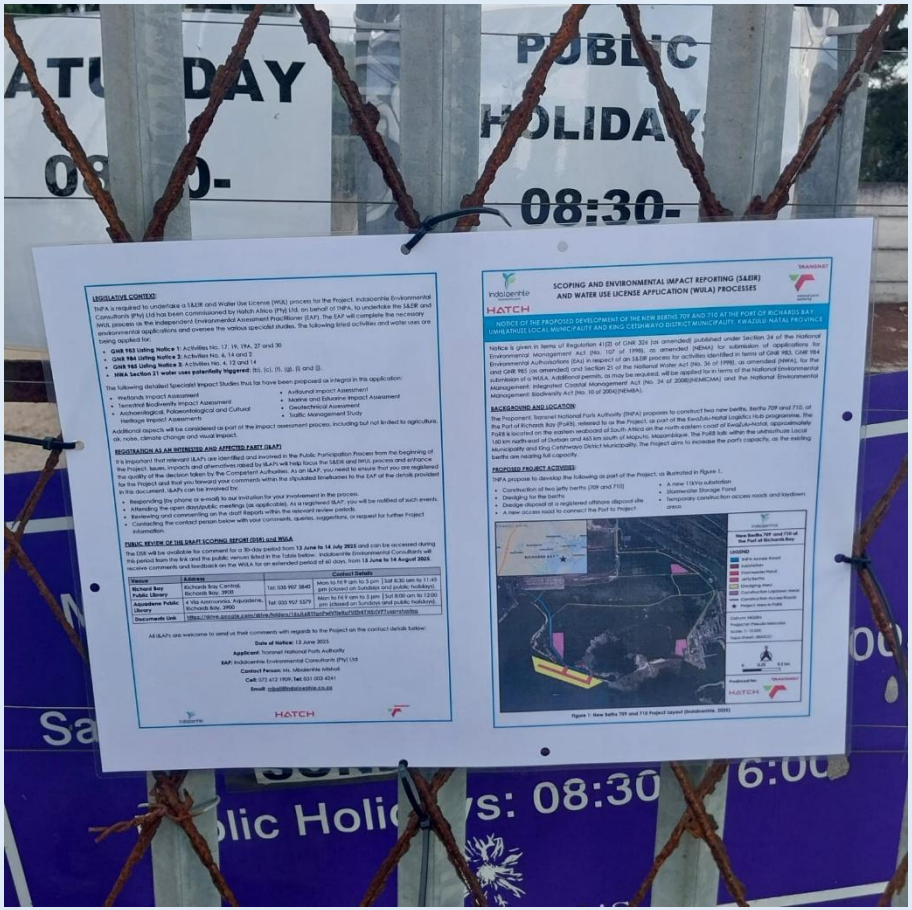


AQUADENE PUBLIC LIBRARY



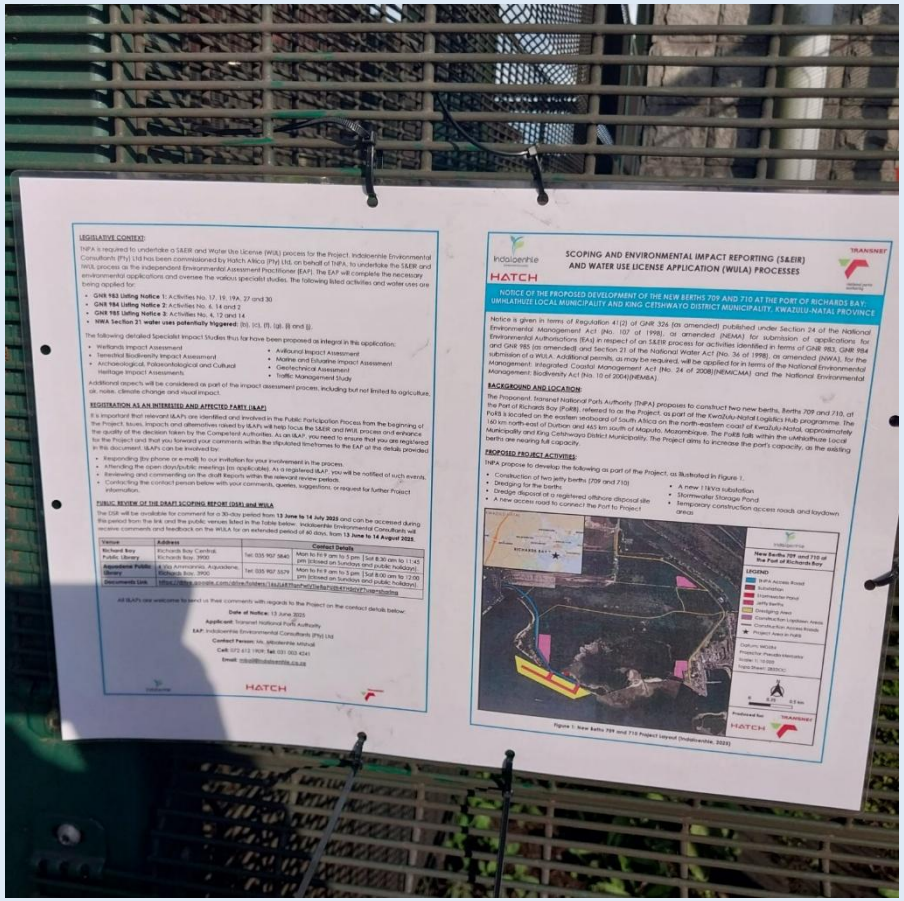


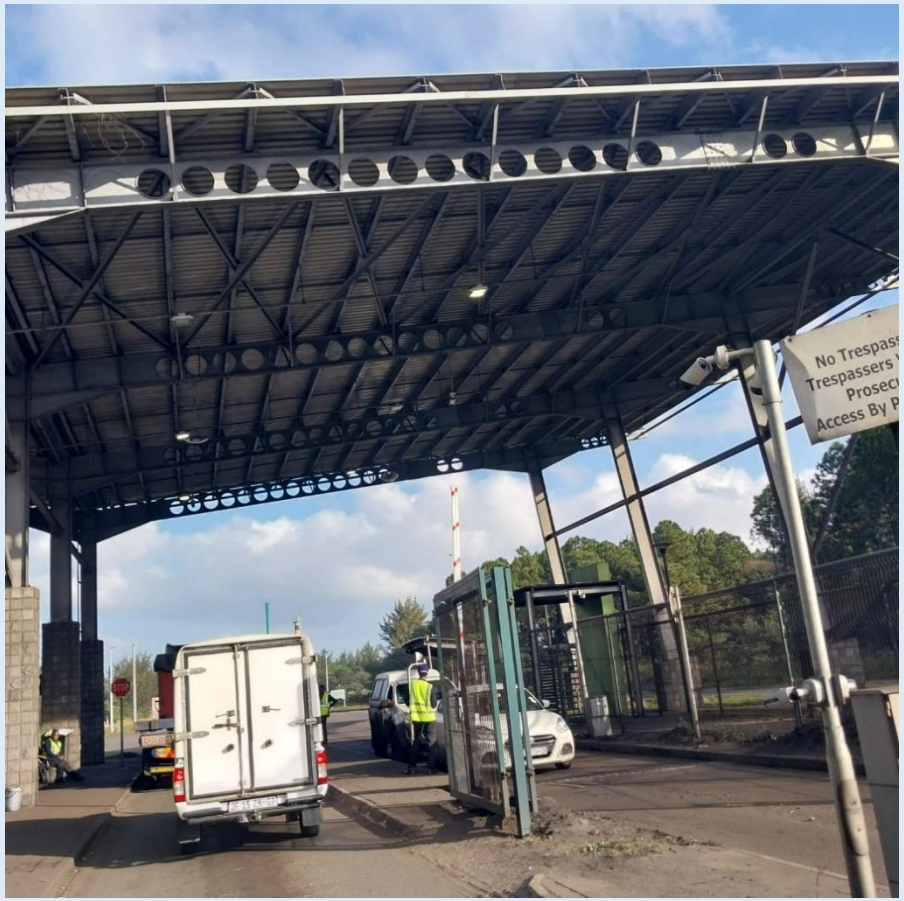
BLACKWOOD'S RICHARDS BAY





TNPA ENTRANCE



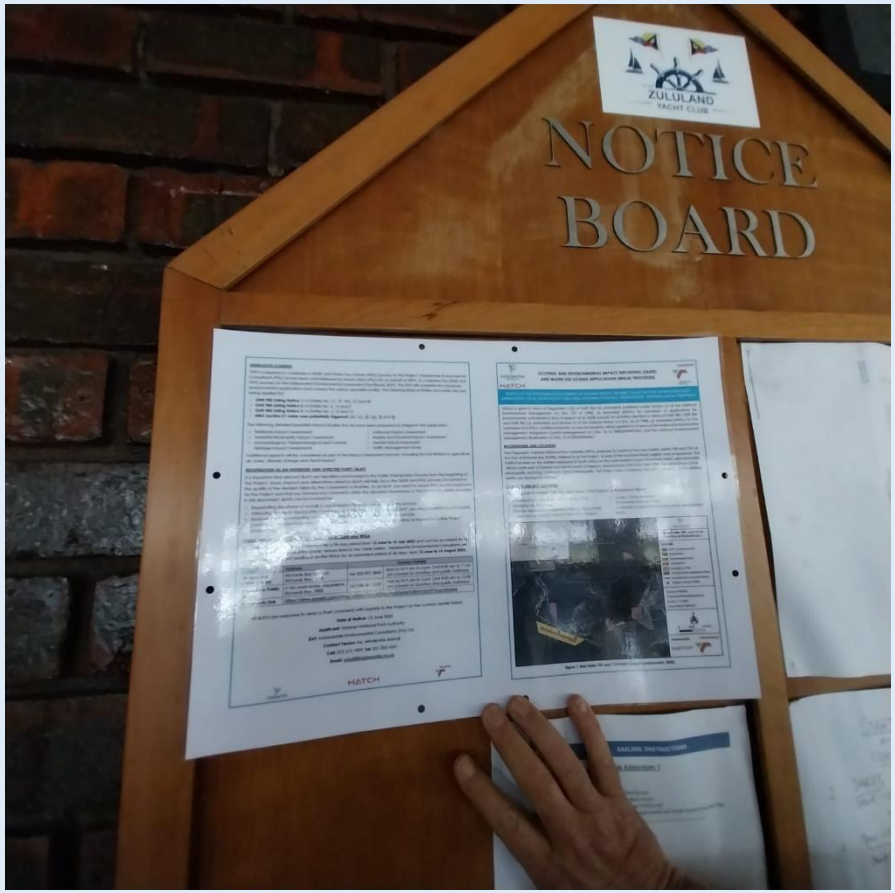


PROJECT AREA ENTRANCE





ZULULAND YACHT CLUB



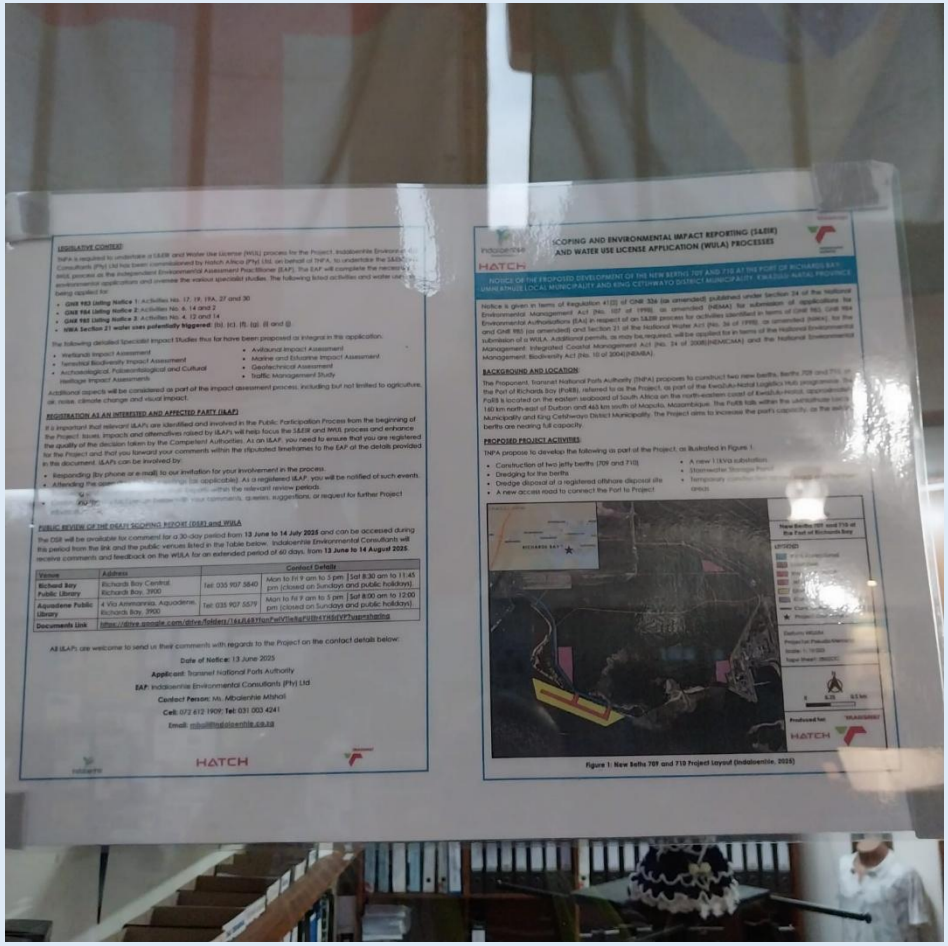


IDZ AND HULAMIN RICHARDS BAY ENTRANCE



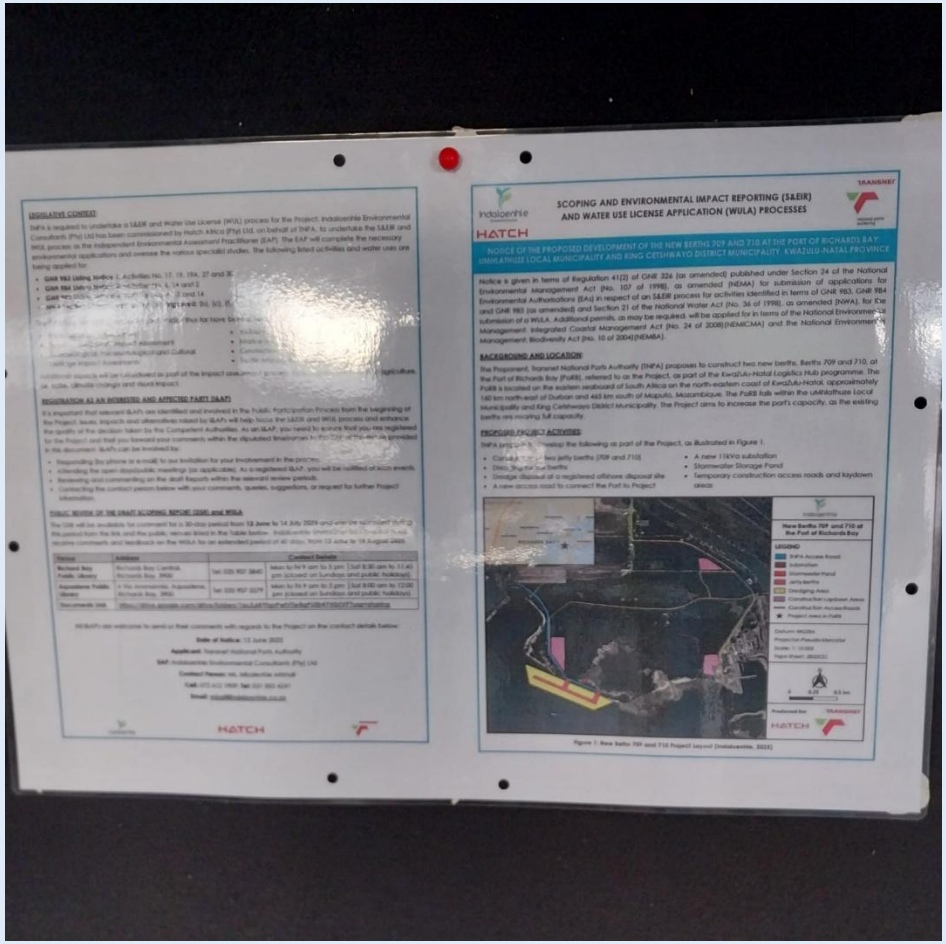


SEAFARERS CLUB RICHARDS BAY





SKI-BOAT CLUB RICHARDS BAY

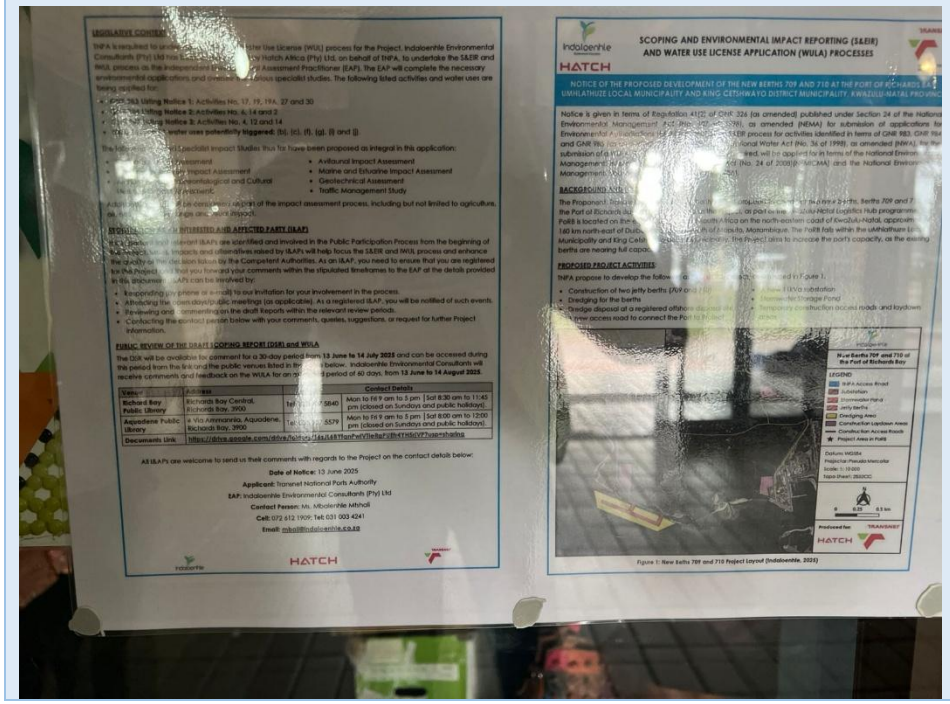




uMhlathuze Local Municipality



RICHARDS BAY LIBRARY





Appendix K.6: BID DISTRIBUTION

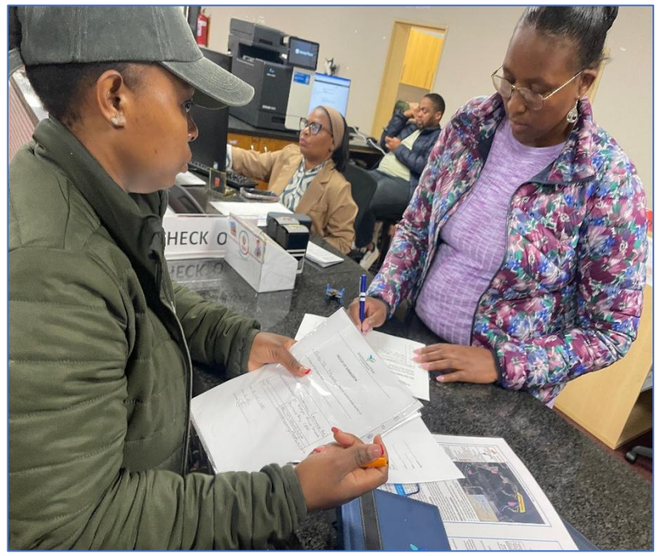
Indaloenhle Environmental Consultants

2025

BID DISTRIBUTION REGISTER

SCOPING AND ENVIRONMENTAL IMPACT REPORTING PROCESS FOR THE DEVELOPMENT OF NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE.

NO	FULL NAMES	JUCTION	DATE	GROUP	SIGNATURE
1.	Gaby T2. Ngobese	Library Rics.	2025/06/18		
2.	Elize De Lange	DHA	18/6/25		
3.	Siyabonga Mdluli	CDC	18/6/2025		
4.	Zinhle Buthelezi	Aquadene Library	18 June 2025		
5.	Anton Nel	Blackwood Pkwy	18/06/2025		
6.	Luis Weststhuizen	ZYC	16/06/2025	—	
7.	H. Mans	RBSBC	18/06/2025		
8.	Dale Visser	Richards Bay Seafood	18/06/25		
9.					

SEAFARERS CLUB	AQUADENE PUBLIC LIBRARY	RICHARDS BAY LIBRARY
		
BLACKWOOD'S	**ZULULAND YACHT CLUB**	**SKI-BOAT CLUB RICHARDS BAY**
		

Appendix K.7: COMMENTS RECEIVED

The stakeholders who commented and provided feedback on the Draft Scoping Report includes:

- The DFFE Case Officer (Letter Signed Dr Sabelo Malaza - Chief Director: Integrated Environmental Authorisations)(10 July 2025)
- King Cetshwayo District EDTEA (Letter Signed Happy Khambule - Head of Department)(14 July 2025)
- UMhlathuze Local Municipality (Letter Signed Nontsundu Ndonga – Deputy Cit Manager: City Development)(14 July 2025)
- DFFE: Biodiversity and Conservation (Letter Signed Mr Seoka Lekota – Control Biodiversity Officer Grade B: Biodiversity Conservation)(21 July 2025)

Other key stakeholders (such as Ezemvelo) had not provided feedback at the time of producing this report. A reminder to provide feedback was sent to Ezemvelo.

Any additional or further feedback received following this report will be considered and incorporated into the next phase.

From: BC Admin <bcadmin@dffe.gov.za>
Sent: Friday, 20 June 2025 13:34
To: Portia Makitla <PMakitla@dffe.gov.za>; Nompumelelo Lekalakala <NLekalakala@dffe.gov.za>; Orefemetse Ramantsi <ORamantsi@dffe.gov.za>
Cc: environmental@indaloenhle.co.za
Subject: FW: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report

Dear Sir/Madam

DFFE Directorate: Biodiversity Conservation hereby acknowledge receipt of the invitation on the 20th of June 2025 to review and comment on the project mentioned on the subject line. Kindly note that the project has been allocated to Mrs P Makitla and Ms Nompumelelo Lekalakala (Copied on this email). In addition, kindly share the shapefiles of the development footprints/application site with the Case Officers.

Please note: All Public Participation Process documents related to Biodiversity EIA review and any other Biodiversity EIA queries must be submitted to the Directorate: Biodiversity Conservation at Email: BCAdmin@dffe.gov.za for attention of Mr Seoka Lekota.

Best Regards,

Nompumelelo Lekalakala

B&C: Biodiversity Mainstreaming & EIA

Department of Forestry, Fisheries and the Environment

Environment House

473 Steve Biko and Soutpansberg Streets

Pretoria

C ell: 012 339 9411|Email: nlekalakala@dffe.gov.za

forestry, fisheries and the environment
Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

From: Environmental@indaloenhle.co.za <Environmental@indaloenhle.co.za>
Sent: Friday, 20 June 2025 13:21
To: IEM.App@kznwildlife.com; OCEIA <OCEIA@dffe.gov.za>; Tabisile Mhlana <tmhlana@dffe.gov.za>; BC Admin <bcadmin@dffe.gov.za>; Muziwandile Mdamba <Muziwandile.Mdamba@kznedtea.gov.za>; Nerissa.Pillay@kznwildlife.com
Cc: 'Mbalenhle Mtshali' <mbali@indaloenhle.co.za>; mutali@indaloenhle.co.za
Subject: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report

Dear Stakeholder,

Transnet National Ports Authority (TNPA) is proposing the construction of two new berths—Berths 709 and 710—at the Port of Richards Bay (PoRB). This development forms part of the broader KwaZulu-Natal Logistics Hub (KZN-LH) Programme, which seeks to enhance port capacity and regional logistics efficiency.

TNPA has appointed Hatch Pty (Ltd) as the lead consultant for the project. In turn, Indaloenhle Environmental Consultants has been appointed by Hatch as the independent Environmental Assessment Practitioner (EAP) responsible for managing the Scoping and Environmental Impact Reporting (S&EIR) process under the National Environmental Management Act (NEMA).

You are hereby notified that the Environmental Authorisation (EA) process for the proposed development has officially commenced.

The proposed development includes:

- Construction of deep-water quay infrastructure for two new berths (709 and 710) to accommodate a range of vessels, including Cape size vessels.
- Dredging of ±1.8 million m³ of material and offshore disposal at an existing registered site.
- Development of a new 1.8 km TNPA access road, stormwater management system, utilities, a substation, and temporary construction laydown areas.

The Draft Scoping Report (DSR) is available for public review and comment over a period of 30 days, running from 13 June to 14 July 2025. Stakeholders and interested parties are encouraged to review the report and submit any comments or concerns within this timeframe. Indaloenhle Environmental Consultants will receive comments and feedback on the WULA for an extended 60-day period from 13 June to 14 August 2025.

The DSR is available for physical viewing at the Richards Bay Public Library and the Aquadene Public Library. For those who prefer digital access, the report can also be downloaded via the following link: https://drive.google.com/drive/folders/16sJL6BYfqnPwiVTieRgPUEfr4YH5rjVP?usp=sharing

For further information please refer to the attached Background Information Document.

KIND REGARDS,

Indaloenhle
Environmental Consultants

Sinenhlanhla Khwela,
Junior Environmentalist
(BSc Env. Sc.)

M 069 145 9582
T 031 003 4241
E Environmental@indaloenhle.co.za

Indaloenhle Environmental Consultants
Dbn: 62 Old Main Road, Kloof, 3610
Jhb: Suite 5, Palmer Place Office Park, 22 Bramfischer Drive, Pine Park

www.indaloenhle.co.za

forestry, fisheries
& the environment
Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

Private Bag X447, Pretoria, 0001, Environment House, 473 Steve Biko Road, Pretoria, 0002 Tel: +27 12 399 9000, Fax: +27 86 625 1042

DFFE Reference: 14/12/16/3/3/2/2717
Enquiries: Ms Olivia Letlalo
Telephone: (012) 399 8815 **E-mail:** oletlalo@dffe.gov.za

Ms Mbalenhle Mtshali
Indaloenhle Environmental Consultants
62 Old Main Road
Kloof
DURBAN
3610

Telephone Number: (031) 003 4241
Cellphone Number: 072 423 9544
Email Address: mbali@indaloenhle.co.za

PER E-MAIL

Dear Ms Mtshali

COMMENTS ON THE DRAFT SCOPING REPORT FOR THE PROPOSED NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE

The application for Environmental Authorisation (EA) and draft Scoping Report (SR) dated 06 June 2025 and received by the Competent Authority (CA) on 13 June 2025, refer.

This letter serves to inform you that the following information must be included in the final SR:

Listed activities and draft SR

- It has been noted that the words/or wording such as "**anticipated, exceed, approximately, more than**, **estimated, envisaged, etc**," have been used while describing the applicability of the activities applied for. It is drawn to your attention that the use of such word(s) creates uncertainty. Therefore, you are advised to refrain from using such words and ensure that the applicability of the triggered activities is clear in the amended application form and final SR.
- It has been noted that the exclusions on the triggered listed activities applied for are not included. Therefore, you are advised to include in the amended application form as well as final SR all the relevant exclusions related to the listed activities applied for. For instance, activity 17 of Listing Notice (LN) 1 has been applied for, however the exclusions have not been quoted in the application form. Please ensure that for all the listed activities applied for, this is amended in the application form and the final SR.

The processing of personal information by the Department of Forestry, Fisheries and the Environment is done lawfully and not excessive to the purpose of processing in compliance with the POPI Act, any codes of conduct issued by the Information Regulator in terms of the POPI Act and/or relevant legislation providing appropriate security safeguards for the processing of personal information of others.

- Activity 17 of Listing Notice 1 has been applied for, however, the sub **activities in the the portion of the proposed project to which the applicable listed activity relates** with regards to whether the development is within the sea; estuary; littoral active zone; in front of a development setback; or if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; has not been indicated. Please indicate the relevant sub-activity and the actual footprint of the two proposed structures or infrastructures in the amended application form and the final SR. **In addition, you are requested to clarify whether the development of infrastructure and structures will occur within existing ports or harbours that will not increase the development footprint of the port or harbour or not. If the footprint of the port/harbour will be increased, please specify the actual additional footprint in relation to the existing footprint. Please note that the CA will only consider listed activities applicable and clarified by the EAP when making final decision on this application.**
- For activities 19 and 19A of LN 1, please indicate the applicable sub-activities applicable to the two listed activities and the actual amount of material to be dredged, deposited, excavated, and removed in the amended application form and the final SR. **It is noted that for this activity/ies above (i.e., 19 and 19A) the port/harbour footprint will be increased, however, the actual footprint has not been mentioned. Please mention the additional footprint.**
- For activity 27 of LN1, it has been stated that "*clearance of indigenous vegetation is **expected** to be more than 1 ha and therefore this activity is applicable".* You are requested **to indicate the exact amount and type of indigenous vegetation** to be cleared or removed and note that for this listed activity to be triggered the area of 1 hectare or more, but less than 20 hectares of indigenous vegetation must be cleared. Note that the use of the wording "***expected*** "is unacceptable, because it creates uncertainty. You are advised to refrain from using such words and ensure that the applicability of the triggered activities is clear in the amended application form and final SR. Furthermore, please indicate the relevant sub-activity in the amended application form and final SR.
- For activity 6 of LN 2, it has been stated that "a *WULA is applicable to the Project. Activity 6 may further be applicable due to the containment of stormwater and the overflow into a watercourse*". This seems to be a precautionary approach**.** Please indicate the relevant sub-activity in the amended application form and final SR and ensure that only applicable listed activities must be applied for and can be linked to the project description. the listed activities in the amended application form and final SR are clear and final for decision making purposes.
- For activity 14 of LN 2, please indicate the actual physical footprint of the proposed infrastructure(s) to be developed within a watercourse and the relevant sub-activity in the amended application form and final SR.
- For activity 26 of LN 2 and activity 14 of LN 3 it has been stated *"the entire Project area is located within the EFZ therefore this activity is applicable*. Please indicate the correct sub-activities in the amended application form and the final SR, to determine the applicability of the listed activities.
- For activity 4 of LN 3, it has been stated that "this road is anticipated to be 1.8 km in length and 8m in width with gravel shoulders. The road is within CBA and EFZ therefore this activity is applicable. Please indicate the actual length and width of the road and take note that for this listed activity to be applicable the road must be wider than 4 meters with a reserve less than 13,5 meters. Furthermore, indicate the type of CBA in which the development will take place, and whether the systematic biodiversity plans or the bioregional plans have been adopted by the competent authority in order to determine the applicability of this listed activity. Proof of confirmation by the relevant authority must be submitted with the amended application form and final SR
- For activity 12 of LN 3, please indicate the actual amount of indigenous vegetation to be cleared in the amended application form and final SR, to determine the applicability of this listed activity.

- **Kindly be advised that listed activities are not based on a precautionary approach. Please ensure that all the listed activities in the amended application form and final SR are clear and final for decision making purposes.**
- You are advised to consider the threshold of each listed activity as set in the Listing Notices and ensure the applied listed activity trigger the relevant listed activity. Should listed activity be triggered, you are requested to amend and ensure relevant and exact dimensions are stipulated in the description of the triggered listed activity in the amended application form, final SR, draft and final EIAr.
- Please ensure that all relevant listed activities are applied for, are specific and can be linked to the development activity or infrastructure as described in the project description. In addition, the onus is on the applicant and the Environmental Assessment Practitioner ("EAP") to ensure that all the applicable listed activities are included in the application and the final SR. Failure to do so may result in unnecessary delays in the processing of the application.
- If the activities applied for in the application form differ from those mentioned in the draft SR, an amended application form must be submitted with the final SR. Please note that the Department's application form template has been amended and can be downloaded from the following link https://www.environment.gov.za/documents/forms.

Screening tool report and site sensitivity verification report:

- It has been noted that there are no compiler signatures on the screening tool reports (page 1 of 17). Please submit the signed screening tool report with the amended application form and final SR.
- Civil aviation theme has been rated high sensitivity by screening tool, and this was disputed in the site sensitivity verification report stating that the civil aviation was rated high sensitivity due to the project being located within 8 km of a civil aviation aerodrome and dangerous and restricted airspace. Please ensure that you request written comments from the civil aviation authority (CAA) and submit the comments with the final SR.

Alternatives

- You are required to provide details of all the alternatives considered for this development and indicate the preferred alternatives as per Appendix 2 (2) (1) (g) (i) (v) (vi) of the NEMA EIA Regulations, 2014, as amended in the final report.
- Alternatively, you should submit written proof of an investigation and motivation if no reasonable or feasible alternatives exist in terms of Appendix 2 taking into consideration the mitigation hierarchy to manage impacts identified.

Specialist studies

- It is brought to your attention that Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Sections 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation, which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e., "the Protocols"), and in Government Notice No. 1150 of 30 October 2020, have come into effect. Please note that specialist assessments must be conducted in accordance with these protocols unless proof is provided to demonstrate that the specialist assessments were commissioned prior to 50 days after the promulgation of GN 320 and after promulgation of GN1150 (30 October 2020).
- The protocols require certain specialists to be registered with SACNASP. Refer to the relevant protocols in this regard.
- The EAP must ensure that the terms of reference for all the identified specialist studies must include the following:

- A detailed description of the study's methodology; indication of the locations and descriptions of the development footprint, and all other associated infrastructures that they have assessed and are recommending for authorisation.
- Provide a detailed description of all limitations of the studies. All specialist studies must be conducted in the right season and providing that as a limitation will not be allowed.
- Please note that the Department considers a 'no-go' area as an area where no development of any infrastructure is allowed; therefore, no development of associated infrastructure including access roads is allowed in the 'no-go' areas.
- Should the specialist definition of 'no-go' area differ from the Department's definition; this must be clearly indicated. The specialist must also indicate the 'no-go' area's buffer if applicable.
- All specialist studies must be final, and provide detailed/practical mitigation measures for the preferred alternative and recommendations, and must not recommend further studies to be completed post EA.
- Should a specialist recommend specific mitigation measures, these must be clearly indicated.
- Should the appointed specialists specify contradicting recommendations, the EAP must clearly indicate the most reasonable recommendation and substantiate this with defendable reasons; and were necessary, include further expertise advice.
- Declaration forms must be provided for all specialist studies to be conducted.
- Should it be determined that there is a need for additional specialist studies to be undertaken based on the outcome of public participation, these must be commissioned and be included in the draft EIA reports for public comment.

Layout and Sensitivity Maps

- It has been noted no layout and sensitivity map has been attached to the draft SR but instead a project master layout has been attached. Therefore, you are requested to provide a layout map which indicates the following:
- All available biodiversity information must be used in the finalisation of the layout map. Existing infrastructure must be used as far as possible e.g., roads. The layout map must indicate the following:
  - Facility and associated infrastructure (all existing and proposed infrastructure),
  - Wetlands, drainage lines, rivers, stream and water crossing of roads indicating the type of bridging structures that will be used,
  - The location of sensitive environmental features on site e.g., Nature Reserve and its buffer, CBA, wetlands, drainage lines, etc. that will be affected by the activity and its associated infrastructure,
  - Buffer areas; and
  - All "no-go" areas.
- Please be advised that Google maps will not be accepted.
- The above layout map must have **a clear legend with information communicating with that on the map**, be overlain with the sensitivity map.
- In addition, all available biodiversity information must be used in the finalisation of the map and infrastructure must not encroach on highly sensitive areas as far as possible.

Public Participation Process

- It has been noted that there is no list of I&APs attached to the draft SR. Please ensure that this list is attached as required. You are advised to comply with the requirements of Regulation 42 of the EIA Regulation, 2014 as amended.
- It has been noted that there is no list of I&APs attached to the Draft SR as required. Please ensure that this list is compiled and submitted with the amended application form and final SR.

- Please ensure that comments on the draft SR from all relevant stakeholders are submitted to the Department with the final SR. This includes but not limited to the, King Cetshwayo District, uMhlathuze Municipality, KwaZulu-Natla Department of Economic Development, Tourism and Environmental Affairs (KZN:EDTEA), Ezemvelo KZN Wildlife, Department of Water and Sanitation, Civil Aviation Authority, Department of Forestry, Fisheries and the Environment (DFFE): **Biodiversity Planning and Conservation (**BCAdmin@dffe.gov.za), **Oceans and Coast - (OCEIA@dffe.gov.za), as well as the Protected Areas Section**, DEADP – Coastal Management Unit, Department of Agriculture, Ezemvelo, DEADP, Department of Forestry, Fisheries and the Environment ("DFFE"): Protected Areas and the DFFE: Biodiversity Conservation (BCAdmin@dffe.gov.za).
- Proof of correspondence with the various stakeholders must be included in the final SR. Should you be unable to obtain comments, proof must be submitted to the Department of the attempts that were made to obtain comments.
- The Public Participation Process must be conducted in terms of Regulations 39, 40, 41, 42, 43 & 44 of the EIA Regulations 2014, as amended.
- The comments and response trail report ("C&R") must be submitted with the final SR. The C&R report must incorporate all comments for this development. The C&R report must be a separate document from the main report and must be in the table format.
- Please ensure that all issues raised, and comments received during the circulation of the draft SR from registered I&APs and organs of state which have jurisdiction (including this Department's comments) in respect of the proposed activity are adequately addressed. Comments made by I&APs must be comprehensively captured (copy verbatim if required) and responded to clearly and fully. Please note that a response such as "noted" is not regarded as an adequate response to I&AP's comments.

Environmental Management Programme

- It has been noted that no EMPr has been attached to the draft SR. Kindly ensure that the EMPr complies with the content of the EMPr in terms of Appendix 4 of the Environmental Impact Assessment Regulations, 2014 as amended and must be submitted with the amended application form and final SR

Cumulative Assessment

- Should there be any other similar projects within a 30km radius of the proposed development site, the cumulative impact assessment for all identified and assessed impacts must be refined to indicate the following:
  - Assess the cumulative impacts of the proposed (not yet authorised), authorised (not yet constructed) facilities in the area.
  - Detailed process flow and proof must be provided, to indicate how the specialist's recommendations, mitigation measures and conclusions from the various similar developments in the area were taken into consideration in the assessment of cumulative impacts and when the conclusion and mitigation measures were drafted for this project.
  - The cumulative impacts significance rating must also inform the need and desirability of the proposed development.
  - A cumulative impact environmental statement on whether the proposed development must proceed.

General

You are further reminded to comply with Regulation 21(1) of the NEMA EIA Regulations 2014, as amended, which states that:

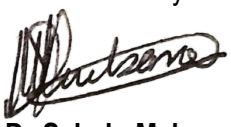
"If S&EIR must be applied to an application, the applicant must, within 44 days of receipt of the application by the competent authority, submit to the competent authority a scoping report which has been subjected to a public participation process of at least 30 days and which reflects the incorporation of comments received, including any comments of the competent authority".

You are further reminded that the final SR to be submitted to this CA must comply with all the requirements in terms of the scope of assessment and content of Scoping reports in accordance with Appendix 2 and Regulation 21(1) of the EIA Regulations 2014, as amended.

Further note that in terms of Regulation 45 of the EIA Regulations 2014, as amended, this application will lapse if the applicant fails to meet any of the timeframes prescribed in terms of these Regulations, unless an extension has been granted in terms of Regulation 3(7).

You are hereby reminded of Section 24F of the National Environmental Management Act, Act No. 107 of 1998, as amended, that no activity may commence prior to an Environmental Authorisation being granted by the Department.

Yours sincerely



Dr Sabelo Malaza
Chief Director: Integrated Environmental Authorisations
Department of Forestry, Fisheries and the Environment
Signed by: Mr Mahlatse Shubane
Designation: Deputy Director (Acting): Prioritised Infrastructure Projects
Date: 10 July 2025

cc:	Mr. Thami Sithole	Transnet National Ports Authority (TNPA)	E-mail: Thami.sithole@transnet.net
	Mr. Muzi Mdamba	KZN Economic Development Tourism Environmental	Email: naidooee@umhlathuze.gov.za
	Ms Estelle Naidoo	City of uMlathuze Local Municipality	Email: malulekeev@ledet.gov.za

KWAZULU-NATAL PROVINCE
ECONOMIC DEVELOPMENT, TOURISM AND ENVIRONMENTAL AFFAIRS
REPUBLIC OF SOUTH AFRICA

270 Jabu Ndlovu Street, Pietermaritzburg, 3201
Tel: +27 (33) 264 2515, Fax: 033 264 2680
Private Bag X 9152
Pietermaritzburg, 3200
www.kznded.gov.za

Programme/Sub-Programme: Coastal and Biodiversity Management
Enquiries: Ms. Happy Khambule
Telephone: 081 410 8582
Email: Happy.Khambule@kznedtea.gov.za
DFFE Ref No.: Not provided

EMAIL TRANSMISSION

Date: 14/07/2025

Indaloenhle Environmental Consultants (Pty) Ltd
62 Old Main Road
Kloof,
Durban
3510

Attention: Ms. Mbalenhle Mtshali
Email: mbali@indaloenhle.co.za

Tel: 031 003 4241
Fax: N/A
Cell: N/A

COMMENTS ON THE DRAFT SCOPING REPORT (DSR) FOR DEVELOPMENT OF TWO NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY, UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE.

1. Background:

Transnet National Ports Authority (TNPA) intends to develop two new berths, 709 and 710 at the Port of Richards Bay (PoRB) as part of Kwazulu-Natal Logistics Hub programme. TNPA appointed HATCH AFRICA (Pty) Ltd as the contractor. Hatch has appointed Indaloenhle Environmental Consultants as the Environmental Assessment Practitioner (EAP) to handle Environmental Authorisation (EA), following the EIA Regulations (2014) under NEMA. The Berths 709 and 710 Project is a pivotal element of the Port Development Framework Plan (PDFP) and the PoRB Master Plan. The purpose of the project is to significantly boost the port's capacity and operational efficiency. By constructing these new berths, the Port will be able to accommodate larger vessels and handle increased volumes of dry bulk commodities such as coal, chrome and magnetite. This expansion is crucial for meeting the growing demands of maritime and logistics sectors, supporting regional economic growth and enhancing South Africa's position in global trade.

The Port of Richards Bay (PoRB) is located on the Eastern seaboard of south Africa on the north-eastern coast of Kwazulu-Natal, approximately 160 km north-east of Durban and 465 km south of Maputo, Mozambique. At the following physical address and farm name Lot 223 uMhlahuze 16230 Portion 0, Erf 5333 Richards Bay Portion 21. TNPA proposes to have the following Activities undertaken as part of the development of the project: **(a)** Maritime facilities including a deep-water quay and associated furnishings for two new deep-water berths. Capital dredging to accommodate the maneuvring and safe mooring of

the earmarked design vessels to the new berths(Depth of -19.5 m Chart Datum (CD)); **(b)** New TNPA Access road (1.8 km long and 8mwide) connecting the new berths 709 and 710 to the existing road network to the south of the existing ferro slabs; **(c)** Provide a new electricity supply (11kv substation) to feed the quay structure and associated infrastructure; **(d)** Provide new bulk services including water, potable/ fire water and telecoms to the proposed Berths 709 and 710 as well as power for lighting to the quay structure and along the access road; **(e)** Storm water drainage for quay structure including a storm water storage pond.

2. The draft Scoping Report (DSR) for the above-mentioned proposed development of two new berths 709 and 710 at the Port of Richards Bay, Umhlathuze Local Municipality King Cetshwayo District, KwaZulu-Natal was received on 20 June 2025 by the KZN Department of Economic Development, Tourism and Environmental Affairs, (herein after referred as "the Department") and reviewed by this Department.
3. The Department has taken note of the environmental impacts associated with the proposed development and the specialist studies that are listed in the Plan of Study to be undertaken during the Environmental Impact Assessment phase of the project. However, the Environmental Assessment Practitioner (EAP) is requested to address the following concerns in the Final scoping report (FSR):
   3.1 As stated in the Draft Scoping Report (DSR), that the project is expected to clear an indigenous vegetation of more than 1 Hectare. In this case it is advisable that a proper harvesting/ uprooting of indigenous vegetation must be done in a safe and environmentally sound manner in terms of Threatened or Protected Species (TOPS) regulations or any other existing regulations issued under National Environmental Management Act (Act 10 of 2004). Additionally, TOPS regulations control all restricted activities (e.g., trade, hunting, breeding, transit) involving species classified as critically endangered, endangered, vulnerable, or protected. A permit must be obtained from a relevant authority prior to engaging in such activities.

   3.2 The development of berth 709 and 710 as well as Storm water drainage for quay structure including a storm water storage pond and all other activities to be undertaken during the project's construction phase as mentioned above should be carried out and designed in such a way that land and marine-based sources of pollution into the sea are minimized and avoided where possible.

   3.3 Coastal erosion has been identified as one of major environmental issues in KwaZulu-Natal coastline especially north of KZN coast due to climate change, storm surges and undercutting from strong wave energy. Therefore, the project design equipments and infrastructure/ property should be able designed to withstand and resist climate change, storm surges and coastal inland retreat/ coastal erosion due to scouring action from rising sea levels and strong wave energy.

   3.4 With regards to laydown area and parking area for the vehicles or machineries utilized during construction phase, inspections should be conducted for any fuel and oil leaks on these machineries and the site as a whole. Drip trays should be placed under each and every vehicle or machinery that may possibly leak fuel and oil into the ground especially when parked. As this practice will prevent soil or the ground from oil and fuel contamination. Additionally, an understanding of National Oil Spill Contingency Plan and any available local oil spill contingency plan is required. Compliance, Monitoring and Enforcement must be adhered to in this regard.

3.5 The KwaZulu-Natal Coastal Management Programme 2024/25 – 2028/29, outlines eight (8) key priority areas for the management of coastal zone in the province. Therefore, the development should adhere to all applicable Key Priority Areas.

3.6 The Final Scoping Report (FSL) should address how the coastal public property, the coastal protection zone or coastal access land will be affected and if so, the extent to which the proposed development or activity is consistent with the purpose for establishing and protecting those areas.

3.7 Important to include restoration and rehabilitation assessment of the environment back to its original state upon completion of the project, in the Impact Assessment phase (EIR).

4. Please note that this correspondence is not an approval to undertake any activities listed in terms of NEMA EIA Regulations, 2014, nor is it an exemption from undertaking an EIA process for listed activities. It is a comment provided as a commenting authority to the EAP and the competent authority in terms of Regulations 3(4) of the Environmental Impact Assessment Regulations, 2014.

5. Please be advised that it is the proponent/ developer's responsibility to continually ensure that there is legal compliance to environmental requirements, especially when there are changes in the project scope or description.

6. Please ensure that all revised documents for further comments are addressed to the Control Environmental Officer: Environmental Impact Management at the King Cetshwayo district office (Attention: Mr. Muziwandile Mdamba) of this Department.

Should you have any queries regarding this correspondence please do not hesitate to contact this office of the Department.

Yours faithfully,

Date: 14/07/2025

***For:* Head of Department:**
KwaZulu Natal Department of Economic Development, Tourism and Environmental Affairs

Signed by : **Happy Khambule**
Designation : **Deputy Director – Environmental Management**
EAPASA Registration No. : **2019/839**

Cc: **Applicant:** Hatch Africa (Pty) Ltd, **Contact person:** Dr. Nadine Cronk/ Mr. Drikus Swanepoel

Cc: **Reviewed: Mr. Muzi Mdamba, KZN EDTEA: King Cetshwayo District, Environmental Impact Assessment, Email:** Muziwandile.Mdamba@kznedtea.gov.za, **EAPASA Registration No.:** 2019/444

Cc: **Felicia Mdamba, KZN EDTEA: King Cetshwayo District, Environmental Planning, Governance and Information Management, Email:** Felicia.Mdamba@kznedtea.gov.za, **EAPASA Registration No.:** 2021/3146

Cc: Mr. Mbuyisi Yokhwe, KZN EDTEA: King Cetshwayo District, Coastal and Biodiversity Management, Email: Mbuyisi.Yokhwe@kznedtea.gov.za

Environmental@indaloenhle.co.za

From: Estelle Naidoo <NaidooEE@umhlathuze.gov.za>
Sent: Monday, 14 July 2025 15:03
To: Environmental@indaloenhle.co.za
Cc: Nosihle Mathe; Brenda Strachan
Subject: Re: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report

Good day,

Kindly note we have only received the Draft Scoping Report and have not yet received the WULA documentation. As per the email below the WULA has already been circulated for the 60 Public Participation.

Please provide clarity on the email address used for the circulation of the WULA documentation.

Kind regards!

Estelle E Naidoo

Project Manager : Environmental Planning
Department: City Development
City of uMhlathuze
035 907 5174
NaidooEE@umhlathuze.gov.za



For more information on exhibitions please contact:
Lerato Mndawe
035 907 5614
Lerato.Mndawe@umhlathuze.gov.za

Enquiries: reg@umhlathuze.gov.za
Telephone: 035 907 5000
Fax: 035 907 5444/5/6/7
Toll Free No: 0800 222 827

Physical Address:
5 Mark Strasse Civic Centre
Private Bag X1004
Richards Bay, 3900

Your ref:

Contact: Estelle Naidoo (035-9075174)

Our file ref: 15/1/17/4/2
In response to DMS No.: 1750081
Date: 14 July 2025

DELIVERED ELECTRONICALLY: mbali@indaloenhle.co.za
ATTENTION: Ms. Mbalenhle Mtshali

Indaloenhle Environmental Consultants
62 Old Main Road
Kloof
Durban, 3610

Dear Madam

COMMENTS ON THE DRAFT SCOPING REPORT FOR NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY (KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE)

The City of uMhlathuze has reviewed the Draft Scoping Report for new Berths 709 and 710 at the Port of Richards Bay dated 13 June 2025. In respect of the above application, we accordingly submit the following:

1. **LAND USE MANAGEMENT**
   - Portion 21 of Erf 5333 and the Remainder of Erf 16230, Lot 223 are both zoned as "Harbour"; therefore, the Land Use Management Unit has no objection to the proposal.
   - However, as the proposed development falls within the jurisdiction of the Port, consent from the National Ports Authority will be required.

2. **TRANSPORT PLANNING**
   - The applicant is requested to confirm if the trip generation for Berth 709 and 710 is included in the Rails and Roads study being done by WSP.
   - The use of low-volume roads that are not designed for heavy vehicle loads is not recommended. It is therefore advised that the Port access be via Medway Road, rather than Newark Road. The latter already suffers from significant pothole damage caused by previous use as a truck staging area.
   - We support the recommendation that deliveries should take place outside of peak traffic periods to minimize congestion.
   - Any damage to the external road network as a result of construction or operations must be repaired, similar to the internal roads. "Before and After" road inspections should be undertaken to monitor this.
   - Please confirm whether the dredged material will be tested, and if found suitable for beach nourishment, an appropriate storage area must be identified for this purpose.
   - Clarification is required regarding the intended use of the berths, as this will directly influence the projected trip generation.
   - Kindly confirm if the new berths have been incorporated into the Layout Master Plan and the Road and Rail Master Plan. It appears their positioning differs, which may require updates to the existing Master Plans.
   - Please confirm if the berth sites will be serviced by conveyors, or will they rely solely on road transport. Please indicate how the project aims to support the shift of freight back to rail, rather than relying entirely on road-based logistics.

- It is recommended that a one-way system be considered, with a designated entrance road and a separate exit road leading to the port's exit gate, to streamline traffic flow.

3. SPATIAL PLANNING

- The new infrastructure within the port should be integrated with existing infrastructure to enhance port operations, without compromising current functionality.

4. ENVIRONMENTAL PLANING

- The applicant is requested to submit Stormwater Management Plans to the City of uMhlathuze.
- It is expected that additional information regarding the discharge of dredged material will be provided within the Draft Environmental Impact Report. The applicant is requested to further elaborate on the type of material being dredged, the expected volumes and the possible analysis of the material. Should there be possible synergies between the proposed project and the Sand replenishing activities at the Alkanstrand Beach, further investigations must be done.

5. AIR QUALITY

- All activities must comply with the National Environmental Management: Air Quality Act (Act 39 of 2004) and its associated regulations.
- A dust fallout monitoring plan in line with National Dust Control Regulations (2013) is required.

You are welcome to direct further queries regarding the above to Ms. Estelle Naidoo from the office of the Deputy City Manager: City Development on Tel: 035 9075174; or email: Naidooee@umhlathuze.gov.za

Yours faithfully

NONTSUNDU NDONGA Pr Pln A/080/2008
DEPUTY CITY MANAGER: CITY DEVELOPMENT
DMS 1757375 / EEN

From:	Orefemetse Ramantsi <ORamantsi@dffe.gov.za>
Sent:	Thursday, July 24, 2025 2:52 PM
To:	mbali@indaloenhle.co.za; Info@indaloenhle.co.za
Cc:	mutali@indaloenhle.co.za; Environmental@indaloenhle.co.za
Subject:	Comments for the DSR of : New Berths 709 and 710 at the Port of Richards Bay
Attachments:	DSR Comments for New Berths 709 And 710.pdf

Dear Ms Matshali,

Kindly find attachment of comments from the Directorate: Biodiversity and Conservation

Best regards,

Orefemetse Ramantsi
Branch: Biodiversity and Conservation
Directorate : Biodiversity Conservation
Chief Directorate: Biodiversity Management and Permitting
Sub Directorate: Policy Development and EIA Mainstreaming
Tel:
Cell: 076 425 4021
Email: oramantsi@dffe.gov.za
Environment House | 473 Steve Biko Road | Arcadia | Pretoria | 0083

forestry, fisheries & the environment
Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

From: Environmental@indaloenhle.co.za <Environmental@indaloenhle.co.za>
Sent: Friday, 20 June 2025 13:21
To: IEM.App@kznwildlife.com; OCEIA <OCEIA@dffe.gov.za>; Tabisile Mhlana <tmhlana@dffe.gov.za>; BC Admin <bcadmin@dffe.gov.za>; Muziwandile Mdamba <Muziwandile.Mdamba@kznedtea.gov.za>; Nerissa.Pillay@kznwildlife.com
Cc: 'Mbalenhle Mtshali' <mbali@indaloenhle.co.za>; mutali@indaloenhle.co.za
Subject: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report

Dear Stakeholder,

Transnet National Ports Authority (TNPA) is proposing the construction of two new berths—Berths 709 and 710—at the Port of Richards Bay (PoRB). This development forms part of the broader KwaZulu-Natal Logistics Hub (KZN-LH) Programme, which seeks to enhance port capacity and regional logistics efficiency.

TNPA has appointed Hatch Pty (Ltd) as the lead consultant for the project. In turn, Indaloenhle Environmental Consultants has been appointed by Hatch as the independent Environmental Assessment Practitioner (EAP) responsible for managing the Scoping and Environmental Impact Reporting (S&EIR) process under the National Environmental Management Act (NEMA).

You are hereby notified that the Environmental Authorisation (EA) process for the proposed development has officially commenced.

The proposed development includes:

- Construction of deep-water quay infrastructure for two new berths (709 and 710) to accommodate a range of vessels, including Cape size vessels.
- Dredging of ±1.8 million m³ of material and offshore disposal at an existing registered site.
- Development of a new 1.8 km TNPA access road, stormwater management system, utilities, a substation, and temporary construction laydown areas.

The Draft Scoping Report (DSR) is available for public review and comment over a period of 30 days, running from 13 June to 14 July 2025. Stakeholders and interested parties are encouraged to review the report and submit any comments or concerns within this timeframe. Indaloenhle Environmental Consultants will receive comments and feedback on the WULA for an extended 60-day period from 13 June to 14 August 2025.

The DSR is available for physical viewing at the Richards Bay Public Library and the Aquadene Public Library. For those who prefer digital access, the report can also be downloaded via the following link:
https://drive.google.com/drive/folders/16sJL6BYfqnPwiVTieRgPUEfr4YH5rjVP?usp=sharing

For further information please refer to the attached Background Information Document.

KIND REGARDS,

Indaloenhle
Environmental Consultants

Sinenhlanhla Khwela,
Junior Environmentalist
(BSc Env. Sc.)

M 069 145 9582
T 031 003 4241
E Environmental@indaloenhle.co.za

Indaloenhle Environmental Consultants
Dbn: 62 Old Main Road, Kloof, 3610
Jhb: Suite 5, Palmer Place Office Park, 22 Bramfischer Drive, Pine Park

www.indaloenhle.co.za

forestry, fisheries & the environment
Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

Reference: New Berths 709 And 710
Enquiries: Ms Portia Makitla/Ms N. Lekalakala
Telephone: 012 399 9411.**E-mail:**PMakitla@dffe.gov.za

Ms. Mbalenhle Mtshali
Indaloenhle Environmental Consultants
Email Address: info@indaloenhle.co.za

PER E-MAIL

Dear Ms. Mtshali

COMMENTS ON THE DRAFT SCOPING REPORT FOR THE PROPOSED DEVELOPMENT OF NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE

The Directorate: Biodiversity Conservation has reviewed and evaluated the reports and does not have any objection to the draft Scoping Reports and the Plan of Study for EIA.

Based on the information obtained from the report, the proposed project falls within the Maputaland - Pondoland-Albany Centre for Endemism and Maputaland Centre for Plant Endemism (Van Wyk & Smith 2001). Its widely known as the second highest floristic region in Africa and it hosts 80% of South Africa's remaining forests.The Maputaland Coastal Belt, is considered Vulnerable, according to the National List of Ecosystems that are threatened and in need of Protection, 2022. However, several areas, specifically towards the southern site boundary are infested by alien invasive plant species such as *Lantana camara* and *Psidium guajava. Lantana camara* is listed as a category 1b IAP and P. *guajava* as a category 3 IAP in KwaZulu-Natal Province.

According to the Terrestrial Biodiversity Baseline Assessment (Indaloenhle Environmental consultants (Pty) Ltd, 2025), Project activities inland within the project area are within a Critical Biodiversity Area (CBA) irreplaceable and are classified as Endangered by the Red List Ecosystems category. According to the KwaZulu-Natal Biodiversity Spatial Planning Terms and Processes Version 3.3 (2014), CBAs are Areas considered critical for meeting biodiversity targets and thresholds, and which are required to ensure the persistence of viable populations of species and the functionality of ecosystems. Therefore, developments are not allowed in CBAs.

Furthermore, it was noted that the proposed development is located within an NPAES Focus Area and it is within a 30 km radius of the Richards Bay Game Reserve (uThukela Marine Protected Area, and Enseleni Nature Reserve), please obtain comments from the DFFE Directorate: Protected Areas Planning and Management Effectiveness (M.Mudau:mamudau@dffe.gov.za) and the management authority.

The processing of personal information by the Department of Forestry, Fisheries and the Environment is done lawfully and not excessive to the purpose of processing in compliance with the POPI Act, any codes of conduct issued by the Information Regulator in terms of the POPI Act and/or relevant legislation providing appropriate security safeguards for the processing of personal information of others.

COMMENTS ON THE DRAFT SCOPING REPORT FOR THE PROPOSED DEVELOPMENT OF NEW BERTHS 709 AND 710 AT THE PORT OF RICHARDS BAY: UMHLATHUZE LOCAL MUNICIPALITY AND KING CETSHWAYO DISTRICT MUNICIPALITY, KWAZULU-NATAL PROVINCE

According to the NFEPA dataset, the project area falls within the Estuarine Functional Zone (EFZ), an NFEPA Estuary (The uMhlathuze and Richards Bay) and estuary associated wetlands will be impacted by the proposed development. These estuaries and wetlands host potential habit for waterbird species which have been reported dramatically declining. The Indian Ocean Humpback Dolphin (*Sousa plumbea*) which is listed as globally (Braulik et al., 2016) and regionally (Plön et al., 2016) endangered, is known to frequent the Richards Bay area. To ensure proper management and conservation of estuarine and coastal species, obtain comments from the DFFE Directorate: Integrated Coastal Management & Coastal Conservation.

The Directorate Biodiversity Conservation recommend, in addition to the above, the following to reduce any further loss of biodiversity:

- The development of an Alien Invasive Management Plan, inclusive of a during and post construction monitoring and management of alien invasive plant (AIP) species plan (including during and post construction monitoring and management of AIP species.
- Post construction, the re-establishment of ground cover to avoid erosion and sedimentation along sensitive areas, this should include rehabilitation of disturbed terrestrial habitats, soil management, and re-vegetation with indigenous species.
- The proposed development threatens to alter overland flows, as such, develop a Stormwater Management Plan.

To ensure the continued persistence of ecosystems and that national conservation targets are achieved, it is essential that impacts on very highly sensitive i.e. watercourses, grasslands and highly localised habitats are avoided altogether or minimized if cannot be avoided.

The Directorate reserves the right to revise initial comments presented here should additional information becomes available.

In conclusion, all Public Participation Process documents related to Biodiversity EIA for review and queries should be submitted to the Directorate: Biodiversity Conservation at Email:BCAdmin@dffe.gov.za for the attention of Mr. Seoka Lekota.

Yours faithfully



Mr Seoka Lekota
Control Biodiversity Officer Grade B: Biodiversity Conservation
Department of Forestry, Fisheries & the Environment
Date: 21/07/2025

Environmental@indaloenhle.co.za

From:	Environmental@indaloenhle.co.za
Sent:	Monday, 14 July 2025 16:04
To:	'IEM.App@kznwildlife.com'; 'Nerissa.Pillay@kznwildlife.com'; 'Dominic.Wieners@kznwildlife.com'
Cc:	'mutali@indaloenhle.co.za'; 'mbali@indaloenhle.co.za'
Subject:	FW: New Berths 709 and 710 at the Port of Richards Bay - Notification of the project and EA Process and Availability of Draft Scoping Report
Attachments:	BID.pdf

Good day,

This serves as a kind reminder to review and submit any comments on the proposed project outlined below.

Your input is valued and forms an important part of the stakeholder engagement process.

Please do not hesitate to reach out should you require any additional information.

KIND REGARDS,

Indaloenhle
Environmental Consultants

Sinenhlanhla Khwela,
Junior Environmentalist
(BSc Env. Sc.)

M 069 145 9582
T 031 003 4241
E Environmental@indaloenhle.co.za

Indaloenhle Environmental Consultants
Dbn: 62 Old Main Road, Kloof, 3610
Jhb: Suite 5, Palmer Place Office Park, 22 Bramfischer Drive, Pine Park

www.indaloenhle.co.za

