

**Comments and Responses Report: Draft Scoping Report Phase
EIA for a Floating Power Plant, Saldanha Bay**

Comments Received in DSR Phase						
Name	Organisation	Date	Comment Type	Comment	Respondent	Response 1
Air and Noise Emissions						
Piet Fabricius	West Coast District Municipality	07.12.2015	Email	The use of dirty fuels is a concern and needs to be further investigated. In this regard, licensing and emission standards as per Listing Notice GN No. 893 of 22 November 2013 published in terms of the National Environmental Air Quality Act, 2004 (Act 39 of 2004) must be complied with.	ERM	An air quality specialist study is being undertaken as part of the EIA which will consider and model air emissions further (see Section 8.4.2 of the Final Scoping Report).
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	The air quality specialist study must identify all potential air quality impacts associated with the proposed development (construction, operation and decommissioning phases). Comments raised by interested and affected parties during the EIA process on air quality impacts must also be addressed by the appointed air quality specialist.	ERM	An air quality specialist study will be undertaken as part of the EIA and stakeholder comments on this will be addressed as appropriate.
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	It is anticipated that the mobile power generation ships or FPPs will burn fuel or gas. which are high in sulphur and produces sulphur dioxide (SO2) and a variety of other pollutants (i.e. particulate matter, oxides of nitrogen, or nitrogen dioxide as well as vapours from fuel storage and handling). The possible increased usage of heavy furnace oil for the FPP will increase the levels of air pollution already present in Saldanha Bay. The air quality specialist study must address impacts on human health associated with the anticipated increase in air pollution.	ERM	Human health impacts do form part of the air quality specialists' scope of work.
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	The FPP must be equipped with abatement/mitigation equipment to remove possible emissions to the atmosphere during the operational and decommissioning phases of the project. The air quality specialist study must provide appropriate monitoring measures for the construction, operation and decommissioning phases of the project.	ERM	This will be undertaken as part of the air quality specialist study.
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	The air quality specialist study must investigate the possibility of implementing further abatement equipment such as vapour recovery units, if applicable. This will minimise vapours and hydrocarbons emitted during refuelling loading operations.	ERM	This will be addressed through the air quality specialist study.
Peter Harmse	Department of Environmental Affairs and Development	15.12.2015	Email	It is recommended that a fence line passive ambient air monitoring regime be adopted to quantify atmospheric concentrations of volatile organic compounds (VOCs), benzene and any other pollutants indicative of such an operation. Monitoring will provide a true depiction of emission levels over a short period of time e.g. during loading.	ERM	Suggestions for this will be made as part of the air quality specialist scope of work and included in the EIA.
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	A leak detection and repair (LDAR) programme must be implemented on the FPP. The LDAR programme should include, inter alia, the following: - A list of all equipment containing liquid, gas/vapour products that have the potential to leak voes and volatile hazardous air pollutants within process units; - Procedures for identifying leaking equipment units; - Procedures for repairing and keeping track of leaking equipment;and - A process for evaluating new and replacement of equipment to promote the considerat ion of installing equipment that will minimize leaks or eliminate chronic leakers.	ERM	Suggestions for this will be included in the EIA and EMPr.
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	It is anticipated that exhaust emissions may be generated during operational and/or various construction phases of the proposed FPP, which could result in a significant nuisance. The EIA Report and Environmental Management Programme (EMPr) must address this impact.	ERM	This will be addressed through the air quality specialist study.
Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2016	Email	Proof of submission of the atmospheric emissions licence application submitted to the relevant licensing authority in terms of the National Environmental Management: Air Quality Act. 2004 (Act No. 39 of 2004), must be included in the Revised Scoping Report.	ERM	The air quality emissions license application will only be submitted by the selected developer following its qualification through the IPP Process. The potential design of the FPP is not yet known which will be required to support this application.

Peter Harmse	Department of Environmental Affairs and Development Planning: Air Quality Management	15.12.2015	Email	Construction noise from vehicles and operations may lead to increased levels of noise that may impact negatively on the quality of life of neighbouring residents. Vibration damping and/or clamping systems can reduce noise levels resulting from operations. The applicant must comply with the requirements of the Provincial Noise Control Regulations (Provincial Notice 200/2013) that was promulgated by the Department on 20 June 2013. Noise control mitigation measures aimed at limiting disturbance and the psychological effects of noise pollution must be provided for in the EMP.	ERM	A noise impact study will be undertaken as part of the EIA and mitigation to reduce noise impacts will be provided.
Andre' Wicht	Blue Bay Lodge (PTY) LTD	19.11.2015	Email	We are concerned about the noise this plant will make. I would like to find out more about that. I would like you to include a full air dispersion model in the scope of work as well as noise dispersion modeling exercise to determine the amount and direction of the gaseous emissions and noise from this proposed power plant. In particular focus needs to be placed in the sulphur and nitrogen oxides. The emission study should also be repeated for the variety of fuels to be used in the plant i.e. heavy fuel oil, diesel and gas. The project should also include a provision for installation of air quality monitoring stations at critical points in the town with some independent overview of these stations.	ERM	A noise impact assessment will be undertaken which will model the noise emissions from the power plant (see Section 8.4.2 of the Final Scoping Report). We have commissioned an air quality study that will look at the scenarios you've described (terms of reference have been included in the plan of study for EIA - see Section 8.4.2), i.e. it will include modelling of the emissions from the FPPs based on the possible fuel types to be used, i.e. HFOs, diesel and gas. With respect to the installation of monitoring stations, this will be addressed in the Environmental Management Programme which will outline management as well as monitoring requirements for the project, including noise and air quality monitoring.
John Selby		19.11.2015	Email	The scope of this project needs to include a full air dispersion modelling exercise to determine the amount and direction of the gaseous emissions from this proposed power plant. In particular, focus needs to be placed in the sulphur and nitrogen oxides. The emission study should also be repeated for the variety of fuels to be used in the plant i.e. heavy fuel oil, diesel and gas. The project should also include a provision for installation of air quality monitoring stations at critical points in the town with some independent overview of these stations.	ERM	Thank you for your email and your initial comments. We have commissioned an air quality study that will look at the scenarios you've described (terms of reference have been included in the plan of study for EIA - see Section 8.4.2 of the Final Scoping Report), i.e. it will include modelling of the emissions from the FPPs based on the possible fuel types to be used, i.e. HFOs, diesel and gas. With respect to the installation of monitoring stations, this will be addressed in the Environmental Management Programme which will outline management as well as monitoring requirements for the project.
Socio-economic Issues						
Ryno Pienaar	Cape West Coast Biosphere Reserve	04.01.2018	Email	Socio economic Special attention must be given to determine the potential impacts the project will have on the aquaculture industry. Details on how this will be addressed must be included in the next report. The unskilled and semi-skilled labour for the construction phase must be sourced from the local community. The individuals should receive adequate training, in order for them to build on their skills post-development. Statistics of the origin of labour used in construction must be reported on a monthly basis at the Environmental Monitoring Committee (EMC) meetings and/or to the Environmental Control Officer (ECO) reporting to the leading environmental forum. All vehicles and machinery used in the construction phase must be locally registered. Building equipment should also as far as possible be sourced from local small businesses. During a recent environmental forum, the CWCBR learned of an avenue of funding that may be available from IPP's on wind farms for community development and job creation. If the Gas to Power Programme has similar obligations for community investment, it must be detailed in the next report.	ERM	A socio-economic study is being undertaken as part of the EIA and the impact assessment and management measures will be included in the EIA and EMP.
Michelle Pretorius	Department of Agriculture, Forestry and Fisheries	27.11.2015	Email	While the DAFF appreciates that the project is in the scoping phase and impacts on the existing aquaculture industry have been highlighted in the report, the Department would like to emphasize the risk of discharge of heated water into the bay and as well as the concerns regarding the dredging activities planned for the project and their impact on the mariculture industry.	ERM	The impact on marine ecology and mariculture will be considered as part of the Environmental Impact Assessment. Modelling of hot water discharge will form part of this assessment. See Section 8.4.2 of the Final Scoping Report. No dredging activities are proposed as part of the FPP Project, but will be considered as part of the LNG Import Facility EIA.
Michelle Pretorius	Department of Agriculture, Forestry and Fisheries	27.11.2016	Email	The increase in water temperatures can cause thermal shock, changes in dissolved oxygen and redistribution in the local benthic community as well as adversely affect the reproductive systems of organisms which can also lead to them being more susceptible to disease. These aspects should be explored further in the Marine Ecology study.	ERM	ERM has appointed PRDW to model the discharge of heated water, and Lwandle to conduct a Marine Ecology Study as part of the EIA. These impacts will be assessed in the EIA (see Section 8.4.3 of the Final Scoping Report).
Michelle Pretorius	Department of Agriculture, Forestry and Fisheries	27.11.2017	Email	Species such as mussels and oysters are commonly used as bio-indicators as they readily absorb heavy metals. Once dredging occurs this can pose a potential food safety concern specifically for recreational or subsistence fisheries and mariculture operations within the bay. The quality of aquacultured product affects local and international trade and this needs to be considered within the scope of the EIA. Further to this, aquaculture operations with heavy metal limits exceeding the regulatory limits set for particular contaminants will be closed by the DAFF for the sale of aquaculture products and this will most likely result in significant financial losses to the mussel and oyster sub-sectors within the bay. Again these aspects should be further explored in the EIA.	ERM	There will be no dredging associated with the Floating Power Plant Project. The potential impact of Project on the aquaculture industry will be investigated and presented in the EIA (see Section 8.4.2 of the Final Scoping Report).

John Gribble	SAHRA	27.11.2016	Email	With regard to the proposals contained in the Scoping Report, SAHRA notes that the proposed locations of the power plants are adjacent to the modern quays in oil and iron ore port. The potential for encountering maritime or submerged archaeological material is thus low. SAHRA requests, however, that as part of the cultural heritage impact assessment process, a specialist report by a suitably qualified maritime archaeologist is commissioned for that area of the project footprint which lies below the high water mark. An archaeological review of any geophysical and/or geotechnical data available for the area in question or commissioned for the project must form part of this maritime archaeological assessment.	ERM	No dredging or ocean bed disturbance is anticipated as part of the FPP Project. The potential for impacting on maritime archaeological has however, been included in the scope of work of the heritage specialist and will be detailed in the EIA. See Section 8.4.2 of the Final Scoping Report.
Alana Duffell-Canham	Cape Nature	14.12.2025	Email	Please contact the Environment and Heritage Section of the SBM should there be any archaeological or paleontological finds for our records.	ERM	Comment noted.
Adri La Meyer	Department of Environmental Affairs and Development Planning	15.12.2019	Email	It is noted that Cultural & Heritage and Palaeontology specialist studies will be undertaken. Proof of submission of the Notice of Intent to Develop in relation to the terrestrial component of the proposed development to Heritage Western Cape, must be provided in the Revised Scoping Report.	ERM	This is currently been undertaken and will be provided as an Appendix to the Draft EIA Report.
John Gribble	SAHRA	27.11.2015	Email	Although Heritage Western Cape is identified in the report (Table 4.2) as the competent heritage authority for the proposed project, this only the case in respect of heritage resources above the high water mark. In terms of Section 35 (1) of the National Heritage Resources Act (No. 25 of 1999), the protection of heritage resources such as historical shipwrecks within the territorial waters (including internal waters and those behind the baseline) is the responsibility of SAHRA. Within SAHRA the management of these resides with the Maritime and Underwater Cultural Heritage Unit. SAHRA requests therefore that it is included in the EIA process for the project as one of the statutory consultees.	ERM	Noted, SAHRA will be regarded as a Statutory consultee. There is no dredging anticipated as part of the FPP Project and therefore no marine heritage impact anticipated as a result. A desk top review to identify the presence of maritime archaeology will be included in the heritage specialist report. More detailed maritime heritage studies will need to be addressed as part of the EIA for the LNG Import Facility.
Marine Ecology						
Piet Fabricius	West Coast District Municipality	07.12.2016	Email	The impact on the receiving marine environment must be fully investigated with special reference to discharges from the activity as well as accidental spills from fuel usage.	ERM	Marine ecology and marine modelling studies have been commissioned as part of the EIA (see Section 8.4.2 of the Final Scoping Report).
Christina Hagen	Birdlife South Africa	14.12.2016	Email	In the marine section of table 7.2 listing potential impacts (page 74), no mention is made of the potential impact of biocides that may be used to treat the seawater used for cooling. This should perhaps be considered in the EIA.	ERM	Impacts on marine water quality will also be considered as part of the EIA (see Section 8.4.2 of the Final Scoping Report).
Alana Duffell-Canham	Cape Nature	14.12.2021	Email	The draft report which was commissioned by the DEA&DP and the West Coast District Municipality indicates that the land earmarked for the LNG terminal landside infrastructure is within the coastal management zone.	ERM	Please note that this Scoping Report refers to the Floating Power Plant only, the Draft Scoping Report for the LNG Import Facility will be released for comment later this year and this comment will be included and addressed therein.
Alana Duffell-Canham	Cape Nature	14.12.2023	Email	The coastal water discharge must be monitored for the impact it would have on the marine ecosystem. Within the Saldanha Bay Municipal area, the Saldanha Bay Water Quality Trust does collective monitoring on the Bay. Please contact them, for more information (Mr Sean Walsh; sbwgt@telkomsanet 072 327 0075).	ERM	This will be addressed in the EMP which will form part of the EIA.
Pierre Nel	Sanparks	15.12.2016	Email	Ballast Water It should be anticipated that any project that requires ships to travel from foreign ports to the port of Saldanha could expect to see such ships making use of ballast water dynamics to ensure ship stability. Recent monitoring results in Saldanha Bay have shown increases over time of alien marine species in the area. One explanation for this 'transfer of these species' is the management of ballast water of the aforementioned ships. In other words ships take on this water in foreign ports. Here it contains indigenous species which in effect become transformed into foreign/alien species when this water is discharged in another port (usually in a different country). It is for this reason (among others) that this assessment should provide for a ballast water monitoring and management protocol for all its associated vessels.	ERM	No ballast water will be released in the Port of Saldanha as a result of the FPP Project.
Zayed Brown	Department of Environmental Affairs and Development Planning; Directorate Pollution and Chemicals Management	15.12.2019	Email	It is uncertain if preparation of the harbour bed would be required for the proposed FPP. Should dredging be required. The Marine Ecology specialist study must address the pollution threat that disturbing the sediment. in terms of releasing heavy metals and other persistent organic compounds, could result in. The Marine Ecology specialist study must also address the removal of any contaminated sediment.	ERM	There will be no dredging required as part of the FPP Project.
Terrestrial Ecology						
Alana Duffell-Canham	Cape Nature	14.12.2016	Email	The land-based component of the LNG Import Facility is located within a Critical Biodiversity Area (CBA) which forms the start of a coastal-inland ecological corridor which was determined not only to meet national conservation targets but also to act as a climate change corridor. A significant percentage of CBAs have already been lost within Saldanha Bay Municipality and Saldanha Bay will fall short of being able to reach conservation targets for certain vegetation types even if all remaining CBAs within the municipality are conserved. Thus all remaining CBAs containing natural vegetation are considered to be of very high conservation importance and even CBAs containing degraded vegetation are considered to have moderate to high conservation importance and should be rehabilitated. Buffers should also be allowed for between development and CBAs.	ERM	Please note that this Scoping Report refers to the Floating Power Plant only, the Draft Scoping Report for the LNG Import Facility will be released for comment later this year and this comment will be included and addressed therein.

Alana Duffell-Canham	Cape Nature	14.12.2018	Email	With regard to the powerline alternatives for the floating power plant, the option shown in Figure 3.1 is currently considered as preferred over the option in Figure 3.2 (not fully shown) as the option in Figure 3.1 follows the railway line for most of the way and does not cross any sensitive areas. The option partially shown in Figure 3.2 has a more easterly alignment and may impact on natural vegetation.	ERM	There is only one preferred routing for the powerline alignment - that along the railway line. The alternative routing is for a gas pipeline and is related to the LNG Facility which will be assessed in a separate EIA.
Alana Duffell-Canham	Cape Nature	14.12.2019	Email	CapeNature is of the opinion that if the project proceeds as currently proposed, the LNG Import Facility component of the project is likely to require investigation and securing of a suitable biodiversity offset but it should be noted that this should still be considered as a last resort and planning for this project must still aim to avoid, then minimise and then mitigate with offsets forming the last part of mitigation. Offsets must be investigated in line with the Western Cape's Provincial Guideline on Biodiversity Offsets – although this is currently in draft format, it is considered best available science and is in the process of being finalised. Please note that consideration must be given to areas that may have already been set aside as an offset for previous developments – existing offsets cannot be used as offsets for new development and it is not possible to offset development within an existing offset either.	ERM	Please note that this Scoping Report refers to the Floating Power Plant only, the Draft Scoping Report for the LNG Import Facility will be released for comment later this year and this comment will be included and addressed therein.
Alana Duffell-Canham	Cape Nature	14.12.2020	Email	The land on which the LNG terminal landside infrastructure as well as the piped gas to IPP and industry is envisaged, is a Critical Biodiversity Area.	ERM	Please note that this Scoping Report refers to the Floating Power Plant only, the Draft Scoping Report for the LNG Import Facility will be released for comment later this year and this comment will be included and addressed therein.
Ryno Pienaar	Cape West Coast Biosphere Reserve	04.01.2017	Email	Biodiversity It is important that all specialists appointed to address key issues of concern are local to the West Coast. The unique and sensitive nature of Saldanha Bay requires the input of specialists who are familiar with the history and current pressures on biodiversity in and around the bay. The CWCBR would like to stress that the concerns of the Saldanha Bay Water Quality Trust must be given the required attention, as their concerns are based on years of credible data. If the vessels will be burning heavy fuels high in sulphur producing any emissions, special attention must be given to mitigate air pollution. Key concerns about the possible impacts on the marine system include: a) an increase in temperature which may affect fish populations already under pressure, b) heavy metal pollution by accidental hydrocarbon spills, c) influence of infrastructure on current natural tide and wave movements, d) effects of dredging on marine life and water quality. An Integrated Waste Management Plan should be implemented, e.g. Waste reduction, re-use, re-cycling. Safety Risk of increased shipping in the Bay needs to be adequately addressed as the developments in Saldanha over the next 10 years may breach the shipping capacity of the bay. It is important that any land based vegetation disturbance as a result of the switchyard and/or transmission lines must comply with an appropriate EMP and conduct search and rescue.	ERM	Specialists familiar with the project area have been appointed for much of the specialist work. These include marine ecology, air quality and biodiversity. No dredging is anticipated as part of the FPP Project. Waste management will be included in the EMP component of the EIA.
Christina Hagen	Birdlife South Africa	14.12.2015	Email	Please can you register BirdLife South Africa as an I&AP and include the following email addresses on any future communications about this Floating Power Plant for Saldanha Bay. Christina Hagen: christina.hagen@birdlife.org.za Dale Wright: dale.wright@birdlife.org.za	ERM	Thank you for email. You have been added to our I&AP Database.
Alana Duffell-Canham	Cape Nature	14.12.2017	Email	We note that specialist studies will be conducted for terrestrial ecology and marine ecology and trust that cumulative impacts will be given adequate consideration and that effort will be made to consider alternatives which do not impact on Critical Biodiversity Areas. Will either of these studies be addressing impacts on avifauna – potential risks to birds include the power line and oil spills and use of infrastructure for roosting or nesting. The marine ecology study also needs to consider the risk of fuel spillage and heating effects from the release of water used for cooling.	ERM	The impact on terrestrial avifauna as a result of the powerline alignment will be addressed by an ecological specialist during the EIA. The marine ecology study will include an assessment of the impact on birds as a result of cooling water discharge and potential oil spills (see Section 8.4.2 of the Final Scoping Report).
Alana Duffell-Canham	Cape Nature	14.12.2015	Email	Direct and cumulative impacts are of high concern for this project. Whilst the floating power plant and associated powerlines have a relatively small footprint and are within previously disturbed areas (in the case of the land-based infrastructure), the planned LNG Import Facility will impact on the marine and terrestrial environment significantly if built in the current proposed location. The LNG Import Facility may also require dredging and the additional infrastructure may further alter current movements which may affect erosion and deposition patterns within Saldanha Bay and Langebaan Lagoon. It should be noted that this is already a significant problem which the municipality has to deal with.	ERM	Please note that this Scoping Report refers to the Floating Power Plant only, the Draft Scoping Report for the LNG Import Facility will be released for comment later this year and this comment will be included and addressed therein.
Health and Safety						
Pierre Nel	Sanparks	15.12.2020	Email	Risk, Reponse (Incident Command System and the threat of pollution) Recent studies in the offshore environment have identified serious risks in respect of shipping and oil and gas exploration. In fact it can be accepted that such risk and their associated results are inevitable. It is strongly recommended that the risks associated with this proposed project be proactively determined. Further to this, it is also recommended that a risk management system be put in place which could absorb/manage all associated risks. The Incident Command System is but one such system. However, to the best of our knowledge the SA Government/Department of Energy has adopted this approach for dealing with incidents/disasters in the oil and gas industry and hence it can be accepted that this is the preferred choice for incident management. It is therefore recommended that the same path is followed for this project. We do not recommend that traditional methods be applied to deal with such potential disasters – offering desk top mitigation measures with no practical application. In the aforementioned ICS, roles and responsibilities are clearly defined which would provide for effective response should such situations present themselves.	ERM	Your concern is noted and has been sent to our QRA specialist.
Pierre Nel	Sanparks	15.12.2021	Email	With any project which results in an increase in shipping the risks associated with oil pollution must be determined. This analysis should take into account the National Oil Spill Contingency plan in so far as it is sufficient to deal with the increased risk this project presents. Further to this the local contingency plans of the port should also be evaluated to assess their capacity to deal with situations which may arise from increased shipping associated with this project.	ERM	Oil spill modelling will be undertaken as part of the EIA. Response plans of the port will be considered for their adequacy and possible need to improve on this.

Pierre Nel	Sanparks	15.12.2022	Email	<p>Additional' Regulations and Buffer Zone Policy</p> <p>We note under 'Applied Legislation' the legislation (applicable to this project) has been referred to. As the area forms a continuum we would like to raise the question as to whether the Marine Living Resources Act as well as the Protected Areas Act (NEM: PAA) should be listed as applicable legislation in so far as it applies to the area adjacent this development.</p> <p>Added to this the buffer zone policy may also be considered as important in so far as the impacts of this development are applicable to this zone. The buffer zone of the West Coast National Park may be viewed in the WCNP Management Plan on our website (www.sanparks.org). The buffer zone policy states 'Discourage development in areas in which biodiversity and ecological function would be adversely affected.'</p>	ERM	The buffer zones that have been identified for the WCNP have been included in the Final Scoping Report and will be considered in the impact assessment for the FPP.
Alana Duffell-Canham	Cape Nature	14.12.2022	Email	Please advise if a risk assessment will be conducted.	ERM	A risk assessment will be undertaken as part of the EIA (see Section 8.4.2).
Zayed Brown	Department of Environmental Affairs and Development Planning: Directorate Pollution and Chemicals Management	15.12.2016	Email	The EMPr and Quantitative Risk Assessment must address the accidental spillage of any residual oils into the marine environment.	ERM	This will be addressed in the EIA.
Unplanned Events						
Zayed Brown	Department of Environmental Affairs and Development Planning: Directorate Pollution and Chemicals Management	15.12.2015	Email	The FPP will be powered by liquid fuel and may be converted to a gas powered facility at a later date. The design of the liquid bulk tankers and FPP is unknown at this stage. but it is assumed that fuel spillage may result from the transference from the bulk tankers to the floating fuel units and again during feeding of fuel to the FPP. It is further assumed that there will be spillage on-deck of the FPP. The cleaning of such spills must be done in accordance with prescribed methods by using either absorbent materials and/or using detergents (or surfactants) to emulsify the fuel. The emulsified fuels are regarded as hazardous material and with the fuel laden absorbent materials must be discarded appropriately.	ERM	This requirement will be detailed in the EIA. Oil spill modelling will be undertaken for this EIA to further understand the impacts associated with this risk.
Zayed Brown	Department of Environmental Affairs and Development Planning: Directorate Pollution and Chemicals Management	15.12.2017	Email	Transference of liquid fuel from the bulk tankers to the floating fuel reservoir or from the reservoir to the FPP during storm events must be stopped immediately to reduce the risk of spillage into the marine environment.	ERM	This will be addressed in the EMP which will form part of the EIA.
Waste Management						
Alana Duffell-Canham	Cape Nature	14.12.2024	Email	The municipal by-law on waste must be researched and adhered to. Evidence of safe disposal must be provided to the local authority.	ERM	This will need to be complied with by the IPP.
Pierre Nel	Sanparks	15.12.2019	Email	<p>Discharge of 'used water' in the Saldanha Bay</p> <p>It is not feasible for us to support the discharge of water (in whatever state) into the bay of Saldanha. Besides the legal implications, recent studies in the bay show a 'steady' deterioration of water quality in the applicable areas. Sadly (despite some of it being illegal) discharges continue at relatively high rates into the bay and even into the Marine Protected Area. It is unlikely that additional discharges can do anything but compound this problem. SANParks must, therefore, recommend that all discharges are facilitated into the open sea and this should be a safe and practical distance offshore. We remain opposed to any discharges into the bay.</p>	ERM	Marine modelling and a marine ecology study will be undertaken as part of the EIA and the impact of cooling water discharge will be projected through this process. The technology employed on the FPP will define the quantity and temperature of discharge required.
Stefan Milandri	Department of Environmental Affairs and Development Planning: Directorate: Waste Management	15.12.2015	Email	Confirmation of services from the relevant Municipality that sufficient landfill air space exists at the waste disposal facility for the disposal of the waste must be included in the EIA Report.	ERM	The types and quantity of waste to be generated, handled and stored as part of the FPP and its proposed disposal method will be identified through the EIA Process. Discussions around available capacity will be suggested as part of the EMP and the selected developer will be responsible for this action.
Stefan Milandri	Department of Environmental Affairs and Development Planning: Directorate: Waste Management	15.12.2015	Email	The removal of general and hazardous waste from the proposed FPP must be managed in such a way to prevent pollution of the marine and terrestrial environment. All hazardous waste must be kept in an enclosed environment before removal from the FPP.	ERM	The types and quantity of waste to be generated, handled and stored as part of the FPP and its proposed disposal method will be identified through the EIA Process and available capacity will be ascertained with the local authorities.

Stefan Milandri	Department of Environmental Affairs and Development Planning: Directorate: Waste Management	15.12.2015	Email	All waste must be removed to authorised waste management facilities. Proof of disposal certificates for waste disposed at a waste disposal facility must be made available to the Department upon request.	ERM	Comment noted and measures to this effect will be included in the EMP.
Stefan Milandri	Department of Environmental Affairs and Development Planning: Directorate: Waste Management	15.12.2015	Email	5.4 GN No. 926 of 29 November 2013 (National Norms and Standards for the Storage of Waste), promulgated in terms of Section 7(1)(c) of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) governs the storage of hazardous waste in excess of 80m3 at any one time. Although the volume of hazardous waste that will be generated by the FPP and that will be stored will be less than 80m3, the applicant's attention is drawn to his "general duty of care" as prescribed in Section 28 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA) to ensure that hazardous waste storage does not impact on the environment.	ERM	Comment noted.
Zayed Brown	Department of Environmental Affairs and Development Planning: Directorate Pollution and Chemicals Management	15.12.2018	Email	It is assumed that operating staff will man the FPP; however the DSR does not indicate whether any ablution facilities will be made available on the FPP. The Revised Scoping Report and EMP must provide more information on how sewage generated on the FPP will be treated and/or disposed of.	ERM	This will be detailed in the EIA Report.
Project Specific Comments						
Esca Coetzee	Sasol	19.11.2016	Email	On the early power project what is the power generation equipment that will be installed on the ship i.e. can they provide us with any technical information in terms of type, efficiency, MW generated etc?	ERM	As the RFP has not been issued and the preferred bidder selected, the preferred technology and fuel type has not been finalised. The EIA will consider a variety of technology options available and will assess the worst case scenario for these technology and fuel types using an impact assessment concept known as the Rochdale envelope. The power generation capacity in each of the ports will be limited by the existing capacity of the closest substation i.e. in Saldanha Bay this is just over 330 MW.
Wayne Glossop	Wartsila	30.11.2015	Email	SECTION 3.4.1. Floating Power Plant TEXT REFERENCE <i>Floating power plants are considered to be a good option for addressing energy shortages within the country as they have relatively short construction periods (generally < 12 months) and require a very small terrestrial footprint (land requirements are reduced).</i> COMMENT As one of the leading suppliers of FPP's worldwide, we understand very well the typical construction times for FPP's. The suggested construction time of 12 months is very aggressive and not likely. We would recommend a barge construction time of 14-20 months be considered as more realistic as this would also include delivery which is likely not included in the 12 months stated period.	DoE	It is fundamental to note that the Government is targeting early power to address the country's electricity challenges. However, the comment herein is noted.
Wayne Glossop	Wartsila	30.11.2015	Email	SECTION 3.5 Emissions TEXT REFERENCE Emissions from the FPP could result from a number of sources and depend on the fuel used to generate power. SECTION We would like to note to ERM that engine based technology is now a recognized listed activity within the NEMA Act under Subcategory 1.5: Reciprocating Engines. Wartsila had supported the DEA with this inclusion and would be happy to support EOH in understanding the emission profiles of the various fuel options explored.	ERM	Your comment has been noted. Thank you for the assistance offered.

Wayne Glossop	Wartsila	30.11.2015	Email	<p>SECTION 3.4.1 Floating Power Plant</p> <p>TEXT REF The FPPs will have dual fuel capability technology (either engines or turbines), that can run either on liquid fuels or gaseous fuels.</p> <p>SECTION Should there be an expectation to have LNG available within the first 5 years of FPP operation, we would highly recommend that a Dual-Fuel technology be considered as this technology would allow for a seamless and instant transition to gas once it becomes available (no plant downtime is required). It is important to consider this as a dual fuel technology will have different emission profiles to that of a standard gas or liquid fuels engine.</p>	ERM	Your comment has been noted. We are undertaking the impact assessment according to the Rochdale envelope methodology and as such assessing different potential emissions from the use of different fuel types.
Wayne Glossop	Wartsila	30.11.2015	Email	<p>SECTION 3.4.2 Fuel Type, Storage and Supply</p> <p>TEXT REF The FPP will initially be fuelled with an imported liquid fuel such as:</p> <ul style="list-style-type: none"> • IFO 180 - Intermediate fuel oil with maximum viscosity of 180 Cs (<3.5% sulphur). <p>COMMENT We would recommend that only fuel oils with a sulphur content of less than 1.9% be explored as anything higher than this would require desulphurisation equipment thus rendering the project virtually unfeasible.</p>	DoE	Comment noted.
Wayne Glossop	Wartsila	30.11.2015	Email	The EIA should also consider the inclusion of a maintenance workshop with spares storage facility. This is preferably a land based construction and Wartsila would be willing to advise on suitable designs for such infrastructure.	DoE	Comment noted.
Laura Peinke	Saldanha Bay IDZ	15.12.2015	Email	The Saldanha Bay IDZ was designated on 31 October 2013 by Minister of Trade & Industry, Dr Rob Davies as South Africa's first sector-specific zone focused on Upstream Oil & Gas Services and Marine Repair & Fabrication (Annexure A; Government Gazette No. 36988 of 31 October 2013). The Saldanha Bay IDZ Licencing SOC Ltd (LiCo) is the designated operator of the SBIDZ and is responsible for the management, marketing and promotion of the SBIDZ; provision of internal infrastructure; land for development and providing investors with an ease-of-doing business. The first phase of the Saldanha Bay IDZ will be an Oil & Gas and Marine Repair Services Cluster focusing on oilfield logistics, marine repair and engineering services, and the aim is to create South Africa's first free-port zone. We look forward to partnering with you on this project, leaving you with satisfied customers operating in our dedicated easy-to-do-business port zone.	ERM	Comment noted and forwarded to the DoE and Transnet.
Laura Peinke	Saldanha Bay IDZ	15.12.2016	Email	<p>Reference Figure 3.1 (Pg. 24 of 114; Saldanha Bay Locality Map)</p> <p>Description of Issue</p> <ul style="list-style-type: none"> • Fig. 3.1 refers to the Floating Power Plant (FPP) Site of up to 330MW. • The main point of concern that the LiCo has with this proposal is that the power evacuation line (either overhead cables or power lines as referred to in Section 3.3.2; Pg 25 of 114) may potentially impact the developments and operations of the Offshore Supply Base and SBIDZ-TNPA back-of-quay supporting infrastructure such as access to site. • We recognise that TNPA have requested that the FPP have no impact on existing berthing infrastructure. <p>Actions We believe this issue can be resolved with clear communication and planning between all parties involved, more specifically with the input of the LiCo Infrastructure Team and the Port Master Plan.</p>	ERM	Concern is noted and has been shared with the DoE/ Transnet so that it can be taken up in future planning discussions.
Laura Peinke	Saldanha Bay IDZ	15.12.2018	Email	Since the SBIDZ-TNPA developments and Operation Phakisa focus on the Small Bay in the Port of Saldanha Bay, the LiCo has no concern over the developments of either a land-based or floating regasification terminal planned for Large Bay for the medium-to-long term gas-to-power plans (Fig. 3.1; Pg 24 of 114).	ERM	Comment noted.
Laura Peinke	Saldanha Bay IDZ	15.12.2019	Email	We are willing to make ourselves available for a meeting with the Department of Energy and ERM to discuss this concerns further. As a State-Owned Company, we reiterate our commitment and support national, provincial and local government strategic developments in the interests of South Africa and believe that the Saldanha Bay area holds great potential for a number of industries, development projects and potential for socio- economic inclusion.	ERM	Comment noted.
Environmental Impact Assessment Process						
Laura Peinke	Saldanha Bay IDZ	15.12.2017	Email	<p>Reference Figure 3.2 (Pg. 30 of 114); Alternative Sitting Options as per the MCA</p> <p>Description of Issue</p> <ul style="list-style-type: none"> • Site 1 is as per Issue no. 1 above with the power evacuation considerations • Site 2 – No comment • Site 3 – No comment • Site 4 – No comment • Site 5 – This is exactly where the ongoing construction of the General Maintenance Quay (paid for by TNPA) for the 294m quay for an Offshore Supply Base as described in the background above. The RFP documents have already been concluded, and no provision has been made for a Floating Power Barge. <p>Actions The LiCo formally objects to the development of Site 5 as an alternative option and requests that it be removed from the options analysis.</p>	ERM	Your concern with reference to alternative 5 has been noted and it has been removed from the alternatives under consideration for the impact assessment phase of the project. Site 2 is the preferred location for the FPP.

Esca Coetzee	Sasol	19.11.2015	Email	Do you perhaps know whether the EIA being conducted for the LNG Import facilities will comply with IFC and other financing requirements?	ERM	The EIA for the LNG Import Facilities will be undertaken to meet the SA legislative requirements. It is not anticipated that there will be significant additional work required to support the EIA which the DoE is commissioning in order to meet international good practise requirements.
Chris Klement	International Claims & Consulting Group	01.12.2015	Email	We are interested in the record of meeting from the 5th November 2015 and how the potential project is developing. Any information would be much appreciated.	ERM	The meeting record from 5 November 2015 can be found in Annex B3 of the Final Scoping Report.
Pierre Nel	Sanparks	15.12.2015	Email	EIA Process This is explained under the subscript EIA process – Chapter 5 of the report. At the ‘open day/focus group’ meeting it was stated that a cumulative approach may be required. Although this is ambitious and probably the preferred method of assessing impacts of this and any other kind in the port and in broader area, it is probably impractical. The scoping report should deal with this issue so that no unrealistic	ERM	The EIA Report expands on the impact assessment methodology further with respect to cumulative impacts. Ongoing monitoring will be proposed as part of the EMP.
Pierre Nel	Sanparks	15.12.2023	Email	General Comments There is no doubt that the Saldanha/Langebaan Area is important as a natural area with several biodiversity attributes. We would express the hope that all assessments for this area have integrity and should aim to accurately identify the potential impacts associated with the relevant development. This EIA process should also ensure that all guidelines/mitigation measures listed (and potentially ratified in the Record of Decision document) be effectively implemented and, where required, monitored.	ERM	The EIA will incorporate a biodiversity, marine ecology and marine modelling component amongst others. Mitigation and monitoring will be proposed as part of the EMP.
Pierre Nel	Sanparks	15.12.2024	Email	In recent years the Port of Saldana/Transnet have embarked on future planning – short term, medium and long term planning. This spans up thirty years and my understanding of this was that this planning would inform future developments in the port and contribute to a sustainable development scenario. It would be of interest to know if this proposed development forms part of this planning process. If it is an ad hoc project only with the aim to meet an emerging need in the port, its sustainability should be verified.	ERM	Transnet has been an integral part of all project planning that has been undertaken to date and thus due consideration has been given to all current port planning initiatives.
Adri La Meyer	Department of Environmental Affairs and Development Planning	15.12.2015	Email	The Department notes that the DSR is "pre-application Scoping Report" made available in terms of the 2014 EIA Regulations. Section 6.2 of the DSR states "the EIA process is initiated through a pre- assessment Public Participation Process (PPP). The pre-assessment process is not a mandatory requirement in terms of the EIA regulations (2014) but a beneficial option for the client and EAP in order to identify key stakeholders and Interested and Affected Parties (I&APs) as well as to identify any fatal flaws at the onset of a project."	ERM	Comment noted.
Adri La Meyer	Department of Environmental Affairs and Development Planning	15.12.2016	Email	Section 6.3.5 of the DSR states that "The completed EIA application form will be submitted to the competent authority together with the Draft Scoping Report. In terms of the 2014 EIA Regulations the Final Scoping report is to be submitted to the competent authority within 43 days of receipt of the acknowledgement letter. Please be advised that in terms of the 2014 EIA Regulations, the EIA Application Form must be submitted to the competent authority, where after a PPP must be conducted, including making a Scoping Report and PoS for EIA available to I&APs for a minimum period of 30 days. Regulation 21(1) of Government Notice (GN) No. R. 982 of 4 December 2014 states "ff 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	ERM	Comment noted and will be modified in the Scoping Report.
Adri La Meyer	Department of Environmental Affairs and Development Planning	15.12.2017	Email	Regulation 40(3) of GN No. R. 982 states that "Potential or registered interested and affected parties, including the competent authority, may be provided with an opportunity to comment on reports and plans contemplated in subregulation (1) prior to submission of an application but must be provided an opportunity to comment on such reports once an application has been submitted to the competent authority." The Department is therefore of the opinion that another Scoping Report (hereinafter referred to as the "Revised Scoping Report") must be made available to registered I&APs after submission of the Application Form to the competent authority. The EIA schedule must therefore be adjusted to make provision for the availability of the Revised Scoping Report for another 30 days after the Application Form is submitted.	ERM	In consultation with National DEA, the application forms were submitted on 14th December 2015, prior to the completion of the Draft Scoping Report comment period which was extended on request until 8th January 2016.
Adri La Meyer	Department of Environmental Affairs and Development Planning	15.12.2018	Email	Comments received on the DSR must be responded to in the Comments and Responses Report and included in the Revised Scoping Report.	ERM	This has been undertaken.
Adri La Meyer	Department of Environmental Affairs and Development Planning	15.12.2019	Email	It is noted that the DSR is made available for a commenting period from 16 November 2015 to 15 December 2015. Your attention is drawn to Regulation 3(2) of GN No. R. 982 of the 2014 EIA Regulations which state that "For any action contemplated in terms of these Regulations for which a timeframe is prescribed, the period of 15 December to 5 January must be excluded in the reckoning of days." The Department is therefore of the opinion that the commenting period should have been extended to exclude 15 December 2015.	ERM	The comments period on the Draft Scoping Report was extended to 8th January 2016 to accommodate this constraint and all stakeholders notified thereof.

Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	This Directorate is of the opinion that the activity description is inadequate and recommends that the following information be included in the Revised Scoping Report:		
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	<p>Terrestrial component</p> <ul style="list-style-type: none"> • A more detailed description of the switchyard must be provided. This must include the property details and the co-ordinates of the proposed site. • Table 4.2 of the DSR indicates that the switchyard will be located in close proximity to a wetland. No further details regarding the wetland have been provided. • The property details and the co-ordinates of the Blouwater substation site must be provided. • Table 7.2 of the DSR indicates that an access road will be required. A description of the estimated width of the proposed access road must be provided. • "It is noted that 5 location alternatives for the proposed FPP have been identified and that a preferred site alternative has been selected. However, no alternatives have been identified with regards to the terrestrial component of the proposed development. It is therefore advised that the following options be further investigated: <ul style="list-style-type: none"> - Whether underground or aboveground cables will be used to connect the FPP to the switchyard;and - Site or layout alternatives for the proposed switchyard. 	ERM	An updated project description will be included in the Draft EIA Report. The proximity of the switchyard to a wetland is not relevant for the Saldanha Bay site. There will be no access road required to the site as existing roads will be utilised. Further alternatives for the terrestrial infrastructure are now also included in the Final Scoping Report.
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	The following comment with regards to applicable listed activities are offered:		
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	<p>GN No R. 983 of 4 December 2014</p> <p>It is noted that Activity 27 has been included in the DSR; however a description of the proposed site that will be cleared, has not been provided.</p>	ERM	This has been considered in the Final Scoping Report. The impact assessment methodology to be adopted is that of the Rochdale envelop and as such the application is made for the worst case scenario in terms of the project description. Identified listed activities therefore reflect this.
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	<p>GN No R. 984 of 4 December 2014</p> <ul style="list-style-type: none"> - It is noted that Activity 4 has been included in the DSR. The total estimated volume of dangerous goods to be stored and handled has not been provided. - It is noted that Activity 6 has been included in in the DSR. However. a description of how this listed activity is triggered by the proposed development has not been provided. 	ERM	This has been considered in the Final Scoping Report. The impact assessment methodology to be adopted is that of the Rochdale envelop and as such the application is made for the worst case scenario in terms of the project description. Identified listed activities therefore reflect this.
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	<p>GN No R. 985 of 4 December 2014</p> <p>It is noted that Activity 12 of this listing notice has been included in the DSR. However. please note that the terrestrial component of the proposed development is not mapped as having any critically endangered or endangered ecosystem listed in terms of Section 52 of the National Environmental Management: Biodiversity Act, 2004 (Act No. 10 of 2004): National List of Ecosystems that are threatened and in need of protection (Government Gazette No. 34809 of 9 December 2011). As such, Activity 12 of said listing notice is not triggered by the proposed development</p>	ERM	This has been considered in the Final Scoping Report. The impact assessment methodology to be adopted is that of the Rochdale envelop and as such the application is made for the worst case scenario in terms of the project description. Identified listed activities therefore reflect this.
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	<p>The following impacts must be assessed in the EIA phase</p> <ul style="list-style-type: none"> • The potential impacts on other users in the Bay; • The potential impacts related to the maintenance of the FPP, mooring system, pipeline, sub- sea cabling and any other infrastructure related to the marine component of the proposed development; • The potential impacts related to the discharge of cooling water; • The potential visual impacts related to the marine and terrestrial components associated with the proposed development; • The potential impacts on avifauna as a result of the proposed aboveground power lines • The potential traffic impacts associated with the marine and terrestrial components of the proposed development 	ERM	The EIA will be considering socio-economic impacts, visual, traffic and marine impacts. Further consideration has been given to these in the Final Scoping Report - see Section 7.4.

Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	Due to the fact that the proposed switchyard will occur within close proximity to a wetland, confirmation on the requirements of the National Water Act. 1998 (Act No. 36 of 1998) must be obtained from the Department of Water and Sanitation as a matter of urgency.	ERM	There is no wetland in proximity to the switchyard location. This has been modified in the Final Scoping Report and a further description of surface water bodies can be found in Section 5.3.3.
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	Please note that should a freshwater assessment be required, the PoS for EIA must be amended to include the assessment of the wetland.	ERM	There is no wetland in proximity to the switchyard location. This has been modified in the Final Scoping Report and a further description of surface water bodies can be found in Section 5.3.3.
Zayed Brown	Department of Environmental Affairs and Development Planning: Directorate Pollution and Chemicals Management	15.12.2020	Email	The activities may not commence prior to authorisation being obtained from the relevant authorities in terms of the applicable legislation.	ERM	This is noted.
Nick Loubser	West Coast Aquaculture	16.12.2015	Email	You can add our list of concerns as: <ul style="list-style-type: none"> - Chlorine contamination from cleaning /anti-fouling of seawater systems. - Heavy metal loading from anti-fouling. - Increased water temperatures from cooling systems. - Other possible contaminants from discharge and bilge water. - Oil/diesel spillage 	ERM	Water discharges from the FPP will be considered both in terms of flow rate and quality and modelled in the marine modelling specialist study. A marine ecologist will also assist in defining the impact on the marine environment as part of the EIA. Oil spill modelling will be undertaken to assess the potential risks and management of this.
				We would also like to raise the following concerns: <ul style="list-style-type: none"> - Chlorinated water from systems onboard keeping pipes free from mussels, or the use of other chemicals to prevent biofouling - Discharge of water with contaminants - Possible rise in water temperature due to usage of water to cool down the power generation plant. 	ERM	Water discharges from the FPP will be considered both in terms of flow rate and quality and modelled in the marine modelling specialist study. A marine ecologist will also assist in defining the impact on the marine environment as part of the EIA.
Ryno Pienaar	Cape West Coast Biosphere Reserve	04.01.2016	Email	Need and desirability The CWCBR acknowledge that severe intervention is required to alleviate the energy crisis in South Africa and we consequently support the Independent Power Producers Procurement Programme (IPPPP) as a tool, however in alleviating the crisis, developers must not lose sight of environmental sustainability. The fact that the development is fast tracked is a concern, because some of the environmental aspects to be assessed include slow variables that need prolonged monitoring before accurate data can indicate future impact. Furthermore, the fact that the DOE is the applicant means that the project already has Government support. The competent authority also being a Governmental Department may mean that their approach to the EA for the development may be biased.	ERM	The EIA process is following the regulated process. In terms of long term monitoring, a significant amount of data already exists for both the marine and terrestrial environments. For the marine environment, environmental monitoring has been undertaken by the Saldanha Bay Water Quality Trust since 1999. Air quality has been monitored by the SBM for some time now and sensitive biodiversity in the area is well understood and mapped from conservation plans
Monitoring						
Pierre Nel	Sanparks	15.12.2017	Email	We believe that integrated monitoring forms the most important part of any assessment process in the Port of Saldanha Bay. We have already alluded to the deteriorating conditions of water quality (and some other species – white stumpnose has been noted in your report) in the bay. Being able to quantify this and provide mitigation measures will require that certain parameters be measured and ultimately monitored. The success of such monitoring is identifying the parameters to be measured, performing the measurements (with correct experimental design), analyzing and interpreting the results and then adapting management (if required) so as to prevent impacts on the environment, which may contribute to environmental degradation or deterioration. Sadly often development ideals/aims do not prioritize such procedures – this may in part be that the results are not favourable and may incriminate the actual proposed activities. However, if we are to protect the environment we need to be cognizant of these threats and vigilant in applying guidelines/regulations within the assessment process.	ERM	A marine ecology study and marine modelling will be undertaken as part of the EIA. A management and monitoring plan will be proposed.

Pierre Nel	Sanparks	15.12.2018	Email	<p>We propose that this project identifies both general and specific environmental parameters that require monitoring. The general parameters should provide information on effects on the bay as a whole whereas the specific parameters should provide information on the immediate area in which this development takes place/impacts upon.</p> <p>There are several monitoring programs in Saldanha Bay and any monitoring performed as part of this project should complement this so that resultant information can be used in conjunction with other available information.</p> <p>Another option is to affiliate with another approved monitoring programme in the area, thereby, ensuring an integrated approach to collecting and analyzing data.</p>	ERM	Existing monitoring programmes will be considered in the compilation of the EMP and design of further monitoring programmes and protocols.
Ryno Pienaar	Cape West Coast Biosphere Reserve	04.01.2019	Email	<p>An independent Environmental Control Officer (ECO) must be appointed to oversee the construction phase and operational phase of the development. Monitoring must be according to the approved Environmental Management Plan (EMP) and monthly reports must be submitted by the ECO indicating compliance or non-compliance. An Environmental Monitoring Committee (EMC) must be established that includes representatives of the developers, DEA&DP, the ECO and civil society. Alternatively the ECO must report to the leading environmental forum in Saldanha. The EMC should meet on a monthly basis and the ECO must present the monthly report. The EMC should continue through to the operational phase of the development. A monitoring programme must be established to determine the potential increase of pollutants emitted by the proposed development.</p>	ERM	Your suggestions have been noted and management and monitoring measures will be included in the EIA and EMP.
Supply-related Comments						
Zané Burden	AVK Southern Africa	18.11.2015	Email	<p>AVK is one of the leading manufacturers of valves for the Water, Sewage, Waste Water, Firefighting markets. AVK Valves has also expanded their market share into the Mining, Power Generation, Dam & Transmission Pipelines, Desalination, as well as the Petro Chemical Industries Nationally & Internationally.</p> <p>Our product programme comprises a large range of valves complying with the highest standards of safety and durability.</p> <p>Premier Valves, one of the largest and longest established valve manufacturing businesses in Southern Africa, is now part of AVK Valves. In late 2014, the Premier Valves/AVK Group announced a major expansion of its local manufacturing operations, in support of the SA Government's Re-Industrialization Policy and the creation of local employment. This substantive investment is also designed to optimize the Groups Supply Chain, and thereby reduce delivery periods for its locally based customers.</p> <p>AVK's products are characterized by consistent quality, competitive prices and durability in line with market requirements. This calls for strict quality control of the production processes from beginning to end and therefore AVK has been certified according to ISO 9001.</p> <p>With regards to project – Please do not hesitate to contact me, if you need any assistance regarding the valves on the above mentioned project.</p>	ERM	Thank you for email. You have been added to our I&AP Database.
Franciso J Cordon Gonzalo	Felguera-IHI	30.11.2015	Email	<p>As discussed, Felguera-IHI is a worldwide leading company in storage solutions for fuels. We are specialized in turnkey construction of LNG regasification terminals. Please follow the link to our brochure: http://www.dfdurofelguera.com/recursos/doc/Comunicacion/Publicaciones/catalogos/2015/44667_277272015104043.pdf</p> <p>We will be visiting South Africa in the next weeks, probably on the week of the 14th of December, and it would be very interesting for us if we could have a meeting with your company in order to introduce more in detail Felguera IHI and better understand the LNG developments that are planned. Would you be available on that days?</p> <p>In the meanwhile, would it be possible to have a call conference next week in order to clarify some points we don't have really clear (i.e: option chosen for the project: floating power plant, floating regasification, onshore regasification, etc.)?</p>	ERM	<p>Thank you for your email.</p> <p>ERM has been commissioned by the Department of Energy's Independent Power Producers (IPP) Office to carry out four Environmental Impact Assessment processes, which includes two floating power plant projects (one in the Port of Richards Bay and one in the Port of Saldanha) and two LNG Import Facility projects (one in the Port of Richards Bay and one in the Port of Saldanha). In terms of the procurement of a company to construct and operate the LNG facilities, this will be done by the Department of Energy's IPP Office through their official procurement process.</p> <p>We are more than happy to have a call with you this week to provide any clarity you need on the Environmental Impact Assessment processes. However, in terms of the procurement process, we recommend you make contact directly with the IPP Office.</p>
Adri La Meyer	Department of Environmental Affairs and Development Planning: Directorate: Development Management (Region 1)	15.12.2015	Email	<p>Marine component</p> <ul style="list-style-type: none"> • Floating Power Plant (FPP): The co-ordinates of the proposed site must be included. • It is noted that floating fuel storage facilities will be required. An indication of the estimated capacity (in m3) of the storage facilities must be provided. • A description of the pipeline (including the estimated length) that will connect the FPP to the fuel vessel must be provided. • A description (including the estimated length and voltage) of the underground or aboveground cables that will connect the FPP to the switchyard, must be provided. 	ERM	This will be included in the Draft EIA Report in the project description chapter.
Request to Register as I&AP						
Johan Brits	Westacor Engineering	16.11.2015	Email	<p>Please involve us in the information w.r.t. the EIA's for the Floating power plant & LNG Import facilities in Saldanha Bay. Westacor Engineering is a Saldanha Bay based, medium to heavy engineering facility that have the resource to assist in the manufacturing, machining, corrosion protection and installation of steel structure including piping, plate and structural steel works. Please find attached our company brochure.</p>	ERM	Thank you for email. You have been added to our I&AP Database.
Carol Michaels	SFG Engineering Services (Pty) Ltd	16.11.2015	Email	<p>We would like to be registered as an Interested and Affected Party.</p>	ERM	Thank you for email. You have been added to our I&AP Database.

Kristan Callaghan	Binnington Copeland & Associates	16.11.2015	Email	As discussed please may you add Binnington Copeland & Associates on to your mailing list for further information and public meetings on the Port of Saldanha Bay Project, namely the Floating Power Plant and EIA for LNG Import Facilities.	ERM	Thank you for email. You have been added to our I&AP Database.
Lizette Venter	Erakis	17.11.2015	Email	Can you please register me as an I&AP?	ERM	Thank you for email. You have been added to our I&AP Database.
Shane Pillay	Capital Energy Resources	30.11.2015	Email	Please register me as an interested and affected person for the Gas to Power EIA's at Saldanha Bay and Richards Bay.	ERM	Thank you for email. You have been added to our I&AP Database.
Laura Peinke	Saldanha Bay IDZ	15.12.2020	Email	Please direct all communications to the following representatives of LiCo: <ul style="list-style-type: none"> • Chief Executive Officer (Acting) (Mr Doug Southgate) on doug@sbidz.co.za. • Executive: Stakeholder Relations (Ms Kaashifah Beukes) on kaashifah@sbidz.co.za • Executive: Business Development (Ms Laura Peinke) on laura@sbidz.co.za 	ERM	These representatives have been added to the I&AP database.
Nick Loubser	West Coast Aquaculture	16.12.2016	Email	Please register West Coast Aquaculture as a IAP and include us on all updated on EIA Process. West Coast Aquaculture is a 15 hectare mussel farm just north of the iron ore jetty. West Coast Oyster Growers and West Coast Aquaculture are two sister companies owned by Viking Fishing.	ERM	You have been added to the I&AP database and will receive all future project communication.
Krijn Resoort	Molapong Aquaculture	17.12.2015	Email	Please register Molapong Aquaculture as an interested and affected part with regards to the ERM's draft Scoping Report for the Floating Power Plant.	ERM	You have been added to the I&AP database and will receive all future project communication.
Annelize Joubert	CCA Environmental (Pty) Ltd	21.12.2015	Email	Could I kindly request that you email me the ERM Bid for LNG – Strategic SEA for finfish on SA Coast. Also may I request that you add SLR to your IMPA database.	ERM	I just want to clarify, ERM is undertaking an EIA for an LNG Import Facility in Saldanha Bay for the Department of Energy (BID attached), not a strategic SEA for finfish on SA Coast, as stated in your email below. We will add you to the stakeholder database
Gonzalo Ramirez	Excelerate Energy L.P.	23.12.2015	Email	We want to be registered as an interested party.	ERM	You have been added to the I&AP database and will receive all future project communication.