

6.4.2 Appendix D2: Noise Compliance Statement

Noise Compliance Statement

for the Increased Ore Storage Capacity on Erf 893
in Swartkops, Nelson Mandela Bay Municipality, Eastern Cape.



Date of Site Visit: 4th-6th November 2020
Specialist Name: Dr Brett Williams
Professional Registration Number: SAIOH 0962
Specialist Affiliation / Company: Safetech
Specialist Topic: Noise Impact
Proposed Project Name: Increased Ore Storage Capacity on Erf 893
Location: Swartkops, Port Elizabeth
Client Name: Ruco Properties (Pty) Ltd

21st December 2020 (Version 4)

Contents

Declaration of Independence	2
1. Project Description and Operations flow	3
2. Assumptions.....	5
3. Identification of Potential Impacts.....	6
4. Legal Guidelines.....	7
5. Field Study	8
6. Conclusion.....	10


List of Figures

Figure 1: Location of Erf 893, Swartkops.....	3
Figure 2: Regional Locality of Erf 893.....	3
Figure 3: Schematic Plan of the increased ore storage capacity.....	4
Figure 4: Noise Sensitive Areas.....	5
Figure 5: Monitoring Point Location	8
Figure 6: Ambient Noise Levels vs Weather Conditions.....	9

List of Tables

Table 1: SANS 10103:2008 Noise Limits.....	7
--	---

Declaration of Independence

DECLARATION OF INDEPENDENCE	
Noise Impact Compliance Statement	<p>I, Brett Williams, declare that I am an independent consultant and have no business, financial, personal, or other interest in the Proposed Swartkops Ore Expansion Project, application, or appeal in respect of which I was appointed, other than fair remuneration for work performed in connection with the activity, application or appeal. There are no circumstances that compromise the objectivity of my performing such work.</p> <p></p> <p>Brett Williams</p>

1. Project Description and Operations flow

Ruco Properties (Pty) Ltd currently operates a Manganese Ore Terminal, with a current capacity of 95 000 tonnes, on a portion of Erf 893 in Swartkops, Nelson Mandela Bay Municipality. The property footprint, as seen below in Figure 1 and 2, is approximately 66.7ha.



Figure 1: Location of Erf 893, Swartkops



Figure 2: Regional Locality of Erf 893

A portion of approximately 3ha will be used for the proposed increase in ore storage. The proposal will increase ore storage capacity by an additional 200 000 tonnes through the construction of two additional storage sheds and conveyors, as illustrated in Figure 3 below.

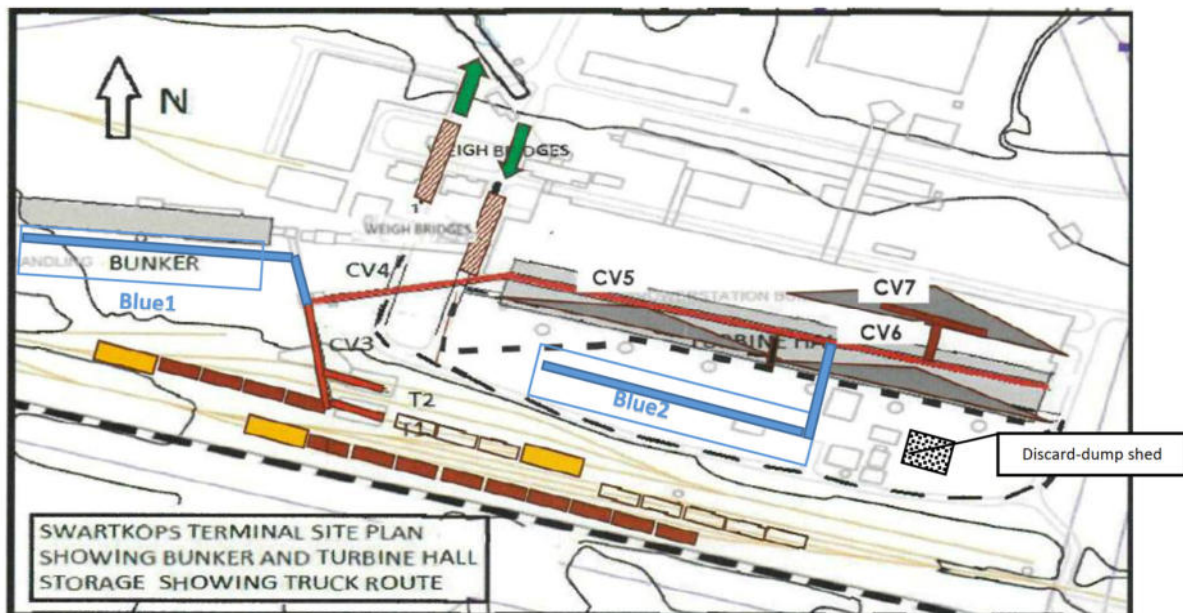


Figure 3: Schematic Plan of the increased ore storage capacity

Figure 3 above shows the offloading, transfer, storage, and collection of ore from the site. T1 and T2 indicate the tipplers, CV1 to CV 7 indicate the existing conveyors, the brown blocks indicate the train wagons, and the orange blocks indicate the locomotives. The blue lines indicate the proposed location of the two conveyors and the two storage sheds.

The current facilities at the terminal include:

- A 3.9km private rail siding
- Two rail wagon tipplers
- Automated conveyors located underground, above ground and inside the turbine hall.
- Internal paved roads
- Two weighbridges (in and outgoing)
- Workshops, admin offices, parking, ablutions, a weighbridge office, and security offices
- Ore storage building (turbine hall)

The site is located in the Swartkops Estuarine Functional Zone, with a portion of the property within a Critical Biodiversity Area (CBA). Surrounding the site are several Noise Sensitive Areas (NSAs) comprising of residential dwellings (both formal and informal), avifauna, and industrial properties. These NSAs are illustrated in Figure 4 below.

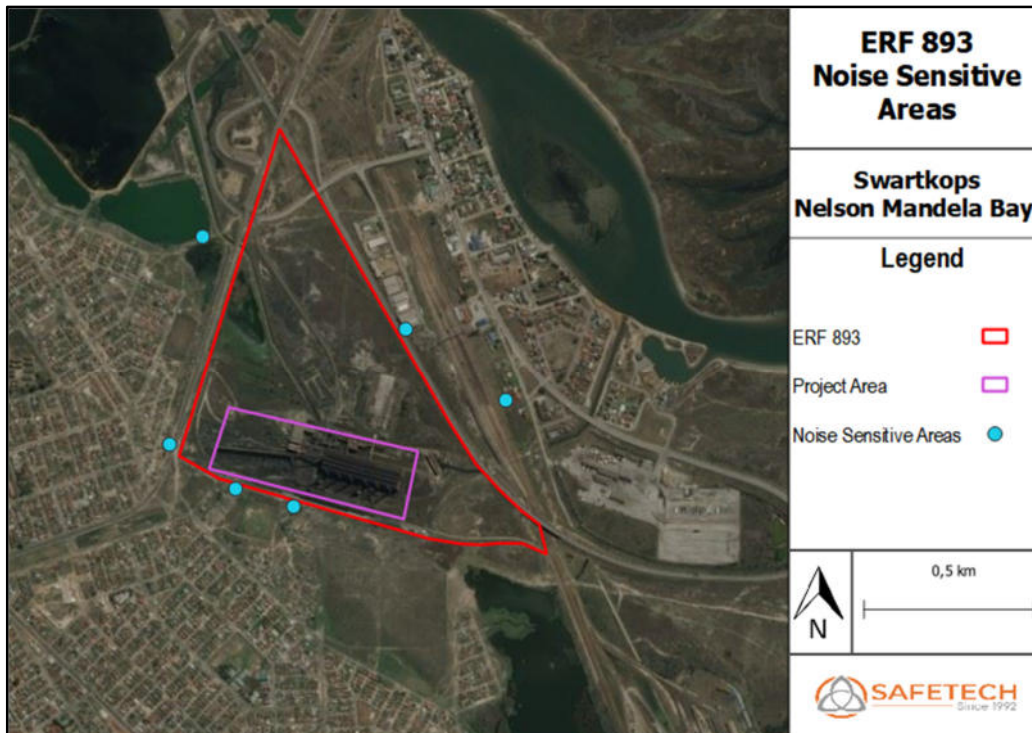


Figure 4: Noise Sensitive Areas

Operations

The ore is transported from selected mines to the Swartkops Railway Station under the administration of Transnet Freight Rail. The trains are then collected from the Swartkops Railway station daily using dedicated locomotives. The train wagons are shunted to the private siding at Erf 893 and subsequently delivered to one of the two tippers. Once the tippers have offloaded the ore, it is then transported via conveyor belt to the designated storage area. During the operation of the proposed expansion, the same process will be followed, however, the new conveyors will transport the ore to the two new storage sheds as indicated by the blue lines in Figure 3.

Once emptied, the train wagons are returned to the Swartkops Railway Station using the company's locomotives. In the storage areas, front end loaders are used to load the ore onto skips placed upon a trailer attached to the truck. Trucks and trailers are inspected and weighed upon entering and exiting the site to avoid loose ore that could fall onto the roads and overloading. The trucks then transport the ore to either the Port of Port Elizabeth or Ngqura Port for export. The route is inspected and cleaned via the use of mobile cleaning teams.

2. Assumptions

The location, operational process, and traffic conditions were provided by the client. It is assumed that the client will adhere to the proposed plan and not alter the proposed plans without notifying the necessary authorities or follow the necessary procedures in order to make amendments.

3. Identification of Potential Impacts

Traffic Conditions and Operations

During current operations, the terminal receives 6-7 trains per week over the course of 48 weeks in a year for a maximum total of 336 trains per year. This will increase by 2 trains to 8-9 trains per week for a maximum total of 432 trains per year once the expansion is completed.

Once the company's locomotive collects the wagons from the Swartkops Railway Station, it takes between 10 and 12 hours before the wagon is returned to the Swartkops Railway Station. This equates to one shift per day (\pm 6 days per week). Upon completion of the expansion, this number will increase to one shift every day for 7 days in the week with the possibility of up to two extra shifts per week to account for additional trains.

Trucks will only transport the ore to the port when there is a ship in the port, upon which the ore can be loaded. During this time, the operation currently moves 8-10 trucks in and out of the site every hour. This process runs 24 hours a day for approximately 20-22 days in a month. In a given year, this equates to an average of 42 ships, each with a capacity of between 45 000 and 55 000 tonnes. As a result of additional volumes from the expansion, it is expected that an additional 2 ships per month will be utilized. This increase in volume may require simultaneous loading of two separate ships. Hence, at full operating capacity, 16-20 trucks may be moving in and out of the site in an hour. Each round trip completed by the trucks is between 1h35m and 1h45m.

Construction Phase

The proposed expansion will require the construction of two new sheds to accommodate an increased ore storage capacity. As part of the construction phase, two unsafe existing concrete storage towers will be demolished by mechanical means (no blasting will occur).

The impact of the construction noise that can be expected at the proposed site will be of short duration and during daylight hours only.

The construction impacts can be reduced through the following mitigations to be included in the Environmental Management Program:

- Adequate training given to workers regarding best practice in noise reduction techniques;
- Regular Servicing of vehicles and equipment; and
- Construction to only occur during the day.

4. Legal Guidelines

The Compliance Statement is drafted as per the requirements of the Environmental Assessment Protocols of the NEMA EIA Regulations (2014, as amended), the Protocol for the Specialist Assessment and Minimum Report Content Requirements for Noise Impacts (GG 43110 / GNR 320, 20 March 2020), and Nelson Mandela Bay Metropolitan Municipality: Noise Control By-Law GN 2322 March 2010. Furthermore, Table 1 below shows the SANS 10103:2008 guidelines for day and night noise limits. National and provincial standards classify noise levels exceeding 7dB(A) above the ambient noise levels as a disturbing noise.

Table 1: SANS 10103:2008 Noise Limits

Type of District	Equivalent Continuous Rating Level, LReq.T for Noise					
	Outdoors (dB(A))			Indoors, with open windows (dB(A))		
	Day-night	Daytime	Night-time	Day-night	Daytime	Night-time
Rural Districts	45	45	35	35	35	25
Suburban districts with little road traffic	50	50	40	40	40	30
Urban districts	55	55	45	45	45	35
Urban districts with one or more of the following: Workshops; business premises and main roads	60	60	50	50	50	40
Central business districts	65	65	55	55	55	45
Industrial districts	70	70	60	60	60	50

Further guidelines that are considered when assessing the impacts of noise are listed below:

- South Africa - GNR.154 of January 1992: Noise control regulations in terms of section 25 of the Environment Conservation Act (ECA), 1989 (Act No. 73 of 1989).
- South Africa - GNR.155 of 10 January 1992: Application of noise control regulations made under section 25 of the Environment Conservation Act, 1989 (Act No. 73 of 1989).
- South Africa – GNR. 320 of 20 March 2020: Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes under Sections 24(5)(a) and (h) of the National Environmental Management Act, 1998 (Act no. 107 of 1998).
- SANS 10103:2008 Version 6 - The measurement and rating of environmental noise with respect to annoyance and to speech communication.
- SANS 10357:2004 Version 2.1 - The calculation of sound propagation by the Concawe method.
- International Finance Corporation – 2007 General EHS Guidelines: Environmental Noise.
- Nelson Mandela Bay Metropolitan Municipality: Noise Control By-Law GN 2322 March 2010

5. Field Study

The field study was conducted from the 4th of November 2020 to the 6th of November 2020 in accordance with SANS 10103:2008. The guidelines to determine the ambient noise levels of the area are described in the methodology below:

A long-term measurement was taken by placing a noise meter on a tripod and ensuring that it was placed at least 1.2 m from floor level and 3.5 m from any large flat reflecting surface. The 36-hour measurement time encompassed one “day” period (06:00-22:00) and two “night” periods (22:00-06:00). The noise meter was calibrated before and after the survey. At no time was the difference more than one decibel (dB) (Note: If the difference between measurements at the same point under the same conditions is more than 1 dB, then this is an indication that the noise meter is not properly calibrated). The weighting used was on the A scale and the meter was placed on “fast”, which is the preferred method as per SANS 10103:2008, the measurement and rating of environmental noise. The meter was fitted with a windscreen, which is supplied by the manufacturer. The windscreen is designed so as to reduce wind noise around the microphone and not bias the measurements.

As illustrated in Figure 5 below, the monitoring station was placed at 33°52'16.61"S; 25°35'37.87"E. This location was selected due to its proximity to the closest residential dwellings to the site.

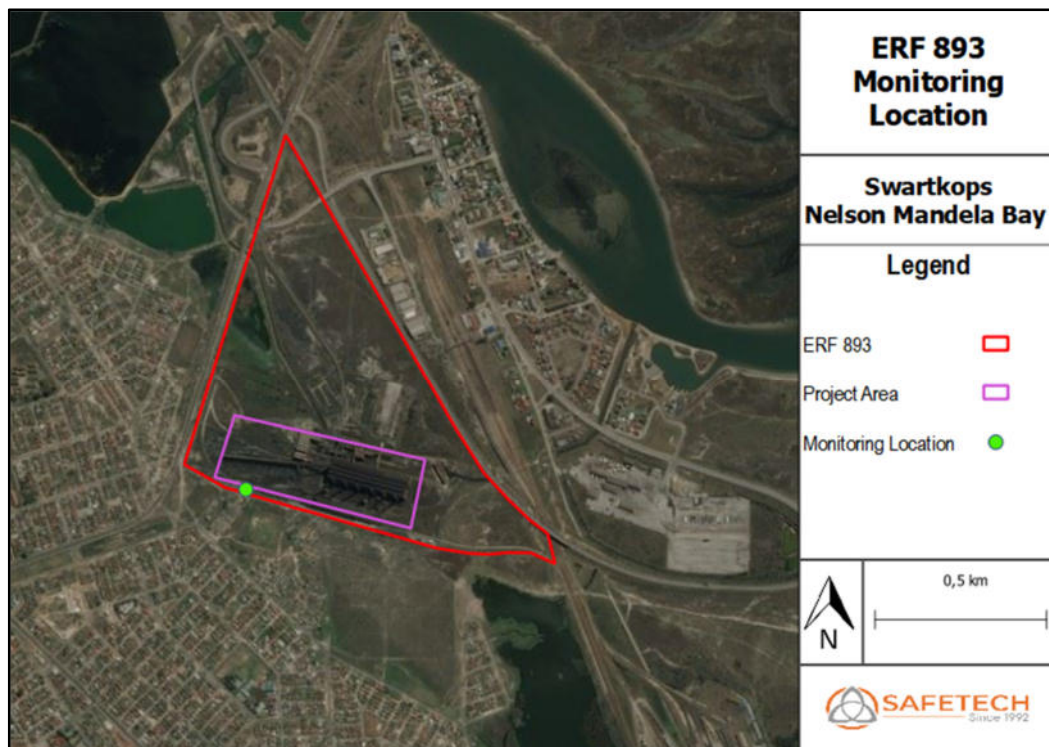


Figure 5: Monitoring Point Location

Figure 6 below illustrates the ambient noise levels measured during the site visit. The average ambient day/night noise level (L_{Aeq}) during the field study was recorded to be 56.9 dB(A). The main sources of noise during the study were from the offloading of the ore at Tipplers 1 and 2, hence the erratic nature of the measurements. However, the noise levels are below the limit recommended by SANS 10103:2008 for an industrial district. Timesheets, provided by the client, indicating the offloading of the tipplers are appended in Annexure C.

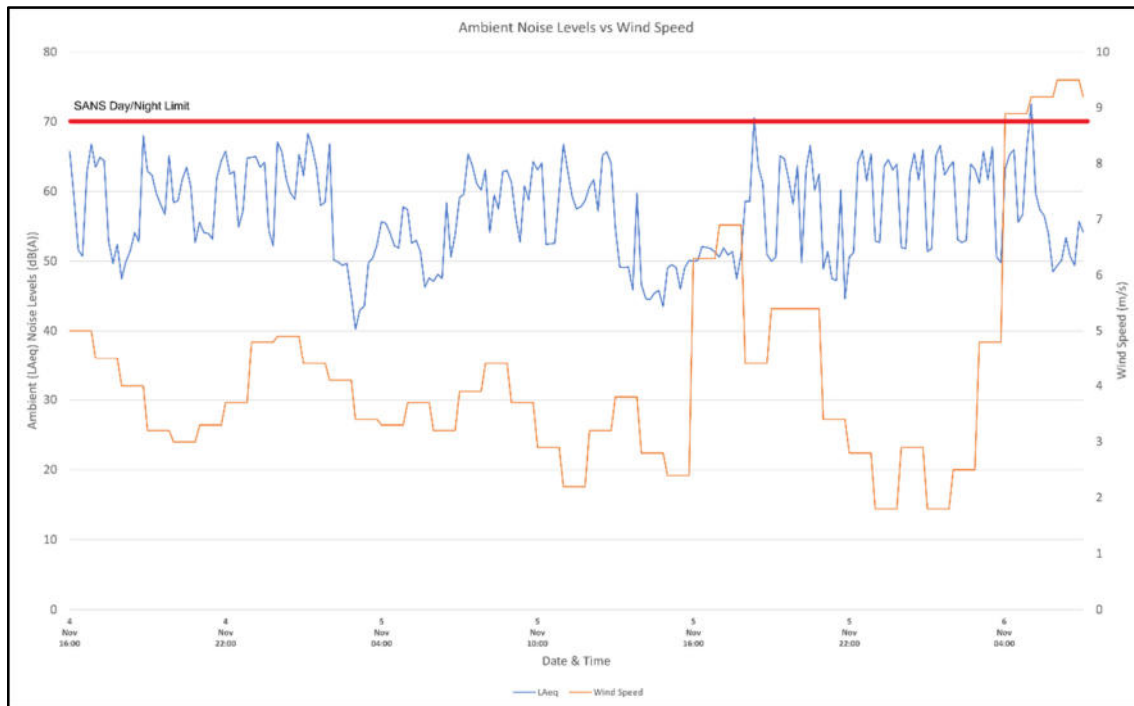


Figure 6: Ambient Noise Levels vs Weather Conditions

Weather conditions experienced during this timeframe were calm and did not contribute to the ambient noise levels in a significant manner as the maximum wind speed experienced was 9.5m/s. The weather data was sourced from the South African Weather Service AWOS 0035209131, located in Port Elizabeth (33° 59' 9.6" S; 25° 36' 57.6" E).

6. Conclusion

The additional noise impacts that will be experienced are mainly related to more regular train off-loading and increased vehicle movements.

It is important to note that no new process machinery that is outside of the loading areas will be added (Only buildings are being added). The existing truck routes and loading- offloading procedures will be used. The additional vehicle traffic and tippler operations may increase the hourly noise levels slightly, but not at levels that exceed the above guidelines and Noise Control By-law.

The author is confident that the proposed expansion will have little significant impact, from a noise perspective, on nearby receptors when considering the current ambient noise levels during operations. The proposed expansion will therefore be of **Low Significance**.

It is recommended that noise monitoring be conducted when the operational phase has commenced to ensure that noise levels are below the SANS 10103:2008 limits and in compliance with the Noise By-Law.

The author is confident that the additional noise impacts will be of **low significance and low sensitivity** when taking all factors into consideration. The project is deemed to be acceptable and it is recommended that the necessary authorities give approval to the Environmental Authorisation Application, if required. A further noise impact assessment is not required.



Dr Brett Williams

Annexure A: Compliance Checklist

3	Noise Compliance Statement	Section/Page
3.1	The noise compliance statement must be prepared by an environmental assessment practitioner or noise specialist	
3.2	The compliance statement must:	
3.2.1	Be applicable to the preferred site and the proposed development footprint;	Page 3
3.2.2	Confirm that the site of 'low' sensitivity for noise impacts; and	Page 10
3.2.3	Indicate whether or not the proposed development will have an unacceptable impact on noise receptors of the site.	Page 10
3.3	The compliance statement must contain, as a minimum, the following information:	
3.3.1	Contact details of the environmental assessment practitioner or noise specialist, their relevant qualifications and expertise in preparing the statement, and a curriculum vitae;	Annex. B
3.3.2	A signed statement of independence by the environmental assessment practitioner or noise specialist;	Page 2
3.3.3	A map showing the proposed development footprint (including supporting infrastructure) overlaid on the noise sensitivity map generated by the screening tool;	Page 3
3.3.4	Confirmation that all reasonable measures have been taken through micro-siting to minimize disturbance to receptors;	Page 10
3.3.5	A substantiated statement from the environmental assessment practitioner or noise specialist on the acceptability, or not, of the proposed development and a recommendation on the approval, or not, of the proposed development;	Page 10
3.3.6	Any conditions to which this statement is subjected;	N/A
3.3.7	Where required, proposed impact management outcomes or any monitoring requirements for inclusion in the EMPR; and	Page 10
3.3.8	A description of the assumptions made and any uncertainties or gaps in knowledge or data as well as a statement of the timing and intensity of the site inspection observations;	Page 5
3.4	A signed copy of the compliance statement must be appended to the Basic Assessment Report or Environmental Impact Assessment Report.	N/A

Annexure B: Specialist Curriculum Vitae

Dr Brett Williams (brett.williams@safetech.co.za)

Name of Organization: Safetech
Position in Firm: Owner
Date of Birth: 21/04/1963
Years with Firm: 25
Nationality: South African

MEMBERSHIP OF PROFESSIONAL BODIES

- Southern African Institute of Occupational Hygienists
- Institute of Safety Management
- Mine Ventilation Society
- National Clean Air Association

BIOGRAPHICAL SKETCH

Brett Williams has been involved in Health, Safety and Environmental Management since 1987. He has been measuring noise related impacts since 1996. Brett is the owner of Safetech who have offices in Pretoria and Port Elizabeth. He has consulted to many different industries including, mining, chemical, automotive, food production etc. He is registered with the Department of Labour and Chamber of Mines to measure environmental stressors, which include chemical monitoring, noise, and other physical stresses.

PROJECT EXPERIENCE

Dr Williams has been assigned to various projects to assess environmental noise impacts. The list below presents a selection of Brett Williams' project experience, relevant to noise:

- Arcus Gibb – Kouga Wind Energy Project
- CSIR – Umgeni Water Desalination Plant
- CSIR – Saldanha Desalination Plant
- CSIR – Atlantis Gas to Power Project (current)
- CSIR – Walvis Bay Port Extension
- CSIR – Noise Impact Study of Namwater Desalination Plant
- CSIR – Kouga Wind Energy Project – Background Noise Measurements
- CSIR – Kouga Wind Energy Project
- CSIR – Wind Current Wind Energy Project
- CSIR – Langefontein Wind Energy Project
- CSIR – Mossel Bay Wind Energy Project
- CSIR – Coega IDZ Wind Energy Project
- CSIR – Baakenskop Wind Energy Project
- CSIR – Biotherm Wind Energy Project
- CSIR – Innowind Mossel Bay
- CSIR – Langefontein Wind Energy Project
- CSIR – Bulk Manganese Terminal (Port of Ngqura)
- CSIR – Phyto Amandla Biodiesel Project
- CSIR – Vleesbaai Wind Energy Project
- CSIR - Kudusberg Wind Energy Project
- CES – Coega IDZ Gas to Power Project (Current)
- CES – Coega IDZ Wind Energy Project

-
- CES – Middleton Wind Energy Project
 - CES – Waainek Wind Energy Project
 - CES – Ncora Wind Energy Project
 - CES – Qunu Wind Energy Project
 - CES – Nqamakwe Wind Energy Project
 - CES – Plan 8 Wind Energy Project
 - CES – Qumbu Wind Energy Project
 - CES – Peddie Wind Energy Project
 - CES – Cookhouse Wind Energy Project
 - CES – Madagascar Heavy Minerals
 - CES – Richards Bay Wind Energy Project
 - CES – Hluhluwe Wind Energy Project
 - CEN – Kwandwe Airport Development Project
 - CEN – Swartkops Manganese Project
 - CEN – N2 Petro Port Project
 - SiVest - Rondekop Wind Energy Project
 - SRK – Roodeplaat Wind Energy Project
 - Savannah - Witberg Wind Energy Project
 - Savannah - Kareebosch Wind Energy Project

TERTIARY EDUCATION

- PhD - University of Pretoria (Environmental Management)
 - Various Health & Safety Courses.
 - National Diploma Health & Safety Management
 - Harvard University – Applications of Industrial Hygiene Principles – including noise
 - United States EPA Pollution Measurement course conducted at the University Of Cincinnati (EPA Training Centre)
 - US EPA Air Dispersion Modelling Training Course
 - Master of Business Administration (University of Wales) with dissertation on environmental reporting in South Africa.
 - Environmental Auditor (ISO 14001:2004)
-

Annexure C: Tippler Operating Times

<u>WAGON NUMBER</u>	<u>DATE</u>	<u>TIME TIPPED</u>	<u>DURATION</u>	<u>REMARKS</u>
60571179	04/11/2020	20:59		
60535792		21:04	0:05	
60590181		21:09	0:05	
60568305		21:14	0:05	
60168447		21:20	0:06	
60596031		21:25	0:05	
60551844		21:30	0:05	
60170522		21:35	0:05	
60178949		21:41	0:06	
60580755		21:48	0:07	
60176326		21:54	0:06	
60580666		22:00	0:06	
60576103		22:08	0:08	
60556552		22:14	0:06	
60591250		22:19	0:05	
60590866		22:25	0:06	
60537965		22:29	0:04	
60598166		22:35	0:06	
60803150		22:41	0:06	
60570296		22:46	0:05	
60597607		23:03	0:17	12 MIN BUFFER
60576936		23:09	0:06	
60544848		23:16	0:07	
60547553		23:22	0:06	
60536659		23:28	0:06	
60541156		23:33	0:05	
60576839		23:38	0:05	
60591153		23:43	0:05	
60568690		23:48	0:05	
60542624		23:53	0:05	
60590475		23:59	0:06	
60542921	05/11/2020	0:07	0:08	
60105232		0:13	0:06	
60281243		0:19	0:06	
60140380		0:26	0:07	
60571438		0:35	0:09	04 MIN BUFFER
60562773		0:40	0:05	
60588667		0:45	0:05	
60574720		0:49	0:04	

<u>WAGON NUMBER</u>	<u>DATE</u>	<u>TIME TIPPED</u>	<u>DURATION</u>	<u>REMARKS</u>
60587269		0:55	0:06	
60579579		1:02	0:07	
60135182		1:20	0:18	13MINS BUFFER
60159049		1:26	0:06	
60154454		1:33	0:07	
60119969		4:03	2:30	
60272473		4:10	0:07	
60566876		4:15	0:05	
60549378		4:20	0:05	
60584823		4:25	0:05	
60570776		6:40	2:15	
60536551		6:46	0:06	
60593091		7:09	0:23	18 MIN MOVE TIPPER CAR
60533285		7:18	0:09	4 MIN BUFFER
60570504		7:25	0:07	
60535989		7:31	0:06	
60539925		7:37	0:06	
60570075		7:43	0:06	
60550414		7:51	0:08	
60597275		7:57	0:06	
60574143		8:02	0:05	
60568593		8:07	0:05	
60576030		8:12	0:05	
60809817		8:18	0:06	
60538619		8:24	0:06	
60540281		8:30	0:06	
60544260		8:43	0:13	8 MIN LOCO FAILURE
60556528		8:49	0:06	
60810351		8:55	0:06	
60535423		9:01	0:06	
60571314		9:07	0:06	
60596961		9:12	0:05	
60563141		9:18	0:06	
60598417		9:23	0:05	
60582189		9:28	0:05	
60164476		9:34	0:06	
60541822		9:42	0:08	
60552379		9:51	0:09	4 MIN BUFFER
60027665		9:58	0:07	
60268727		10:04	0:06	
60105003		10:11	0:07	

<u>WAGON NUMBER</u>	<u>DATE</u>	<u>TIME TIPPED</u>	<u>DURATION</u>	<u>REMARKS</u>
60563524		10:19	0:08	
60169834		10:26	0:07	
60129085		10:32	0:06	
60535040		10:37	0:05	
60580534		10:42	0:05	
60136391		10:47	0:05	
60176997		10:54	0:07	
60564016		11:02	0:08	
60811889		11:08	0:06	
60552131		11:14	0:06	
60175990		11:20	0:06	
60043768		11:27	0:07	
60574356		11:32	0:05	
60137215		11:38	0:06	
60105836		11:43	0:05	
60141301		11:49	0:06	
60810319		11:56	0:07	
60575271		12:04	0:08	
60579315		12:11	0:07	
60543302		12:18	0:07	
60553804		12:23	0:05	
60540397		12:29	0:06	
60130997		12:37	0:08	
60278781		12:48	0:11	6 MIN BUFFER
60540907		18:36		
60129794		18:47	0:11	
60123672		18:54	0:07	
60178531		18:59	0:05	
60135786		19:04	0:05	
60142901		19:08	0:04	
60118814		19:13	0:05	
60048387		19:18	0:05	
60178418		19:23	0:05	
60118970		19:29	0:06	
60155590		19:35	0:06	
60161582		19:40	0:05	
60534443		19:46	0:06	
60570237		19:51	0:05	
60813032		19:55	0:04	
60551259		20:00	0:05	
60135042		20:05	0:05	

<u>WAGON NUMBER</u>	<u>DATE</u>	<u>TIME TIPPED</u>	<u>DURATION</u>	<u>REMARKS</u>
60569905		20:10	0:05	
60117338		20:14	0:04	
60162880		20:19	0:05	
60133635		20:25	0:06	
60279273		20:31	0:06	
60807458		20:37	0:06	
60124245		20:42	0:05	
60268697		20:47	0:05	
60172436		20:52	0:05	
60118768		21:09	0:17	12 MIN LOCO FAILURE
60123788		22:03	0:54	49 MIN, FAULTY FEEDER NO 3/MOVING TO TIPPLER 2
60156694		22:08	0:05	
60044578		22:13	0:05	
60151358		22:19	0:06	
60158948		22:25	0:06	
60111496		22:32	0:07	
60116323		22:37	0:05	
60173882		22:43	0:06	
60099739		22:49	0:06	
60108401		22:54	0:05	
60539534		22:59	0:05	
60550449		23:04	0:05	
60134380		23:10	0:06	
60585161		23:15	0:05	
60176008		23:20	0:05	
60557753		23:29	0:09	
60541989		23:35	0:06	
60164859		23:41	0:06	
60574429		23:46	0:05	
60590459		23:51	0:05	
60567732		23:56	0:05	
60577819	06/11/2020	0:01	0:05	
60172169		0:06	0:05	
60125381		0:11	0:05	
60532858		0:15	0:04	
60134224		0:20	0:05	
60100494		0:28	0:08	
60569794		0:34	0:06	
60137878		0:38	0:04	
60153741		0:44	0:06	
60172096		0:50	0:06	

<u>WAGON NUMBER</u>	<u>DATE</u>	<u>TIME TIPPED</u>	<u>DURATION</u>	<u>REMARKS</u>
60117052		0:55	0:05	
60585897		1:00	0:05	
60151668		1:05	0:05	
60548525		1:10	0:05	
60564512		1:16	0:06	
60152850		1:22	0:06	
60568615		1:29	0:07	
60567090		1:48	0:19	14 MIN MOVING TIPPER CAR
60136804		1:57	0:09	
60548118		2:03	0:06	
60167904		2:08	0:05	
60151730		2:13	0:05	
60143258		2:18	0:05	
60812338		2:24	0:06	
60128070		2:29	0:05	
60028114		2:34	0:05	
60120819		2:39	0:05	
60155116		3:07	0:28	23 MIN METAL PLATE BLOCK CHUTE NO 3
60114800		3:13	0:06	
60159695		3:18	0:05	
60117893		3:24	0:06	
60280654		3:29	0:05	
60139285		3:36	0:07	
60156066		3:41	0:05	
60534761		3:46	0:05	
60550767		3:51	0:05	
60557656		3:56	0:05	
60587253		4:01	0:05	
60570008		4:08	0:07	
60567677		4:15	0:07	
60530928		4:21	0:06	
60163828		4:27	0:06	
60564962		4:33	0:06	
60581174		4:37	0:04	
60151854		4:43	0:06	
60142227		4:52	0:09	
60589345		5:03	0:11	06MIN BUFFER
60135808		5:11	0:08	
60172045		5:19	0:08	
60579137		5:26	0:07	
60119152		5:36	0:10	05 MIN BUFFER

<u>WAGON NUMBER</u>	<u>DATE</u>	<u>TIME TIPPED</u>	<u>DURATION</u>	<u>REMARKS</u>
60108967		6:45	1:09	
60127880		6:51	0:06	
60121858		6:58	0:07	
60138777		7:04	0:06	
60575433		7:10	0:06	