



# forestry, fisheries & the environment

Department:  
Forestry, Fisheries and the Environment  
**REPUBLIC OF SOUTH AFRICA**

Private Bag X 447· PRETORIA 0001· Environment House 473 Steve Biko Road, Arcadia· PRETORIA

**DFFE Reference:** 14/12/16/3/3/2/319/AM3

**Enquiries:** Ms Constance Musemburi

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## PER EMAIL / MAIL

Dear Ms Biyana

**PARTIAL APPROVAL OF AMENDMENT OF THE ENVIRONMENTAL AUTHORISATION ISSUED ON 27 MARCH 2015, AS AMENDED, FOR THE PROPOSED MANGANESE EXPORT FACILITY AND ASSOCIATED INFRASTRUCTURE IN THE COEGA INDUSTRIAL DEVELOPMENT ZONE (IDZ) PORT OF NGQURA AND TANKATARA AREA, PORT ELIZABETH, EASTERN CAPE PROVINCE.**

The Environmental Authorisation (EA) issued for the abovementioned application by this Department on 27 March 2015, subsequent amendment including your application for amendment of the EA received by the Department on 14 July 2023 and the acknowledgement letter dated 07 August 2023, refer.

Based on a review of the reason for requesting an amendment to the above EA, this Department, in terms of Chapter 5 of the Environmental Impact Assessment Regulations, 2014 as amended, has decided to grant a partial amendment to the EA dated 27 March 2015, as amended, as follows:

### **Amendment 1: Change of the Applicant Contact Details**

The applicant applied to change contact details of the applicant on Page 2 of the EA typed as follows:

#### **From:**

*"Rajan Chetty  
Transnet SOC Ltd  
P. O. Box 38163  
**POINT**  
4069*

*Tel: (031) 361 1091  
Cell: 083 287 2295  
E-mail: [Rajan.Chetty@transnet.net](mailto:Rajan.Chetty@transnet.net)"*

*MS*

To:

"Nosicelo Biyana  
Transnet SOC Ltd  
PO Box 1159  
**GQEBERHA**  
6000

Tel: (041) 507 1710  
Cell: 067 367 0110  
E-mail: Nosicelo.Biyana@transnet.net"

**Reason for amendment:**

The request for change of applicant contact details is because of changes in the Transnet organisation structure. Transnet SOC Ltd will retain the ownership of the EA. The contact person listed on the approved EA is no longer part of the project, therefore, the applicant requested that the details of the contact person be amended.

**Amendment 2: Change of Project Description: Key components – Manganese Export Terminal**

The following changes in the key components – Manganese Export Terminal of the Project Description, on Page 11 of EA dated 27 March 2015 typed as:

*"Manganese Export Terminal: The construction and operation of a bulk terminal for handling Manganese Ore, including a stockyard, conveyor systems linking the stockyard to the tippler and to the ship loader as well as the associated infrastructure such as a tippler, stackers, reclaimers, ship loaders, surge bins, office buildings bulk services infrastructure and additional rail infrastructure from the existing marshalling yard linking into the tippler;"*

Is amended to include the following as highlighted:

*"Manganese Export Terminal: The construction and operation of a bulk terminal for handling Manganese Ore, including an **enclosed** stockyard, **covered belt and piped/closed overland** conveyor systems linking the stockyard to the tippler and to the ship loader as well as the associated infrastructure such as a tippler, stackers, reclaimers, ship loaders, surge bins, office buildings, bulk services infrastructure and additional rail infrastructure from the existing marshalling yard linking into the tippler. **The throughput capacity of manganese ore for 22 million tons per annum.**"*

**Reason for amendment:**

The request for changes in the key components – Manganese Export Terminal of the Project Description is because the Ngqura Manganese Export Terminal (NMET) project is the development of a Manganese (Mn) Stockyard that has a capacity of handling 16 million tons per annum (mtpa) that is expandable to 22 mtpa in future. Transnet is duty-bound to relocate the existing manganese terminal from the Port of Port Elizabeth (current capacity of 5 mtpa) to the Port of Ngqura. As a state-owned company Transnet is mandated to not only consider the commercial viability of the investment in the new manganese terminal in Ngqura but also the wider socio-economic benefit to the Eastern Cape. In this context, Ngqura Manganese Export Terminal (NMET's) broader economic value lies in ensuring the growth and sustainability of the manganese industry at large. Should Transnet not invest in this new facility, there would not only be a loss in employment in the Eastern Cape but also in the mining industry.

**Amendment 3: Change of Project Description: Key components - Rail compilation yard and doubling of railway line**

The applicant requests the following changes in the key components - Rail compilation yard and doubling of railway line of the Project Description, on Page 11 of EA dated 27/03/2015 (AM1) stated as:

From

*"Rail compilation yard and doubling of railway line: The rail compilation yard comprising five-yard lines to allow for the consolidation and de-consolidation of four 200 wagon trains per day. A triangle is also included to allow for the locomotives to turn around. The complete rail yard will include back roads to access the locomotive and wagon maintenance workshops, a diesel locomotive refuelling station (2 self-contained aboveground storage tanks with a total capacity of approximately 150 m<sup>3</sup>), a locomotive sanding facility and wash bay. Electrical locomotives will be used to haul the 200 wagon trains on the mainline from Hotazel to the compilation yard. From the compilation yard, diesel locomotives will haul the 100 wagon sets to and from the tippler. A security building, two shunter cabins, a Transnet Freight Rail operations building, and three signalling relay rooms are planned to be constructed at the rail compilation yard."*

To be amended to:

Removal of the above paragraph as highlighted in italics from the key components, i. e. the rail compilation yard doubling of railway line:

Reason for amendment:

The removal of the rail compilation yard and doubling of railway line in the key components of the Project Description is because the Compilation Yard and Doubling of the Railway Line has been removed from the Scope of the Ngqura Manganese Export Terminal (NMET) project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024.

**Amendment 4: Change of Project Description: Key components - Ancillary infrastructure and services**

The applicant requests the following changes in the key components - Ancillary infrastructure and services of the Project Description, on Page 12 of EA dated 27 March 2015 stated as:

From

*"Ancillary infrastructure and services: A storm water control dam constructed at the stockyard with a storage capacity of approximately 50 MI (mega litres) and will be constructed to accommodate a 1:100 year flood. In addition, a second storm water control dam with a storage capacity of approximately 10 MI will be constructed at the quay area to collect all storm water runoff from this area and prevent it to enter the marine environment. **Two attenuation ponds (i.e. simulated wetlands or Sustainable Urban Drainage Systems) will be constructed at the rail compilation yard to collect all storm water runoff from this area and will have a storage capacity of approximately 7514 kl and 200 kl respectively.** The proposed project will also include the construction of access roads at the stockyard area, including a road bridge over the Coega River and **the proposed compilation yard** as well as necessary crossings and rail bridges. **In addition, a service road will be constructed along the proposed rail loop and rail link at the compilation yard.** Suitable erosion control measures will be included at all culverts to ensure that sediment is not washed away, e.g. reno mattress and suitable wing walls".*

To be amended to remove the above highlighted from the Ancillary infrastructure and services paragraph:

*“Ancillary infrastructure and services: A storm water control dam constructed at the stockyard with a storage capacity of approximately 50 MI (mega litres) and will be constructed to accommodate a 1:100 year flood. In addition, a second storm water control dam with a storage capacity of approximately 10 MI will be constructed at the quay area to collect all storm water runoff from this area and prevent it to enter the marine environment. The proposed project will also include the construction of access roads at the stockyard area, including a road bridge over the Coega River as well as necessary crossings and rail bridges. Suitable erosion control measures will be included at all culverts to ensure that sediment is not washed away, e.g. reno mattress and suitable wing walls.”*

Reason for amendment:

The request to change the key components - Ancillary infrastructure and services of the Project Description is because is because the Compilation Yard and Doubling of the Railway Line has been removed from the Scope of the NMET project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024.

**Amendment 5: Removal of Compilation Yard and Doubling Railway Yard Co-ordinates:**

The applicant requested the removal of the following co-ordinates for the Compilation Yard and Doubling Railway Yard on page 11 of EA dated 27 March 2015 stated as:

Compilation yard	33°40'45"S	25°42'6"E
	33°41'52"S	25°42'5"E
	33°43'21"S	25°41'49"E
	33°43'33"S	25°41'5"E
Doubling railway yard	33°43'46"S	25°40'15"E
	33°44'39"S	25°40'1"E
	33°45'33"S	25°39'21"E

Is hereby removed from the EA.

Reason for Amendment:

The removal of the co-ordinates for the Compilation Yard and Doubling railway Yard is because the Compilation Yard and Doubling of the Railway Line has been removed from the Scope of the NMET project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024.

**With the removal of the Compilation Yard and Doubling of Railway Line, the following changes are required in terms of property details:**

**Amendment 6: Change of Location of Activity (Property Details):**

The applicant requests the following changes of Location of Activity (Property Details) on Page 1 of EA dated 27 March 2015 stated as:

From

Location of activity:	<i>EASTERN CAPE PROVINCE: In the Coega Industrial Development Zone, Port of Ngqura and Tankatara area; and on the remainder of the</i>
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	<b>Farm Tankatara Trust 643 within Nelson Mandela Bay Metropolitan Municipality</b>
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Is amended to remove the above highlighted details:

Location of activity:	<b>EASTERN CAPE PROVINCE: In the Coega Industrial Development Zone, Port of Ngqura, within Nelson Mandela Bay Metropolitan Municipality</b>
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Reason for amendment:

The request to change the property description is because the Compilation Yard and Doubling of the Railway Line, that would have been located on the remainder of the Farm Tankatara Trust, has been removed from the Scope of the NMET project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024.

**Amendment 7: Change of Project Description -Property Details:**

The applicant requests the following changes of the property description on Page 11 of EA dated 27 March 2015 stated as:

From

*"- for the construction of manganese export terminal and its associated infrastructure **on the remainder of the Farm Tankatara Trust, COEGA IDZ Zones 8, 9, 11 and 13 within the Nelson Mandela Bay Metropolitan Municipality in the Eastern Cape Province, hereafter referred to as "the property".***

Is herewith amended to remove the above highlighted sections and replaced with:

*"- for the construction of manganese export terminal and its associated infrastructure **within the Coega Special Economic Zone (SEZ) Zones 8, 9 and 13 within the Nelson Mandela Bay Metropolitan Municipality in the Eastern Cape Province, hereafter referred to as "the property".***

Reason for Amendment:

The request to change the property description is because the Compilation Yard and Doubling of the Railway Line, that would have been located on the remainder of the Farm Tankatara Trust and in Zone 11, has been removed from the Scope of the NMET project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024.

**Amendment 8: Change of Activity / Project Description:**

The applicant requests the following changes of the Activity/Project description for the listed activity on Page 6 of EA dated 27 March 2015 stated as:

From

<p><b>GN R. 545 Item 11:</b>  <i>The construction of railway lines, stations or shunting yards, excluding -</i>  <i>(i) railway lines, shunting yards and railway stations in industrial complexes or zones;</i>  <i>(ii) underground railway lines in a mining area; and</i></p>	<p><b><i>A new compilation yard is required within the Coega Industrial Development Zone (IDZ); however, part of the compilation yard will be located outside of the IDZ and on private land outside of an existing rail reserve.</i></b></p>
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(iii) additional railway lines within the reserve of an existing railway line.

Is herewith amended to and replaced as highlighted in bold:

<p><u>GN R. 545 Item 11:</u>  <i>The construction of railway lines, stations or shunting yards, excluding -</i>  <i>(i) railway lines, shunting yards and railway stations in industrial complexes or zones;</i>  <i>(ii) underground railway lines in a mining area; and</i>  <i>(iii) additional railway lines within the reserve of an existing railway line.</i></p>	<p><b>Railway infrastructure from the rail mainline take-off to the Tippler Yard adjacent to the Manganese Stockyard will occur within the Coega SEZ, and comprise of the rail lines, lines feeding and exiting the Tiplers and any other tracks required for shunting, inspection, train preparation, crewing and rolling stock maintenance, as may be identified through the operational readiness process.</b></p>
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Reason for amendment:

The request to change the Activity/Project description for the listed activity GN R. 545 Item 11 is because the Compilation Yard and Doubling of the Railway Line has been removed from the Scope of the NMET project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024.

**Amendment 9: Change of Activity / Project Description:**

The applicant requests the following changes of the Activity/Project description for the listed activity on Page 7 of EA dated 27 March 2015 stated as:

From

<p><u>GN R. 545 Item 15:</u>  <i>Physical alteration of undeveloped, vacant or derelict land for residential, retail, commercial, recreational, industrial or institutional use where the total area to be transformed is 20 hectares or more;</i>  <i>except where such physical alteration takes place for:</i>  <i>(i) linear development activities; or</i>  <i>(ii) agriculture or afforestation where Activity 16 in this Schedule will apply.</i></p>	<p><b>The proposed project will result in the physical alteration of more than 20 hectares of undeveloped land for industrial use. The proposed stockyards will cover an area of approximately 40 hectares and the compilation yard an area of approximately 120 hectares.</b></p>
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Is herewith amended to and replaced as highlighted in bold:

<p><u>GN R. 545 Item 15:</u>  <i>Physical alteration of undeveloped, vacant or derelict land for residential, retail, commercial, recreational, industrial or institutional use where the total area to be transformed is 20 hectares or more;</i>  <i>except where such physical alteration takes place for:</i></p>	<p><b>The proposed project will result in the physical alteration of more than 20 hectares of undeveloped land for industrial use. The proposed stockyards will cover an area of approximately 80 hectares and together with the associated infrastructure for the</b></p>
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<p>(i) linear development activities; or (ii) agriculture or afforestation where Activity 16 in this Schedule will apply.</p>	<p><b>terminal will cover an area of approximately 97 hectares.</b></p>
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Reason for amendment:

The request to change the Activity/Project description for the listed activity GN R. 545 Item 15 is because the area extent of the stockyards and associated infrastructure has been indicated as 97ha.

**Amendment 10: Change of Activity / Project Description: GN R. 546 Item 12**

The applicant requests the following changes of the Activity/Project description for the listed activity on Page 8 of EA dated 27 March 2015 stated as:

From

<p><u>GN R. 546 Item 12:</u> The clearance of an area of 300 square metres or more of vegetation where 75 % or more of the vegetative cover constitutes indigenous vegetation. (c) Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuary, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas.</p>	<p>The development footprint of the proposed project will exceed 300 m<sup>2</sup>. <b>The stockyards will cover an area of approximately 40 hectares.</b> Project activities may take place within 100 metres inland of the high water mark of the sea or an estuary. The clearance of vegetation will occur in the Eastern Cape within a critical biodiversity area as identified by the Eastern Cape Biodiversity Conservation Plan.</p>
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Is herewith amended to and replaced as highlighted in bold:

<p><u>GN R. 546 Item 12:</u> The clearance of an area of 300 square metres or more of vegetation where 75 % or more of the vegetative cover constitutes indigenous vegetation. (c) Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuary, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas.</p>	<p>The development footprint of the proposed project will exceed 300m<sup>2</sup>. <b>The stockyards and associated infrastructure will cover an area of approximately 97 hectares.</b> Project activities may take place within 100 metres inland of the high water mark of the sea or an estuary. The clearance of vegetation will occur in the Eastern Cape: within a critical biodiversity area as identified by the Eastern Cape Biodiversity Conservation Plan and <b>NMBM Bioregional Plan (2015).</b></p>
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Reason for amendment:

The request to change the Activity/Project description for the listed activity GN R. 546 Item 12 is because the area extent of the stockyards and associated infrastructure has been indicated as 97ha.

*MS*

### **Amendment 11: Change of Condition 25**

The applicant requests to change / correct Condition 25, under Commencement of the activity Conditions on Page 16 of EA dated 27 March 2015 stated as:

From:

"25. The applicant must submit a final layout plan for the entire manganese export facility for approval to the Department and the layout should indicate:

- The whole facility and its components;
- Foundation footprint;
- Permanent laydown area footprint;
- Construction period laydown footprint;
- Internal roads indicating width (construction period width and operation period width) and numbered sections between the other site elements which they serve (to make commenting on sections possible);
- Wetlands, drainage lines, rivers, stream and water crossing of roads and cables indicating the type of bridging structures that will be used;
- Heritage sites that will be affected by the facility and associated infrastructure;
- Substation(s) and/or transformer(s) sites including their entire footprint;
- Connection routes to the distribution/transmission network;
- Cut and fill areas **at turbine sites** along roads indicating the expected volume of each cut and fill;
- Borrow pits;
- Spoil heaps (temporary for topsoil and subsoil and permanently for excess material);
- Buildings including accommodation; and
- All "no-go" areas.

Is herewith amended to and replaced as highlighted in bold:

"25. The applicant must submit a final layout plan for the entire manganese export facility for approval to the Department and the layout should indicate:

- The whole facility and its components;
- Foundation footprint;
- Permanent laydown area footprint;
- Construction period laydown footprint;
- Internal roads indicating width (construction period width and operation period width) and numbered sections between the other site elements which they serve (to make commenting on sections possible);
- Wetlands, drainage lines, rivers, stream and water crossing of roads and cables indicating the type of bridging structures that will be used;
- Heritage sites that will be affected by the facility and associated infrastructure
- Substation(s) and/or transformer(s) sites including their entire footprint;
- Connection routes to the distribution/transmission network;
- Cut and fill **areas along the conveyor route and** along roads indicating the expected volume of each cut and fill;
- Borrow pits;
- Spoil heaps (temporary for topsoil and subsoil and permanently for excess material);
- Buildings including accommodation; and
- All "no-go" areas.



Reason for amendment:

The request to change / correct Condition 25 is because turbine sites do not form part of the proposed infrastructure of the NMET project. This was a typographical error and is assumed that this should have referenced the conveyor route.

**Amendment 12: Change of Condition 26:**

The applicant requests to change Condition 26, under Commencement of the activity Conditions on Page 16 of EA dated 27 March 2015 stated as:

26. *The applicant must appoint a qualified botanical, fauna specialists, an **archaeologist** and an ornithologist to ground-truth every footprint and their recommendations must form part of the final layout plan to be submitted to this Department for approval."*

Is herewith amended to and replaced as highlighted:

"26. *The applicant must appoint a qualified botanical, fauna specialist, **palaeontologist** and an ornithologist to ground-truth every footprint and their recommendations must form part of the final layout plan to be submitted to this Department for approval."*

Reason for amendment:

The request for change of Condition 26 is because the archaeologist has recommended that due to the low significance of archaeological heritage resources, that an archaeologist does not need to be present during the vegetation clearing as long as the recommendations of the 2023 assessment are implemented. The palaeontologist Application Form for Amendment of an Environmental Authorisation – April 2021 on Page 15 of 20 has recommended that a palaeontologist is present to monitor during bush clearing and any major excavation in the area.

**Amendment 13: Removal of Condition 39:**

The applicant requests the removal of Condition 39, under Specific Conditions on Page 17 of EA dated 27 March 2015 stated as:

"39. *The holder of the authorisation must enter into a biodiversity offset agreement with the relevant authority prior to construction phase of the project."*

Is herewith removed in its entirety.

Reason for Amendment

The request for removal of Condition 39 is due to the removal of the compilation yard and associated infrastructure in Zone 13 which was located within CBAs of the NMBM Bioregional Plan and open space areas of the CDC Open Space Management Plan. The Compilation Yard and Doubling of the Railway Line has been removed from the Scope of the NMET project. The compilation yard and doubling of the railway line will be included in a new EIA application by Transnet Freight Rail. This separate and new EIA process is anticipated to commence in 2024. In terms of the Biodiversity Offset Guidelines (2023), biodiversity offsets are required when proposed activities are likely to have residual negative impacts on biodiversity of medium or high significance. With the application of mitigation measures for the proposed Manganese Terminal, the identified negative impacts on biodiversity can be mitigated to medium-low, low, low-very low or very low significance.

**Amendment 14: Change of Condition 43:**

The applicant requests to change Condition 43, under Specific Conditions on Page 18 of EA dated 27 March 2015 stated as:

“43. No activities will be allowed to occur within 20m from the perimeter of the fence of the cemeteries identified in Zones 5, 9, and 13.”

Is herewith amended to remove the above highlighted number:

“43. No activities will be allowed to occur within 20m from the perimeter of the fence of the cemeteries identified in Zones 5 and 13”.

Reason for Amendment

The request for change of Condition 43 is because the graves within the stockyard area in Zone 9 have been relocated.

**Amendment 15: Approval of EMPr**

The applicant requests approval of the EMPr in terms of Condition 13, stated as

‘13. Should there be changes to the EMPr, the EMPr must be amended to accommodate those changes and be submitted to this Department for written approval before implementation’.

The EMPr dated 13 December 2023 submitted with the Final Amendment Report is herewith approved as the Final EMPr.

Reason for Amendment

The previously approved EMPr has been updated, where relevant, with the specialist recommendations that formed part of the 2023 amendment process as well as the Conditions of the Environmental Authorisation dated 27 March 2015.

**Refusal of Amendment 16: Condition 25**

The applicant requests approval of the Layout Plan in terms of Condition 25 on page 15 and 16 of the EA, stated as

‘25. The applicant must submit a final layout plan for the entire manganese export facility for approval to the Department.....’

The Layout Plan (Site Development Plan) in the Final Amendment Report dated 13 December 2023 is **not approved** as the Final Layout Plan. As such a layout plan that meets the requirements of Condition 25 of the EA dated 27 March 2015, as amended, must be submitted to the Department for approval.

**Reason for Refusal**

The applicant confirmed in the Final amendment Report dated 13 December 2023 that limited information is available on the detail and extent of the nature and proposed design of the structure and on the layout of the enclosed stockyard.

This proposed amendment letter must be read in conjunction with the EA dated 27 March 2015.

In terms of the Promotion of Administrative Justice Act, 2000 (Act No 3 of 2000), you are entitled to the right to fair, lawful and reasonable administrative action; and to written reasons for administrative action that affects you negatively. Further your attention is drawn to the provisions of the Protection of Personal Information Act, 2013 (Act no. 4 of 2013) which stipulates that the Department should conduct itself in a responsible manner when collecting, processing, storing and sharing an individual or another entity's personal information by holding the Department accountable should the Department abuses or compromises your personal information in any way.

In terms of Regulation 4(2) of the Environmental Impact Assessment Regulations, 2014, as amended (the EIA Regulations), you are instructed to notify all registered interested and affected parties, in writing and within 14 (fourteen) days of the date of the EA, of the Department's as well as the provisions regarding the submission of appeals that are contained in the Regulations.

Your attention is drawn to Chapter 2 of National Environmental Management Act, 1998 (Act No. 107 of 1998) National Appeal Regulations published under Government Notice R993 in Government Gazette No. 38303 dated 08 December 2014 (National Appeal Regulations, 2014), which prescribe the appeal procedure to be followed. Kindly include a copy of this document (National Appeal Regulations, 2014) with the letter of notification to interested and affected parties in this matter.

Should any person wish to lodge an appeal against this decision, he/she must submit the appeal to the appeal administrator, and a copy of the appeal to the applicant, any registered interested and affected party, and any organ of state with interest in the matter within 20 days from the date that the notification of the decision was sent to the registered interested and affected parties by the applicant; or the date that the notification of the decision was sent to the applicant by the Department, whichever is applicable.

**Appeals must be submitted in writing in the prescribed form to:**

The Director: Appeals and Legal Review of this Department at the below mentioned addresses.

By email: [appeals@dfpe.gov.za](mailto:appeals@dfpe.gov.za) ;

By hand: Environment House  
473 Steve Biko Road  
Arcadia  
**PRETORIA**  
0083; or

By post: Private Bag X447  
**PRETORIA**  
0001;

Please note that in terms of Section 43(7) of the National Environmental Management Act, Act No. 107 of 1998, as amended, the lodging of an appeal will suspend the environmental authorisation or any provision or condition attached thereto. In the instance where an appeal is lodged, you may not commence with the activity until such time that the appeal is finalised.

To obtain the prescribed appeal form and for guidance on the submission of appeals, please visit the Department's website at [https://www.dffe.gov.za/documents/forms#legal\\_authorisations](https://www.dffe.gov.za/documents/forms#legal_authorisations) or request a copy of the documents at [appeals@dffe.gov.za](mailto:appeals@dffe.gov.za).

Yours faithfully



**Mr Sabelo Malaza**  
**Chief Director: Integrated Environmental Authorisations**  
**Department of Forestry, Fisheries and the Environment**

Date: 10/04/2024

cc:	Lucille Behrens	CEN Integrated Environmental Management Unit (CEN IEM Unit)	Email: <a href="mailto:Lucille@environmentcen.co.za">Lucille@environmentcen.co.za</a> / <a href="mailto:steenbok@aerosat.co.za">steenbok@aerosat.co.za</a>
		TRANSNET SOC Ltd	Email: <a href="mailto:environment@transnet.net">environment@transnet.net</a>
	Mr Dayalan Jeff Govender	Eastern Cape: DEDEAT	Email: <a href="mailto:Dayalan.Govender@dedea.gov.za">Dayalan.Govender@dedea.gov.za</a>
	Mr. Sizwe Mvunelwa	Nelson Mandela Bay Municipality	Email: <a href="mailto:smvunelwa@mandelametro.gov.za">smvunelwa@mandelametro.gov.za</a>

