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OFFICE OF THE MUNICIPAL MANAGER

Enquiries: JP Schoeman
Reference: 18/3/5/3
Date: 29 January 2020

The Principal
Cape EAPrac
P.O. Box 2070
George
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By Email: mel@cape-eaprac.co.za

Dear Madame

COMMENTS: PUBLIC PARTICIPATION COMMENTS AND RESPONSE REPORT: DRAFT BASIC ASSESSMENT REPORT- PROPOSED FISHMEAL & FISH OIL REDUCTION EXPANSION - QUAY 2- MOSSEL BAY PORT.

This letter supplements the comments on the Draft Basic Assessment Report submitted to your office on 22 November 2019.

Garden Route District municipality (GRDM) is the competent authority for Licencing of Listed Activities in terms of Section 21 of the National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004). In terms of the Public Participation Process, the GRDM Air Quality Unit has the role to ensure that the applicant and the appointed consultants responds in an objective manner to issues raised by Registered Interested and Affected Parties (RI&AP's) in terms of Air Quality related matters.

The table below briefly summarises the most common air quality related concerns from RI&AP's and the general responses from the applicant, Cape EAprac and LAQS. It should not be assumed that other concerns raised that are not included in the above table are ignored or considered less important.

No.	Summarised Issues from RI&AP's	Responses from Afro Fishing	Response from Garden Route District municipality
1.	<ul style="list-style-type: none"> • Odour Nuisances • Abatement Equipment/ odour control • Processing of rotten raw material • Maintenance of the RTO • Treatment of air from seawater scrubber and concentrations of H₂S and TMA in seawater 	<p>Most of issues related to odour is responded to by:</p> <ul style="list-style-type: none"> • The type of abatement equipment i.e. RTO and scrubber system that will be installed. • The specialist air quality study that demonstrated that no exceedances will be experienced and also that "A zero odour scenario can never be guaranteed" Odour emitted in compliance with allowed thresholds etc. • The processing of only high quality refrigerated fish within a period of 24h that will eliminate the formation of TMA. • Appointment of dedicated qualified staff. • If poses a problem a two stage scrubber system can be considered 	<ul style="list-style-type: none"> • The installation and operation of a RTO, together with a seawater and chemical scrubber is non-negotiable. • No rotten product may be received and strict record keeping of raw materials will be monitored. All raw material must be kept refrigerated and processed within 24 from offloading. • A zero tolerance odour policy will be implemented from the onset. • Emission limits for odorous compounds may not exceed its odour threshold limits. • Afro Fishing will be subjected to a probation period and only a

			Provisional Licence will be issued during which time Afro must demonstrate that there is no foul odour emitted from their premises.
2.	<ul style="list-style-type: none"> • Management of corrective actions during upset conditions • Revoking of Atmospheric Emission Licence 	<ul style="list-style-type: none"> • GRDM's has full authority in terms of Atmospheric Emission Licence Conditions should the facility be approved. • Compliance and enforcement actions will be undertaken if and when necessary 	<ul style="list-style-type: none"> • Afro Fishing will be subjected to a probation period and only a Provisional Licence will be issued during which time Afro must demonstrate that there is no foul odour emitted from their premises. Even if a Full AEL is issued at a later stage, strict monitoring and compliance will be managed.
3.	Operating Hours	<ul style="list-style-type: none"> • Closing between mid-Decembers to mid-January. Industry Norm • Facility will not operate 24/7 for 365 days per annum. Dependant on availability of raw material 	<ul style="list-style-type: none"> • GRDM don't interfere with the operating times of a facility. During operation no offensive odours may be emitted from the facility boundaries and strict emission limits will be set.

4.	<ul style="list-style-type: none"> • Visual smoke emission from boiler stack 	<ul style="list-style-type: none"> • The use of gas instead of oil is also being investigated 	<ul style="list-style-type: none"> • The AEL will cater for black smoke management during start-up, shutdown and upset conditions as per the AEL.
5.	<p>Specialist Air Quality Study:</p> <ul style="list-style-type: none"> • Study is based on assumptions an no actual measurements • Specialist failure to provide a reasonable opinion as to whether the proposed facility should be authorised and any conditions that should be made in respect of the authorisation. 	<ul style="list-style-type: none"> • RTO abatement technology does not exist in similar industries in South Africa. Measurements was conducted at two other fishmeal facilities in Spain and Portugal respectively and was used in the updated specialist study. • Specialist is of the opinion that it is not in the position to give an opinion whether any activity should be authorised or not. Focus is on the impact of an activity. LAQIS is of the opinion that the activity should be authorised, provided that LAQS recommendations are specified as conditions of the authorisations. 	<ul style="list-style-type: none"> • The GRDM reserves the right to revoke the AEL if the actual conditions deviates from the theoretical outcome of the specialist study. The specialist and the management of Afro must take full responsibility. • Please confirm that the updated study (with emissions factors from real time measurements at Portugal/ Spain) was indeed distributed to all RI&AP's as part of the updated Specialist study.

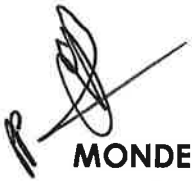
In general GRDM is of the opinion that all air quality related issues have been objectively responded to. The following aspects need to be verified:

1. Use of gas instead of oil- please confirm which fuel will be used.
2. Installation of the two-stage chemical scrubber.
3. Final design of the plant for verification with details as described in the air quality specialist study.

Should the applicant be successful all other aspects regarding air quality will be covered in the form of conditions in the Atmospheric Emission Licence.

It should be noted that this letter is merely a confirmation that the issues raised during the PPP have been assessed by GRDM and is no confirmation of approval of an AEL at this early stage.

Yours faithfully



MONDE STRATU
MUNICIPAL MANAGER

Z:\Air Quality\LICENSING\AFRO FISHING\Comments on Draft BAR (new letter template).docx

Melissa Mackay

From: Johann Schoeman (Dr) <jschoeman@gardenroute.gov.za>
Sent: Friday, 22 November 2019 9:02 AM
To: mel@cape-eaprac.co.za
Cc: Admin (Rekords)
Subject: RE: Afro Fishing
Attachments: Comments on Draft BAR (new letter template)pdf.pdf

Dear Melissa

Please find attached the official comments from the GRDM on the Draft Basic Assessment Report (DBAR) of the proposed Afro Fishing Fish Meal plant in the Mossel Bay Harbour.

Please make sure to initiate the actions in terms of the allegations in the 1st round public participation report as indicated in the last part of the attached letter.

That is:

To request the Coetzee's to bring in supporting evidence on our wrongdoing, or to formally withdraw their initial comments.

Regards



Dr Johann Schoeman

Manager: District Air Quality Control
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From: Melissa Mackay [<mailto:mel@cape-eaprac.co.za>]
Sent: Friday, 08 November 2019 10:35
To: Johann Schoeman (Dr) <jschoeman@gardenroute.gov.za>; Angus Andries <Angus@gardenroute.gov.za>
Subject: RE: Afro Fishing

Morning Johann

Please advise on whether you guys want a hard copy or CD copy ?

Regards

Melissa Mackay | 084 584 7419
SENIOR CONSULTANT | ECO | GIS

BTech Nat. Con. (NMMU)

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17 Progress Street, George
PO Box 2070, George 6530



Cape EAPrac



From: Melissa Mackay <mel@cape-eaprac.co.za>

Sent: Thursday, 07 November 2019 3:35 PM

To: Dr Johann Schoeman (jschoeman@gardenroute.gov.za) <jschoeman@gardenroute.gov.za>; Angus Andries (Angus@gardenroute.gov.za) <Angus@gardenroute.gov.za>

Subject: Afro Fishing

Hi

As promised, here is the AQI early. I will have all the other documents finalised tomorrow. Can I send it to you via dropbox? Or are any of you in town tomorrow to collect a cd?

Regards

Melissa Mackay | 084 584 7419

SENIOR CONSULTANT | ECO | GIS

BTech Nat. Con. (NMMU)

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Cape EAPrac



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OFFICE OF THE MUNICIPAL MANAGER

Enquiries: JP Schoeman
Reference: 18/3/5/3
Date: 22 November 2019

Cape RAPrac
P.O. Box 2070
George
6530

Email: mel@cape-eaprac.co.za

Madame

**COMMENTS ON DRAFT BASIC ASSESSMENT REPORT- PROPOSED FISHMEAL & FISH OIL
REDUCTION FACILITY- QUAY 2- MOSSEL BAY PORT**

Thank you for the opportunity to comment on the Draft Basic Assessment Report (Draft BAR) for the proposed Afro Fishing (Pty) Ltd Fishmeal and Fish Oil Reduction facility at Quay 2, Mossel Bay Port. It is also confirmed that the Garden Route District municipality (GRDM) is the competent authority for Licencing of Listed Activities in terms of Section 21 of the National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004). As correctly mentioned, the proposed activity triggers activity 34 of NEMA Listing Notice one (R327) as well as Category 10 of NEM: AQU (GN 893).

The two application processes therefore runs parallel with each other with only one public participation process. Our comments will focus specifically on Air Quality

matters, as this is our competency in terms of the NEM: AQA, the National Framework for Air Quality in South Africa and the GRDM 3rd Generation Air Quality Management Plan (AQMP). My colleagues from Municipal Health will also comment in terms of their Municipal Health competency.

When considering an application for an atmospheric emission licence (AEL), the licencing authority (LA) must take into account all relevant matters, including nine specific factors as outlined in Section 39 of NEM: AQA. For the purpose of this letter, our comments are structured, and the specialist reports be evaluated, against the nine Section 39 factors in order to verify compliance with the requirements of NEM: AQA.

It must be emphasised that this comments in terms of the sec 39 requirement is used for guidance for commenting during the EIA process and the licencing authority must still decide the application within 60 days of the date on which the decision on the application for the environmental authorisation has been made.

Table 1: Table indicating factors to seek compliance with requirements of the Air Quality Act

SECTION 39 FACTORS	COMMENTS
<p>(a) any applicable minimum emission standards set for ambient air and point source emissions that have been determined in terms of the NEM: AQA</p>	<p>The applicant must comply with the following emission limits from its respective stacks.</p> <p>For the proposed activity, the following emission limits will apply:</p> <p><u>Boiler Stacks: (Controlled emitter S23)</u></p> <p>PS1- Boiler Stack 1- (Liquid fuel fired boilers) PM- 100mg/Nm³ SO₂- 500mg/Nm³</p> <p>PS2- Boiler Stack 2 – (Liquid fuel fired boilers) PM- 100mg/Nm³ SO₂- 500mg/Nm³</p> <p>The proposed stack heights must be a minimum of 15m in order to align with the input data used for the air dispersion modelling. If the specialist recommend higher stack heights, the higher height must be imposed. The visual impact of the stacks must be taken</p>

into consideration, especially taking into account black smoke emissions during plant start-up, plant upsets- and shutdown processes. The periods in the Controlled Emitter Regulations for allowable black smoke emissions will apply to all the stacks at the Afro Fishing plant. Stack testing must be conducted and emission reports submitted at least once per annum in terms of the Controlled Emitter regulations, and not biennially as indicated in the specialist report and the Draft BAR. This must be corrected.

PS3- RTO stack

The RTO stack must comply with the requirements of S 23- Gaseous fuel-fired small boilers- using natural gas and liquefied petroleum gas

PM- 10mg/Nm³

SO₂- 35mg/Nm³

TMA: 1mg/Nm³

H₂S: 1mg/Nm³

The RTO efficiency must be kept above 96%. The PLC must be able to record RTO (combustion) efficiency. Agree with the proposal in Draft BAR that RTO efficiency be measured biannually. One of these two biannual measurements must be conducted when the plant runs on full capacity.

In no instance may the odour detection threshold for H₂S of 700ng/Nm³ be exceeded by any plant activity or plant process.

In no instance may the odour detection threshold for TMA of 800ng/Nm³ be exceeded by any plant activity or plant process.

PS4- scrubber stack (extraction system bagging and grinding)

There is a possibility that the air emitted through the scrubber stack (from cooling room) may contain TMA and or H₂S. For this reason the air from the scrubber must also be routed to the RTO for final treatment prior release.

Ambient Air Quality

Under no circumstances may the ambient air quality limits for any applicable pollutant be exceeded. It is assumed that the study was done in terms of a level two assessment but the **air quality impact report** did not indicate the following requirements:

Detailed scaled layout plan of proposed project area including the following:

- Property lines, including fence lines
- Roads and railroads that pass through property line

Location and dimensions of buildings and/or structures (on or off property) which could cause downwash of:

- Location
- Length
- Width
- Height

Indication of shortest distance to property line from significant sources

Area map(s) that include the following:

- Map of adjacent area (10 km radius from proposed source) indicating the following:
 - Latitude/ Longitude on horizontal and vertical axis
 - Nearby known pollution sources

	<ul style="list-style-type: none"> o Schools and hospitals within 10km of facility boundary o Topographic features o Any proposed off-site or on-site meteorological monitoring stations o Roads and railroads <p>Regional map that includes the following:</p> <ul style="list-style-type: none"> • UTM coordinates • Modelled Facility • Topography features within 50 km • Known pollution sources within 50 km <p>Any proposed off-site meteorological monitoring stations</p> <p>Background Concentrations</p> <p>Specify background values to be used including supporting documentation.</p> <p>The specialist are given an opportunity to respond on the alleged shortcomings and his motivation will be assessed by the Licencing Authority.</p>
<p>(b) the pollution being or likely to be caused by the carrying out of the listed activity applied for and the effect or likely effect of that pollution on the environment, including health, social conditions, economic conditions, cultural heritage and ambient air quality.</p>	<p>The BAR indicate fisherman acting independently from AFRO fishing will be catching the fish for fishmeal production. There must be control mechanisms in place to also manage critical control parameters from the harvesting of fish, i.e. keeping at correct temperature and during transportation and offloading.</p> <p>Please indicate how the 24-hour delivery cut-off period for received product will be determined. What is the minimum level of temperature for received product and how will this be measured and by who and will this be recorded.</p>

If product from the vessels are rejected due to the cut-off temperature, how will this waste product be managed?

Are there any outlets (vents) on the sealed product collection tanks, and if so, does this vents vent into the atmosphere or channelled to the RTO? The same applies to all the tanks used on the premises. Are all the sumps, waste heat evaporators and waste water related technology located under roof area, under negative pressure and all vapours directed to the RTO? If not, it is recommended that all processes be extracted to the RTO.

Notwithstanding the discharge water complying with the current and future NEM: ICMA Coastal Waters Discharge Permit, it must also comply with air quality requirements in terms of offensive odours.

It is advised that the building envelope be sealed, including, but not limited to windows, doors, vents, roof structures, etc. The proposed building plans must include this requirement in the building design and be approved by the Municipal Building Department. It is advised that the architect liaise with us in order to incorporate these conditions in the architectural building plans. The extraction system must be so designed to cater for extraction even with open doors, openings used to enter exit the building, during offloading and similar processes. There must be a backup system in place during extraction unit malfunctioning. The Extraction unit must be powered by a backup power supply in the case of electricity malfunctioning or load shedding.

Please provide a comprehensive inventory of all possible odorous plant processes and equipment and how it will be mitigated.

The EMP must be updated to include the new proposed plant.

What is the concentrations of TMA, PM, and H₂S in the scrubber air released from the Salt Water scrubber as it is not directed to the RTO?

What is the concentrations of TMA, PM, and H₂S in the seawater discharge?

Measures must be taken to minimize dust and noise during the construction phase and it is advised that construction only take place **during normal working hours from 07:30 to 17:30 on weekdays only.**

Afro Fishing must comply with the National Dust Control Regulations for Industrial zones as indicated in the Regulation.

Please indicate the estimated time for rectifying each of the three potential breakdowns (**page 43 of Air Quality impact report**) that could occur in the RTO. Taking into consideration that technology and technicians could not be readily available in South Africa. Please certify the competency of the Technical Director/ Manager responsible for the RTO management. Also what back-up competency are in place during absence/ resignation of the Technical Director/ Manager.

Proper record keeping of raw materials used, their origins, time duration between loading and offloading at Afro, duration before processing, freezing capacity, time duration between defrosting and production (if applicable). Please indicate which processes are not automated and what human factors could give rise to odour episodes. What wastes are generated and not treated, if any? If yes, what happens to this waste?

Social conditions:

It is recommended that the recommendations of the socio-impact report be implemented.

Economic conditions:

It is recommended that the recommendations of the socio-economic impact report be implemented.

Health:

The specialist impact report indicated that there would be no impact of the facility on the health of the community. The installation of the Best Available Technology, namely RTO, extractions system and seawater scrubbers is non-negotiable. All the recommendations of the Air Quality impact report must be implemented. Please incorporate Health comments made by the Municipal Health Office (Mossel Bay) of the GRDM.

Cultural heritage:

The heritage report indicated no impact on heritage resources of cultural significance. It is however supported that all recommendations be incorporated in possible authorisation, if granted.

Ambient Air Quality:

	<p>Please refer to (a) above.</p> <p><u>Planning:</u></p> <p>The Planning report indicated that the development proposal is consistent with the MBSDF (2019), the Mossel Bay IDP, the Mossel Bay Central Precinct Plan (2013), the National Port Plan (2015) and the Mossel Bay Municipality's Integrated Zoning Scheme (2017). It is supported that the applicant must apply for consent use in terms of the Mossel Bay Municipality's Integrated Zoning Scheme (2017).</p>
<p>(c) the best practical environmental options available that could be taken to-</p> <p>(i) prevent, control, abate or mitigate that pollution; and</p> <p>(ii) to protect the environment, including health, social conditions, economic conditions, cultural heritage and ambient air quality, from harm as a result of that pollution.</p>	<p>The specialist report indicated that, modern, state-of-the-art fishmeal production technology is planned. This includes regenerative thermal oxidation (RTO) treatment of all vapours generated in the fishmeal production process to prevent any odorous emissions from escaping from the plant. If the application is successful, the RTO (together with seawater scrubbers for PM abatement) is regarded as BAT in terms of category 10 of G.N. 893 that will be allowed by the Licencing Authority to abate all offensive odours.</p> <p>The Draft BAR indicated an automated system and PLC on all processes including the RTO. Please indicate all the human factors involved in monitoring the PLC and ensuring that the RTO and subsequent processes are running flawlessly.</p> <p>What measures are in place if the general extraction/ ventilation systems breaks down?</p> <p>The suppliers of the RTO must also take responsibility for the design of the extraction/ ventilation system.</p>

	<p>There must be back-up power supply available for the controlling of the PLC and the ventilation/ extraction systems and the ID fans.</p> <p>Maintenance agreement with the supplier of the RTO is essential. This must include clauses that warrants offensive odour-free operation at all times and back-up systems during plant breaks.</p>
<p>(d) section 24 of NEMA and any other applicable environmental impact assessment done, the decision taken on the application of the environmental authorisation, and any applicable notice issued or regulation made pursuant for that section substituted by Section 7 of the Air Quality Amendment Act, 2014 (Act 20 of 2014)</p>	<p>The Atmospheric Emission Licence decision may only be granted or refused after the Environmental Authorisation is granted.</p>
<p>(e) any relevant tradable emission scheme</p>	<p>N.A. No such tradable emission scheme applicable in South Africa yet.</p>
<p>(f) whether the applicant is a fit and proper person as contemplated in Section 49 of the NEM: AQA</p>	<p>The test for a fit and proper person in terms of Section 49 of NEM:AQA is:</p> <p><i>(a) That person has contravened or failed to comply with this Act, the APPA or any other legislation applicable to air quality; (b) that person has held a provisional or full AEL or other authority that has been suspended or revoked; (c) that person has been a director or senior manager who is or was a director or manager of a company, a juristic person or firm to</i></p>

	<p>whom paragraph (a) or (b) applies; or (d) the management of the listed activity which is the subject of the application will or will not be in the hands of a technically competent person.</p> <p>Cape EAPRAC must test the applicant against the criteria for a fit and proper person and confirm in writing that the applicant and technically competent person, managing the listed activity complies with all the criteria.</p>
(g) the applicant's submissions	<p>The following studies were submitted by CAPE EAPrac on behalf of the applicant:</p> <p>General submissions such as site maps, media articles, layouts etc.</p> <p>Socio-economic impact report</p> <p>Specialist Air Quality Impact report</p> <p>Traffic impact report</p> <p>Planning statement</p> <p>Engineering services report</p> <p>Visual statement</p> <p>Heritage report</p> <p>EMP</p> <p>Fact finding mission feedback, etc.</p> <p>All the submissions were assessed and evaluated to find a balance between positive and negative comments and any shortcomings were highlighted under the specific applicable Section 39 factors.</p>
(h) any submissions from organs of state, interested persons and the public	<p>This factor can only be evaluated after the comments and response document has been completed by CAPE EAPRAC.</p>
(i) any guidelines issued by the Minister or MEC relating to the performance of the licencing authorities of their functions.	<p>Not applicable. It must be mentioned that the Licencing Authority (GRDM) has an excellent reputation with the Provincial and National Environmental Management (Air Quality Directorates).</p>

General aspects:

It must be noted that any BAT's efficacy is dependent on various design and operational factors. Although this technology is deemed as BAT by the USEPA, the applicant is still responsible to mitigate all plant emissions in order to prevent any offensive odours and to comply with the minimum emission limits that will be specified in the Atmospheric Emission Licence, should Environmental Authorisation be granted.

Furthermore should the LA require any other relevant documentation and/ or information during the AEL application process such documentation or information will be requested in term of section 37 of the NEM: AQA (ACT 39 of 2004).

The applicant must ensure that the conditions set to mitigate and manage impact of the proposed plant during both construction and operation phase's falls within the requirements of the Western Cape Noise Control Regulations gazetted in Provincial Notice 200 of 20 June 2013.

Please note that if the Environmental Authorisation is recommended, it is inter alia based on the Specialist report from LAQS, and all the other specialist studies conducted, which clearly indicated negligible environmental impact from the proposed plant. The GRDM therefore reserves the right that the applicant, it's Environmental Assessment Practitioner and the Specialists take full responsibility of any deviation from the specialist reports outcome and to vary our comments, proposed conditions and/ or authorisation if the actual conditions deviate significantly from the conditions as per the specialist study.

If the Authorisation is granted, the subsequent application for a Provisional Atmospheric Licence must be submitted. If the application is successful, a Provisional AEL will be issued to enable commissioning of the plant. A PAEL is valid for one year from date of commissioning and may be extended for an additional one year on good cause shown to the Licencing Authority. A full AEL may only be issued if Afro Fishing has been in full compliance with the conditions and requirements of the PAEL for a period of at least 6 months.

If the plant is transferred to a new owner (s), or the ECO is replaced, the Licencing Authority is reserving the right to test the new owner(s) and/ or CEO against the criteria for a fit and proper person and may refuse the transfer if the new owner(s) and or CEO is not fitting the required criteria.

It is further recommended that all recommendations in the specialist reports, Draft BAR, Authority inputs and selected public comments be evaluated for merit and included in conditions of authorisation.

Response on Comments from Mr Hugo Coetzee, his wife J. Coetzee and Ms M. Kapp
"Mr and Mrs Coetzee is the owners/ Directors, of Southern Cape Fish Meal (Pty) Ltd that was closed due to refusal of issuing their AEL and subsequent appeal due to various reasons. Their facility caused offensive odour in Mossdustrria and the greater Mossel Bay. The GRDM was inundated by complaints from the community and had no other alternative, but to decline their AEL renewal licence.

Their industry received product from Afro Fishing and therefore possibly would have negatively influenced their business if the proposed Afro Fishing project was approved, as they would have lost a substantial percentage of their raw material.

The wild allegations made against J. Schoeman and A. Andries by Mr and Mrs Coetzee is without any proof what so ever. Afro Fishing (Pty) Ltd current processes is not Fish Meal production for various technical reasons and is not Animal Matter Processing (Cat 10) in terms of Section 21 of the Air Quality Act (as was the case with Southern Cape Fish Meal). The whole matter was explained to them in two separate letters that are on record. Expert opinions from consultants in the field of fishmeal productions, the Environmental assessment practitioner and the EIA department were also obtained, which is on record.

It is also important to note that one of the employees of Southern Cape Fish Meal submitted comments in her own handwriting and is word for word the same as that of her employer. Some of these people, whose names and contact details that the employee registered as Interested and Affected Parties, were contacted by Cape EapRac and they did not even know that their names were used in these documents/comments. The employee, when confronted, withdrew her comments.

The GRDM deny allegations of wrongdoing on the part of the two (2) officials and Mr & Mrs Coetzee is put to the test to prove the unfounded allegations of corruption and foul play. If they cannot prove the alleged wrongdoing, they must immediately withdraw their comments, in writing. If not, the GRDM reserves the right to seek further legal action."

Yours faithfully

A handwritten signature in black ink, appearing to be 'MS' followed by a stylized, cursive name.

MONDE STRATU
MUNICIPAL MANAGER

Z:\Air Quality\LICENSING\AFRO FISHING\Comments on Draft BAR (new letter template).docx

Melissa Mackay

From: Melissa Mackay <mel@cape-eaprac.co.za>
Sent: Tuesday, 21 January 2020 2:52 PM
To: 'Admin (Rekords)'; Dr Johann Schoeman (jschoeman@gardenroute.gov.za); Angus Andries (Angus@gardenroute.gov.za)
Cc: Steve Kleinhans (Steve.Kleinhans@westerncape.gov.za)
Subject: 18/3/5/3 Afro Fishing Comments on DBAR
Attachments: MOS569.14 Response to GRDM.pdf

Good afternoon

RE: 18/3/5/3 RESPONSES TO COMMENTS FOR THE PROPOSED AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY IN THE PORT OF MOSSEL BAY

Thank you for providing this office with comment relating to the Basic Assessment process for the proposed Afro Fishing Fishmeal & Fish Oil Reduction facility in the Port of Mossel Bay. Please find attached the response to your comment. These will be included with the Final Basic Assessment Report to be submitted to the competent authority for decision making.

Regards

Melissa Mackay | 084 584 7419

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Cape EAPrac



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Melissa Mackay

From: Admin (Rekords) <Rekords@gardenroute.gov.za>
To: Melissa Mackay
Sent: Tuesday, 21 January 2020 2:52 PM
Subject: Read: 18/3/5/3 Afro Fishing Comments on DBAR

Your message

To: Admin (Rekords)
Subject: 18/3/5/3 Afro Fishing Comments on DBAR
Sent: 21 January 2020 02:51:43 PM (UTC+02:00) Harare, Pretoria

was read on 21 January 2020 02:52:05 PM (UTC+02:00) Harare, Pretoria.

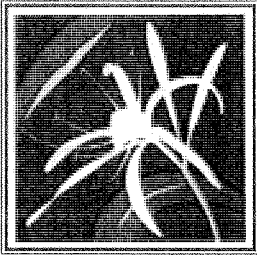
Melissa Mackay

From: Johann Schoeman (Dr) <jschoeman@gardenroute.gov.za>
To: Melissa Mackay
Sent: Tuesday, 21 January 2020 3:48 PM
Subject: Read: 18/3/5/3 Afro Fishing Comments on DBAR

Your message

To: Johann Schoeman (Dr)
Subject: 18/3/5/3 Afro Fishing Comments on DBAR
Sent: Tuesday, January 21, 2020 2:51:43 PM (UTC+02:00) Harare, Pretoria

was read on Tuesday, January 21, 2020 3:47:34 PM (UTC+02:00) Harare, Pretoria.



Cape EA Prac

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17 Progress Street, George
PO Box 2070, George 6530

21 January 2020

Our Ref: MOS569/14

Your Ref: 18/3/5/3

Attention: Mr Monde Stratu
Garden Route District Municipality

VIA: Email (Rekords@gardenroute.gov.za)

RE: RESPONSE TO COMMENTS RECEIVED FOR THE AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Your correspondence dated 22 November 2019 in response to the Draft Basic Assessment Report for the proposed Afro Fishing Fishmeal & Oil Reduction Facility at Quay 2 of the Port of Mossel Bay has reference.

Please find responses to the comments submitted below.

<p>Thank you for the opportunity to comment on the Draft Basic Assessment Report (Draft BAR) for the proposed Afro Fishing (Pty) Ltd Fishmeal and Fish Oil Reduction Facility at Quay 2, Mossel Bay Port. It is also confirmed that the Garden Route District Municipality (GRDM) is the competent authority for Licensing of Listed Activities in terms of Section 21 of the National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004). As correctly mentioned, the proposal activity triggers activity 34 of NEMA Listing Notice one (R327) as well as Category 10 of NEM:AQA (GN 893).</p>	
<p>The two application processes therefore runs parallel with each other with only one public participation process. Our comments will focus specifically on Air Quality matter, as this is our competency in terms of the NEM:AQA, the National Framework for Air Quality in South Africa and the GRDM 3rd Generation Air Quality Management Plan (AQMP). My colleagues from Municipal Health will also</p>	<p>Cape EA Prac: So noted.</p>

comment in terms of their Municipal Health competency.	
When considering an application for an atmospheric emission license (AEL), the licensing authority (LA) must take into account all relevant matters, including nine specific factors as outlined in Section 39 of NEM:AQA. For the purpose of this letter, our comments are structured, and the specialist reports evaluated, against the nine Section 39 factors in order to verify compliance with the requirements of the NEM:AQA.	Cape EAPrac: So noted.
It must be emphasised that this comments in terms of the sec 39 requirement is used for guidance for commenting during the EIA process and the licensing authority must still decide the application within 60 days of the date on which the decision on the application for the environmental authorisation has been made.	Cape EAPrac: So noted.
Section 39 Factors:	
(a) any applicable minimum emission standards set for ambient air and point source emissions that have been determined in terms of the NEM:AQA.	
The applicant must comply with the following emission limits from its respective stacks. For the proposed activity, the following emission limits will apply:	
<p><u>Boiler Stacks: (Controlled emitter S23)</u></p> <p>PS1 - Boiler Stack 1 - (Liquid fuel fired boilers) PM - 100mg/Nm³ SO₂ - 500mg/Nm³</p> <p>PS2 - Boiler Stack 2 - (Liquid fuel fired boilers) PM - 100mg/Nm³ SO₂ - 500mg/Nm³</p> <p>The proposed stack heights must be a minimum of 15m in order to align with the input data used for the air dispersion modelling. If the specialist recommend higher stack heights, the higher height must be imposed. The visual impact of the stacks must be taken into consideration, especially taking into account black smoke emissions during</p>	<p>LAQS: LAQS agrees with these requirements. As far as LAQS knows the final configuration of the plant has not yet been finalised and the incorporation of stacks, e.g. all boiler emissions via a single stack instead of three separate units, is being investigated. Black smoke from boiler stacks indicate poor combustion conditions are usually prevalent during the oil-fired boiler start-up. The use of gas instead of oil is also being investigated.</p>

<p>plant start-up, plant upsets and shutdown processes. The periods in the Controlled Emitter Regulations for allowable black smoke emissions will apply to all the stacks at the Afro Fishing plant. Stack testing must be conducted and emission reports submitted at least once per annum in terms of the Controlled Emitter regulations, and not biennially as indicated in the specialist report and the Draft BAR. This must be corrected.</p>	
<p>PS3 - RTO stack The RTO stack must comply with the requirements of S23 Gaseous fuel-fired small boilers - using natural gas and liquefied petroleum gas PM - 10mg/Nm³ SO₂ - 35mg/Nm³ TMA: 1mg/Nm³ H₂S: 1mg/Nm³ The RTO efficiency must be kept above 96%. The PLC must be able to record RTO (combustion) efficiency. Agree with the proposal in the Draft BAR that RTO efficiency must be measured biannually. One of these two biannual measurements must be conducted when the plant runs on full capacity. In no instance may the odour detection threshold for H₂S of 700ng/Nm³ be exceeded by any plant activity or plant process.</p>	<p>LAQS: LAQS agrees with these requirements and it will form part of the design specifications of the RTO unit.</p>
<p>PS4 - scrubber stack (extraction system bagging and grinding) There is a possibility that the air emitted through the scrubber stack (from cooling room) may contain TMA and or H₂S. For this reason the air from the scrubber must also be routed to the RTO for final treatment prior release.</p>	<p>LAQS: Including this gas stream (60 000 m³/h) into the RTO stream (14 000 m³/h) implies a massive RTO unit to deal with the combined gas stream. At times when production rate is low, e.g. when insufficient fish is available for full production, or when only waste from the canning plant is processed, the massive RTO unit will have to be operated at full capacity to maintain operating temperatures. This will result in the continuous emissions of greenhouse gases at maximum rate when even a small part of the plant is in operation.</p> <p>Cooling air, as well as building air from the grinding, packaging and storage areas will be passed through a sea water scrubber system to collect particulate matter that is entrained in the building air. Air from these dry process operations do not emit amines or H₂S as the product is now stable.</p>

	<p>In the unlikely event that this arrangement proves to be inadequate, a two stage scrubbing plant can be considered. The first stage will be a sea water unit followed by a second stage chemical scrubber.</p>
<p>Ambient Air Quality Under no circumstances may the ambient air quality limits for any applicable pollutant be exceeded. It is assumed that the study was done in terms of a level two assessment but the air quality impact report did not indicate the following requirements: - Property lines, including fence lines - Roads and railroads that pass through the property line</p> <p>Location and dimensions of buildings and / or structures (on or off property) which could cause downwash of: - Location - Length - Width - Height</p>	<p>LAQS: Correct</p>
<p>Indication of shortest distance to property line from significant sources. Area map(s) that include the following: - Map of adjacent area (10km radius from proposed source) indicating the following: -- Latitude / Longitude on horizontal and vertical axis -- Nearby known pollution sources -- Schools and hospitals within 10km of facility boundary -- Topographic features -- Any proposed off-site or on-site meteorological monitoring stations -- Roads and railroads</p> <p>Regional map that includes the following: - UTM coordinates - Modelled Facility - Topography features within 50km - Known pollution sources within 50km</p>	<p>LAQS: A revised report with all of the required documentation will be provided.</p> <p>Cape EAPrac: The revised report provides more specific detail that was included in the Draft BAR but please note that there is NO change to the proposal, specified technology, volumes and thresholds and the predicted outcomes. As such this report is updated and provided to stakeholders for information purposes only and not for comment.</p>
<p>Any proposed off-site meteorological monitoring stations Background Concentrations Specify background values to be used including supporting documentation. The specialists are given an opportunity to respond on the alleged shortcomings and</p>	<p>LAQS: LAQS has recommended that a weather station be installed by Afro Fishing on their property, even if only to deal with possible complaints. These are expected as there are other sources of odours in the area and human nature dictates that Afro Fishing will be</p>

<p>his motivation will be assessed by the Licensing Authority.</p>	<p>blamed. The remote location of Afro Fishing relative to other industries in Mossel Bay implies that a cumulative impact assessment will be worthless. In the absence of a local air quality monitoring station it is not possible to discuss the current status of air in the area. TMA is a very difficult substance to measure, especially at the very low concentrations estimated by the dispersion model. As a result a dedicated continuous ambient air quality monitoring system is not recommended.</p>
<p>(b) the pollution being or likely to be caused by the carrying out of the listed activity applied for and the effect or likely effect of that pollution on the environment, including health, social conditions, economic conditions, cultural heritage and ambient air quality.</p>	
<p>The BAR indicate fisherman acting independently from Afro Fishing will be catching the fish for fishmeal production. There must be control mechanisms in place to also manage critical control parameters from the harvesting of fish, i.e. keeping at correct temperature and during transportation and offloading.</p> <p>Please indicate how the 24-hour delivery cut-off period of received product will be determined. What is the minimum level of temperature for received product and how will this be measured and by who and will this be recorded.</p> <p>If product from the vessels are rejected due to the cut-off temperature, how will this waste product be managed?</p>	<p>Afro Fishing: Currently there are three parties involved in the processing of pelagic species. The rightsholders, boatowner and the processing facility. Sometimes all three can be the same company or a combination of the roles. Agreements are signed annually between the three parties where prices, quantities and fish quality are defined. So yes, landed fish quality will always be determined (e.g. fish temperature, broken fish, TVBN level, etc.) in order to fix a price etc. In the case of landings to MB, only an acceptable quality fish will be accepted. If the fish is not fresh then the fishing vessel will have to steam to a facility on the West Coast or Gansbaai.</p> <p>Each net throw by a fishing vessel is recorded. The time of the throw, the quantity caught and the boat hold the catch was pumped into. From this info, the 24 hour rule can be determined. I would however propose that we first validate the parameters that will be possible for this factory. For example, fish that has not been cooled should be processed within 24 hours (based on my Hout Bay experience and the conditions of west coast AEL's I have perused). However fish that has been cooled can be kept for 3-5 days on refrigerated sea water (RSW) and achieve the same. We also need to assess what fishing parameters and timings will work for the RTO. I therefore see some validation work needed once we are operational and before final permit conditions are established.</p>

<p>Are there any outlets (vents) on the sealed product collection tanks, and if so, does this vents vent into the atmosphere or channelled to the RTO?</p> <p>The same applies to all the tanks used on the premises. Are all the sumps, waste heat evaporators and waste water related technology located under roof area, under negative pressure and all vapours directed to the RTO?</p> <p>If not, it is recommended that all processes be extracted to the RTO.</p>	<p>Afro Fishing: Both the fish meal and oil are transported in shipping containers. The fish meal is bagged so that is sealed. The oil is pumped into a big bladder which is inside a 20' container so also sealed. As you know the container is then sealed.</p> <p>All the tanks will be closed and vented to ducting that will extract to the RTO. The waste heat evaporator is a closed and sealed process. Some tanks and the WHE will not be under roof due to size and height limitations but do not need to be under roof for odour reasons.</p>
<p>Notwithstanding the discharge water complying with the current and future NEM:ICMA Coastal Waters Discharge Permit, it must also comply with the air quality requirements in terms of offensive odours.</p>	<p>Afro Fishing: Correct, it will be a good idea to monitor odours in the water as well. Cooling water has traditionally not carried offensive odours.</p>
<p>It is advised that the building envelope be sealed, including, but not limited to windows, doors, vents, roof structures etc. The proposed building plans must include this requirement in the building design and be approved by the Municipal Building Department. It is advised that the architect liaise with us in order to incorporate these conditions in the architectural building plans. The extraction system must be so designed to cater for extraction even with open doors, openings used to enter exit the building, during offloading and similar processes. There must be a backup system in place during extraction unit malfunctioning. The Extraction unit must be powered by a backup power supply in the case of electricity malfunctioning or load shedding.</p>	<p>Afro Fishing: The building envelope will be sealed. The site will have backup power and spares for critical equipment. We will include this in the municipal plans as suggested.</p>
<p>Please provide a comprehensive inventory of all possible odorous plant processes and equipment and how it will be mitigated.</p>	<p>LAQS: The process can be divided into two distinct sections, i.e. a "wet" section and a "dry" section. The wet section consists of all of the process steps from unloading of the fish up and including the fishmeal drier. All of the process units included will be sealed units with extraction air being drawn off and treated in the RTO unit. The dry section consists of all of the process steps after the fishmeal has been dried, i.e. cooler, grinding, packaging and storage. The fishmeal will be treated with an</p>

	anti-oxidant to reduce odorous emissions. Cooling air, as well as building air from the grinding, packaging and storage areas will be passed through a wet scrubber system to collect particulate matter that is entrained in the building air.
The EMP must be updated to include the new proposed plant.	Cape EAPrac: The EMP includes the details of the proposed plant and all specialist mitigations recommended. It is suggested that once the final design is provided, this will be provided to the competent authority, along with the required protocols.
What is the concentrations of TMA, PM and H ₂ S in the scrubber air released from the Salt Water scrubber as it is not directed to the RTO?	LAQS: It is unknown at this stage
What is the concentrations of TMA, PM and H ₂ S in the seawater discharge?	LAQS: It is unknown at this stage
Measures must be taken to minimise dust and noise during the construction phase and it is advised that construction only take place during normal working hours from 07h30 to 17h00 on weekdays only.	Afro Fishing: Afro Fishing will abide by all building regulations and guidelines.
Afro Fishing must comply with the National Dust Control Regulations for industrial zones as indicated in the Regulation.	Afro Fishing: Afro Fishing will abide by all building regulations and guidelines.
Please indicate the estimated time for rectifying each of the three potential breakdowns (page 43 of Air Quality Impact Report) that could occur in the RTO. Taking into consideration that technology and technicians could not be readily available in South Africa. Please certify the competency of the Technical Director / Manager responsible for the RTO management. Also what back-up competency are in place during absence / resignation of the Technical Director / Manager.	LAQS: It is LAQS's understanding the breakdown repairs time is a matter of hours. Afro Fishing: I do think that the skills required, and maintenance of the RTO has been overstated. The equipment is way simpler than a boiler and in South Africa boiler operators are plentiful. Nonetheless, specific training will be drafted for the RTO and critical spares will be kept in stock. The PLC is standard and can be maintained by an instrumentation technician. The expansion into a fish meal plant and the requirement for additional boiler capacity will trigger the 3000kW General Machinery Regulations 1998 and Afro Fishing will have to appoint a competent mechanical or electrical engineer. I am a chemical engineer so I will not be able to fulfil this role.

	<p>I foresee therefore the appointment of an electrical engineer for the site who will also be the certified engineer, a production manager for the fish meal plant who will be either mechanically or electrically trained, a fish meal plant supervisor with technical and maintenance skills and a plant operator with processing and fault finding skills. The plant operator will need minimum matric plus experience operating machinery which is PLC controlled. There will also be alarming installed. As this will be a critical part of the process, I would imagine that alarms will be directed to myself or the site engineer via mobile phone and email.</p>
<p>Proper record keeping of raw materials used, their origins, time duration between loading and offloading at Afro, duration before processing, freezing capacity, time duration between defrosting and production (if applicable).</p>	<p>Afro Fishing: Correct, this will be required as per above.</p>
<p>Please indicate which processes are not automated and what human factors could give rise to odour episodes.</p>	<p>Afro Fishing: Generally, fish meal plants are semi-automatic. This is because for example, a plant operator needs to visually check whether fish is cooked or not or needs to physically feel the dried fish meal between his fingers to be sure it is adequately dried. He then speeds up/slow down the plant accordingly or increases/decreases processing temperatures and steam supply. There will be a control room and a SCADA system from where all processing parameters can be monitored, and the plant controlled.</p>
<p>What wastes are generated and not treated, if any? If yes, what happens to this waste.</p>	<p>Afro Fishing: There is no processing waste from a fish meal plant as the idea is to process everything in order to achieve the best yield possible. There may be some sludge from the fish oil tanks. This will be drummed and sold to local farmers for animal feed.</p> <p>The intention however is to improve the existing cannery discharge water quality as part of the expansion project. A DAFF unit and settling tanks will be installed. This is now possible as the skimmed solids can be put through the fish meal plant.</p>
<p>Social conditions: It is recommended that the recommendations of the socio-impact report be implemented.</p>	<p>MPBS: No response required.</p> <p>Cape EAPrac:</p>

	This office supports the implementation of the specialist recommendations.
<p>Economic conditions: It is recommended that the recommendations of the socio-economic impact report be implemented.</p>	<p>MPBS: No response required.</p> <p>Cape EAPrac: This office supports the implementation of the specialist recommendations.</p>
<p>Health: The specialist impact report indicated that there would be no impact of the facility on the health of the community. The installation of the Best Available Technology, namely RTO, extractions system and seawater scrubbers is non-negotiable. All the recommendations of the Air Quality Impact Report must be implemented. Please incorporate Health comments made by the Municipal Health Office (Mossel Bay) of the GRDM.</p>	<p>Cape EAPrac: Please note that no comments have been received to date from the Municipal Health Office of the GRDM.</p>
<p>Cultural Heritage: The heritage report indicated no impact on heritage resources of cultural significance. It is however supported that all recommendations be incorporated in possible authorisation, if granted.</p>	<p>Cape EAPrac: So noted.</p>
<p>Ambient Air Quality: Please refer to (a) above.</p>	
<p>Planning: The Planning Report indicated that the development proposal is consistent with the MBSDF (2019), the Mossel Bay IDP, the Mossel Bay Central Precinct Plan (2013), the National Port Plan (2015) and the Mossel Bay Municipality's Integrated Zoning Scheme (2017). It is supported that the applicant must apply for consent use in terms of the Mossel Bay Municipality's Integrated Zoning Scheme (2017).</p>	<p>DELplan: We agree with this statement.</p> <p>The zoning of the subject property according to the Mossel Bay Integrated Zoning Scheme By-Law is "Transport Zone I: Transport Use". "Transport Zone I: Transport Use" has a secondary right, namely Industry (Industrial Zone II). Thus, we will apply for a consent use application.</p>
<p>(c) the best practical environmental options available that could be taken to - (i) prevent, control, abate or mitigate that pollution; and (ii) to protect the environment, including health, social conditions, economic conditions, cultural heritage and ambient air quality, from harm as a result of that pollution.</p>	

<p>The specialist report indicated that, modern, state-of-the-art fishmeal production is planned. This includes regenerative thermal oxidation (RTO) treatment of all vapours generated in the fishmeal production process to prevent any odorous emissions from escaping from the plant. If the application is successful, the RTO (together with seawater scrubbers for PM abatement) is regarded as BAT in terms of category 10 of G.N. 893 that will be allowed by the Licensing Authority to abate all offensive odours.</p>	<p>Cape EAPrac: That is correct.</p>
<p>The Draft BAR indicated an automated system and PLC on all processes including the RTO. Please indicate all the human factors involved in monitoring the PLC and ensuring that the RTO and subsequent processes are running flawlessly.</p>	<p>Afro Fishing: As mentioned above there will be processes that will be fully automatic such as the RTO plant and boiler and other processes that are semi-automatic. Overall the plant will be PLC controlled with operator intervention needed as described above.</p> <p>Like all factories, we cannot get away from the human element.</p>
<p>What measures are in place if the general extraction / ventilation systems break down?</p>	<p>Afro Fishing: There will be backup power and normally ventilation does not run with only one fan. There will be several fans so if one fan needs to be maintained this will not affect the ventilation much. If all fans are down the factory will remain sealed and will just not ventilate. It will however start to get warm in the factory though.</p>
<p>The suppliers of the RTO must also take responsibility for the design of the extraction / ventilation system.</p>	<p>Afro Fishing: We will certainly consult with the supplier in this regard. This will be the only way to hold them accountable for the performance of the RTO.</p>
<p>There must be back-up power supply available for the controlling of the PLC and the ventilation / extraction systems and the ID fans.</p>	<p>Afro Fishing: Correct</p>
<p>Maintenance agreement with the supplier of the RTO is essential. This must include clauses that warrants offensive odour-free operation at all times and back-up systems during plant breaks.</p>	<p>Afro Fishing: Correct. This will have to be the case as Afro Fishing will want the necessary assurances considering we are investing a large sum and cannot carry the risk of plant closure due to non-performance w.r.t. odour abatement.</p>
<p>(d) section 24 of NEMA and any other applicable environmental impact assessment done, the decision taken on</p>	

the application of the environmental authorisation, and any applicable notice issued or regulation made pursuant for that section substituted by Section 7 of the Air Quality Amendment Act, 2014 (Act 20 of 2014).	
The Atmospheric Emission License decision may only be granted or refused after the Environmental Authorisation is granted.	
(e) any relevant tradable emission scheme	
N.A. No such tradable emission scheme is applicable in South Africa yet.	
(f) whether the applicant is a fit and proper person as contemplated in Section 49 of the NEM:AQA.	
The test for a fit and proper person in terms of Section 49 of NEM:AQA is:	
(a) That person has contravened or failed to comply with this Act, the APPA or any other legislation applicable to air quality;	Afro Fishing: We understand the importance of compliance and have not contravened any of these legislation.
(b) that person has held a provisional or full AEL or other authority that has been suspended or revoked;	Afro Fishing: Afro Fishing has not held a full AEL which has been suspended or revoked.
(c) that person has been a director or senior manager who is or was a director or manager of a company, juristic person or firm to whom paragraph (a) or (b) applies; or	Afro Fishing: This has not been the case.
(d) the management of the listed activity which is the subject of the application will or will not be in the hands of a technically competent person.	Afro Fishing: The listed activity will be managed by a technically competent person. As MD, I, Deon van Zyl, am fortunately also an engineer and technically competent with at least 20 years of production and processing experience.
Cape EAPrac must test the applicant against the criteria for a fit and proper person and confirm in writing that the applicant and technically competent person, managing the listed activity complies with all the criteria.	Cape EAPrac: This office has tested Mr Deon van Zyl against the criteria for a fit and proper person and confirm that he is technically competent for managing the listed activities as contemplated in Section 49 of the NEM:AQA.
(g) the applicant's submissions	

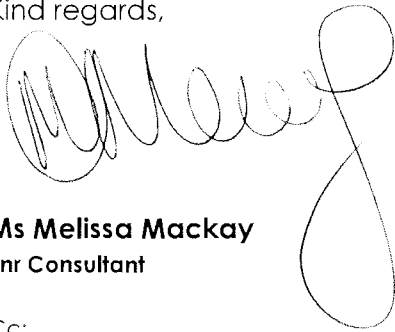
<p>The following studies were submitted by Cape EAPrac on behalf of the applicant:</p> <ul style="list-style-type: none"> - General submissions such as site maps, media articles, layouts etc. - Socio-Economic Impact Report - Specialist Air Quality Impact Report - Traffic Impact Report - Planning Statement - Engineering Services Report - Visual Statement - Heritage Report - EMP - Fact finding mission feedback etc. 	<p>Cape EAPrac: That is correct.</p>
<p>All the submissions were assessed and evaluated to find a balance between positive and negative comments and any shortcomings were highlighted under the specific applicable Section 39 factors.</p>	<p>Cape EAPrac: So noted.</p>
<p>(h) any submissions from organs of state, interested persons and the public</p>	
<p>This factor can only be evaluated after the comments and response document has been completed by Cape EAPrac.</p>	<p>Cape EAPrac: All submissions from stakeholders have been collated and responses provided in a Comment & Responses Report. This has been circulated to all registered I&APs for information purposes prior to the submission of the Final Basic Assessment Report to the competent authorities.</p>
<p>(i) any guidelines issued by the Minister or MEC relating to the performance of the licensing authorities or their functions.</p>	
<p>Not applicable. It must be mentioned that the Licensing Authority (GRDM) has an excellent reputation with the Provincial and National Environmental Management (Air Quality Directorates).</p>	<p>Cape EAPrac: So noted.</p>
<p>General aspects:</p>	
<p>It must be noted that any BAT's efficacy is dependent on various design and operational factors. Although this technology is deemed as BAT but the USEPA, the applicant is still responsible to mitigate all plant emissions in order to prevent any offensive odours and to comply with the minimum emission limits that will be specified in the Atmospheric Emission License, should Environmental Authorisation be granted.</p>	<p>Afro Fishing: Afro Fishing accepts this responsibility.</p>

<p>Furthermore should the LA require any other relevant documentation and / or information during the AEL application process such documentation or information will be requested in terms of section 37 of the NEM:AQA (Act 39 of 2004).</p>	<p>Cape EAPrac: So noted.</p> <p>Afro Fishing: Noted.</p>
<p>Please note that if the Environmental Authorisation is recommended, it is inter alia based on the Specialist report from LAQS, and all other specialist studies conducted, which clearly indicate negligible environmental impact from the proposed plant. The GRDM therefore reserves the right that the applicant, its's Environmental Assessment Practitioner and the Specialists take full responsibility of any deviation from the specialist reports outcome and to vary our comments, proposed conditions and / or authorisation if the actual conditions deviate significantly from the conditions as per the specialist study.</p>	<p>Cape EAPrac: So noted. It is must be pointed out that if any conditions of an Environmental Authorisation require deviation, an Amendment Application will have to be submitted to the authorising authority.</p> <p>Afro Fishing: Noted.</p>
<p>If the Authorisation is granted, the subsequent application for a Provisional Atmospheric Emission License (PAEL) must be submitted. If the application is successful, a Provisional AEL will be issued to enable commissioning of the plant. A PAEL is valid for one year from date of commissioning and may be extended for an additional one year on good cause shown to the Licensing Authority. A full AEL may only be issued if Afro Fishing has been in full compliance with the conditions and requirements of the PAEL for a period of at least 6 months.</p>	<p>Cape EAPrac: So noted. It is recommended that all relevant monitoring requirements are put in place prior to the operation of the facility in the event of its authorisation. This will ensure that compliance monitoring as part of the PAEL will provide as comprehensive a set of data as possible.</p> <p>Afro Fishing: Noted.</p>
<p>If the plant is transferred to a new owner(s), or the ECO (sic) is replaced, the Licensing Authority is reserving the right to test the new owner(s) and / or CEO against the criteria for a fit and proper person and may refuse the transfer if the new owner(s) and or CEO is not fitting the required criteria.</p>	<p>Cape EAPrac: This office supports this recommendation.</p> <p>Afro Fishing: Noted.</p>
<p>It is further recommended that all recommendations in the specialist reports, Draft BAR, Authority inputs and selected public comments be evaluated for merit and included in the conditions of authorisation.</p>	<p>Cape EAPrac: This office supports this recommendation.</p> <p>Afro Fishing: Noted.</p>

<p>Response on Comments from Mr Hugo Coetzee, his wife J. Coetzee and Ms M Kapp:</p>	
<p>Mr and Mrs Coetzee is the owners / Directors of Southern Cape Fish Meal (Pty) Ltd that was closed down due to refusal of issuing their AEL and subsequent appeal due to various reasons. Their facility caused offensive odour in Mossdustrria and the greater Mossel Bay. The GRDM was inundated by complaints from the community and had no other alternative, but to decline their AEL renewal license.</p>	<p>Cape EAPrac: So noted.</p>
<p>Their industry received product from Afro Fishing and therefore possibly would have negatively influenced their business if the proposed Afro Fishing project was approved, as they would have lost a substantial percentage of their raw material.</p>	
<p>The wild allegations made against J. Schoeman and A. Andries by Mr and Mrs Coetzee is without any proof what so ever. Afro Fishing (Pty) Ltd current processes is not Fish Meal production for various technical reasons and is not Animal Matter Processing (Cat 10) in terms of Section 21 of the Air Quality Act (as was the case with Southern Cape Fish Meal). The whole matter was explained to them in two separate letters that are on record. Expert opinions from consultants in the field of fishmeal productions, the Environmental Assessment Practitioner and the EIA department were also obtained, which is on record.</p>	<p>Cape EAPrac: This was also explained to them in response to their initial comments by this office.</p>
<p>It is also important to note that one of the employees of Southern Cape Fish Meal submitted comments in her handwriting and is word for word the same as that of her employer. Some of these people, whose names and contact details that the employee registered as Interested and Affected Parties, were contacted by Cape EAPrac and they did not even know that their names were used in these documents / comments. The employee, when confronted, withdrew her comments.</p>	<p>Cape EAPrac: Some comments were resubmitted with confirmation from the authors confirming the submissions as theirs. These were included in this report.</p>

<p>The GRDM deny allegations of wrongdoing on the part of the two (2) officials and Mr & Mrs Coetzee is put to the test to prove the unfounded allegations of corruption and foul play. If they cannot prove the alleged wrongdoing, they must immediately withdraw their comments, in writing. If not, the GRDM reserves the right to seek further legal action.</p>	<p>Cape EAPrac: This matter should be clarified between the GRDM and Mr & Mrs Coetzee. Should either party wish to withdraw their comments, they should do so in writing to this office.</p>
---	---

Kind regards,



Ms Melissa Mackay
Snr Consultant

Cc:

Dr Johann Schoemann	GRDM: Air Quality	jschoeman@gardenroute.gov.za
Mr Angus Andries	GRDM: Air Quality	Angus@gardenroute.gov.za
Mr Steve Kleinhans	DEA&DP	Steve.Kleinhans@westerncape.gov.za

Melissa Mackay

From: Manuel, Warren <wmanuel@mosselbay.gov.za>
Sent: Thursday, 12 December 2019 10:51 AM
To: mel@cape-eaprac.co.za; 'Louise_Mari van Zyl'
Cc: Venter, Carel; Mtila, Sivuyile; Roux, Jaco; Abrahams, Mushfiqah; Harding, Gwynnefer; admin; Johann Schoeman (Dr)
Subject: Comment on Draft BAR: proposed fishmeal plant
Attachments: B-FISHMEAL REPORT 11-12-2019.pdf

Good morning,

Please find attached letter.

Regards



GGA

GOOD GOVERNANCE AFRICA

Ranks Mossel Bay Municipality
Top Performer in the 2019
Government Performance Index

Warren Manuel

Environmentalist

Mossel Bay Municipality / Mosselbaai Munisipaliteit

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Cell/Sel: 0713451720

Print this email only if necessary. Go Green / Druk hierdie e-pos net as dit noodsaaklik is. Gaan Groen.

From: Koen, Juanita
Sent: Thursday, December 12, 2019 9:51 AM
To: Manuel, Warren <wmanuel@mosselbay.gov.za>
Subject: B-FISHMEAL REPORT 11-12-2019.pdf

Attached as requested

Regards



GGA

GOOD GOVERNANCE AFRICA
Ranks Mossel Bay as 2019 top
performer in Local Government

Print this email only if necessary. Go Green / Druk hierdie e-pos net as dit noodsaaklik is. Gaan Groen.

Juanita Koen

Typist / Tikster

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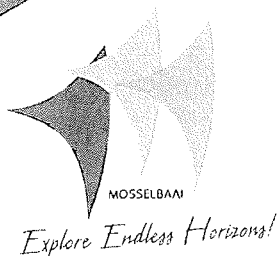
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In antwoord verwys na nommer 17/21/1/W Manuel
 In reply quote number
 Xa Uphendula chaza Le Nombolo

2007 Rayport Dory van die Jaar
 2016 National Greenest Town
 2017 Kwêla Town of the Year!

11 December 2019

Cape RAPrac
 PO Box 2070
 GEORGE
 6530

Email: mel@cape-eaprac.co.za

Sir/Madam

COMMENTS ON DRAFT BASIC ASSESSMENT REPORT: PROPOSED FISHMEAL & FISH OIL REDUCTION FACILITY, QUAY 2, MOSEL BAY PORT

Thank you for the opportunity to comment on the Draft Basic Assessment Report (Draft BAR) for the proposed Afro Fishing (Pty) Ltd Fishmeal and Fish Oil Reduction facility at Quay 2, Mossel Bay Port. Mossel Bay Municipality acknowledges the potential economic benefits of the proposed activity but given the scope and nature of the proposed activity, we would like to comment per Municipal Department as follows:

<p>Building Control</p>	<p>Any building plan submission must comply to the National Building Regulations and Building Standards Act No 103 of 1977.</p> <p>Comments will be requested from all the relevant stakeholders and Departments when assessing the submitted building plan for their comments and inputs.</p> <p>Due to the location of the proposed structure, the application will also have to be tabled at the Heritage and Aesthetics Advisory Committee of the Municipality for their comments and support</p>
<p>Spatial Planning</p>	<p>1. APPLICABLE LOCAL SPATIAL FRAMEWORKS/DOCUMENTS</p> <p>The following are Extracts from the Mossel Bay Spatial Development Framework 2018 and Mossel Bay Central Precinct Plan as it relates to the Mossel Bay Port and CBD area:</p> <p>1.1 MOSSEL BAY SPATIAL DEVELOPMENT FRAMEWORK 2018: STATUS QUO REPORT</p> <p>1.1.1 Port:</p> <p>The port represents a significantly underutilised waterfront asset, thereby, providing major upside potential. The most expensive items of a harbour are the marine work which private operators, whether in the shipping, fishing or tourism industries can seldom afford. These usually have to be provided by the state.</p>

The port is well located in relation to the historic CBD, thus, well placed to provide another major boost to the local economy if the institutional challenges around access to the harbour can be resolved.

The rail line also terminates in the harbour thus potentially providing freight and passenger tourism transport opportunities.

1.1.2 Mossel Bay Central Precinct Plan: Local Structure Plan 2013 (MBCPP):

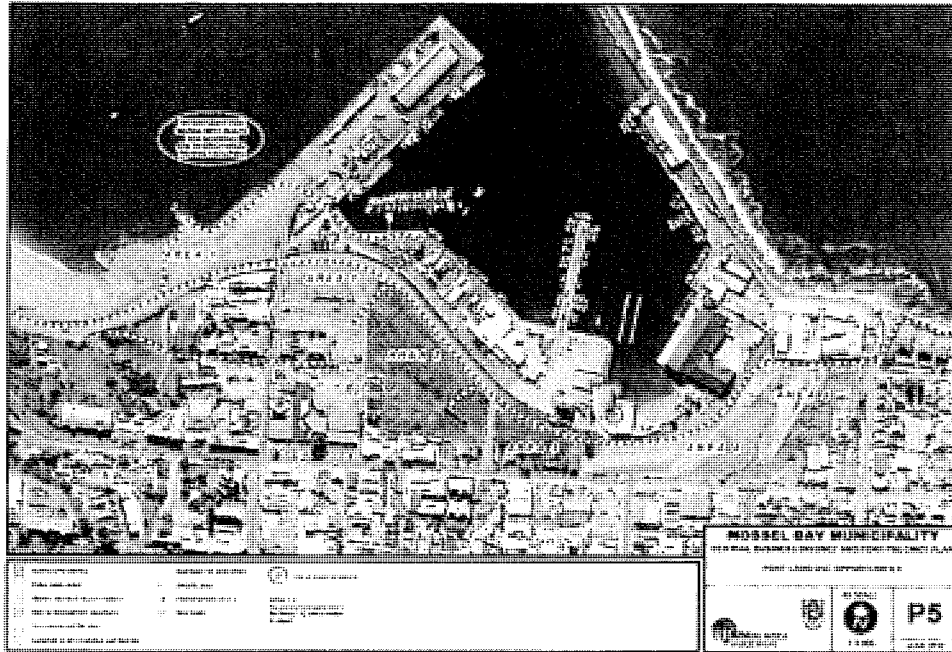
The port is used predominantly by the fishing industry. The port utilises a total area of 18 hectares of which the fishing industry is the largest user. Various proposals for development of the inland area of the port were considered in the past but were abandoned for several reasons. There are valuable under-utilised land assets separating the CBD and the port, with limited linkages, of which the future utilization thereof had to be considered in the MBCPP. The CBD has a distinctly unique character, which needs to be enhanced. The partnership and involvement between the public and private property owners is paramount to the successful implementation of any recommendations presented in the MBCPP.

Intervention is needed in the spatial land use pattern and economic strategies to induce growth in the free market economy with facilitative government resources to ensure optimum use of limited resources in the local economy. With the above current reality as a point of departure the MBCPP was compiled and the unutilised sites on port land was identified to play an important role in the solutions offered for the CBD.

The focus of this report is the functionality of the port within the policy framework of the TNPA whilst the underutilized sites in the port area that were identified in the MBCPP for the purposes of development other than harbour activities, are considered.

Site description	Use zone	Proposed land uses
Area 1A (Waterfront)	Tourist facilities and accommodation	<ul style="list-style-type: none"> Restaurant Bar/club with individual tenancy limited to spend Specialty Shops Tourist trade & services Entertainment Marine services (incl. yachting, boating, charter boats, etc) Recreation Conference facilities Religious and cultural activities (incl. theatres etc)
Area 1B (CBD integrated area)	Tourist facilities and accommodation	<ul style="list-style-type: none"> Apartment Direct (above ground) High density residential (above ground) Retail Personal services (spa, beauty, confectionery, deli, etc) Offices Hotel accommodation High density residential Offices
Area 2	Business / residential	
Area 3	Corporate and administrative port facilities	
Area 4	Tourist facilities and accommodation	<ul style="list-style-type: none"> Tourist trade Art gallery Craft centre Indoor markets Outdoor markets Fresh produce market Kiosks & places of refreshment Light and signal fittings Warehouses Fish market / Auction of fish and seafood products Boat repair yard
Area 5	Commercial port facilities	

Since the finalisation of the plan, the Port Authority decided to retain Area 1B as CBD integrated area, for the reasons set out above. It is therefore not available for development.



1.1.3 Mossel Bay Economy:

Around the world local and national economies that recovered well after the 2008 global financial crisis vested on agricultural, agri-processing and tourism sectors.

Mossel Bay's growth in Agriculture, Manufacturing and Services has been in line with this trend.

Mossel Bay appear to benefit from it being considered as nice places to live with regards to lifestyle and scenic attractiveness and coastal Garden Route location.

These attractive qualities must be enhanced and not undermined.

1.1.4 Tourism:

Mossel Bay Municipality has the opportunity to become a tourism mecca especially if the following is attended to:

- Management of appearance of urban development alongside scenic routes including the N2;
- Precinct wide upgrading of Mossel Bay town CBD;
- Integration of harbour with CBD and establishment of waterfront project;
- Revival of Outeniqua choo-choo as tourist passenger and freight service between Mossel Bay and Knysna

Mossel Bay appears to have a strong appeal to foreigners and tourists Assets Include:

- Passenger liners dropping anchor in the bay from time to time for excursions although it appears that few actually spend time in Mossel Bay CBD
- The Diaz Museum with its international maritime history.

**1.2 MOSSEL BAY SPATIAL DEVELOPMENT FRAMEWORK 2018:
SPATIAL PROPOSALS**

1.2.1 Urban quality:

Mossel Bay CBD comprises a potentially outstanding heritage precinct of historic buildings which is still largely intact. This is probably due to the movement of businesses to new shopping areas in Voorbaai and along Louis Fourie Road after the N2 was built. While the colonial origins of this heritage cannot be ignored, if properly maintained and managed, the entire CBD could become a tourist honeypot. Already, international cruise liners drop anchor in the bay and provide shore side excursions.

Mossel Bay port offers potential for an attractive seaside waterfront experience within convenient walking distance of the CBD but this is not being realised at present although Transnet has recently produced a plan to upgrade this facility.

1.2.2 Opportunities:

The port and the historic CBD offer potential as significant new tourism products to extending Mossel Bay's already considerable attractions. These appear to have enabled it to rebound so successfully from the 2008 global financial crisis. The municipality is extremely fortunate to have these two assets, particularly if it is to make serious inroads into maximizing business potential and reducing unemployment.

1.2.3 Challenges:

The port vests in National Government creating a challenge in achieving coordination and alignment between these two spheres;

The need for strong leadership and guidance to stimulate the urban renewal of the historic CBD in a way that enhances rather than detracts from its potential attractions.

1.2.4 Urban Development:

Redevelopment and small-scale intensification in the CBD heritage area should be promoted and guided by general heritage guidelines and the Central Precinct Plan (final draft 2013);

The municipality and the Transnet should collaborate on an integrated project that maximises the ports shipping and mixed-use waterfront potential and seamlessly integrates with the CBD.

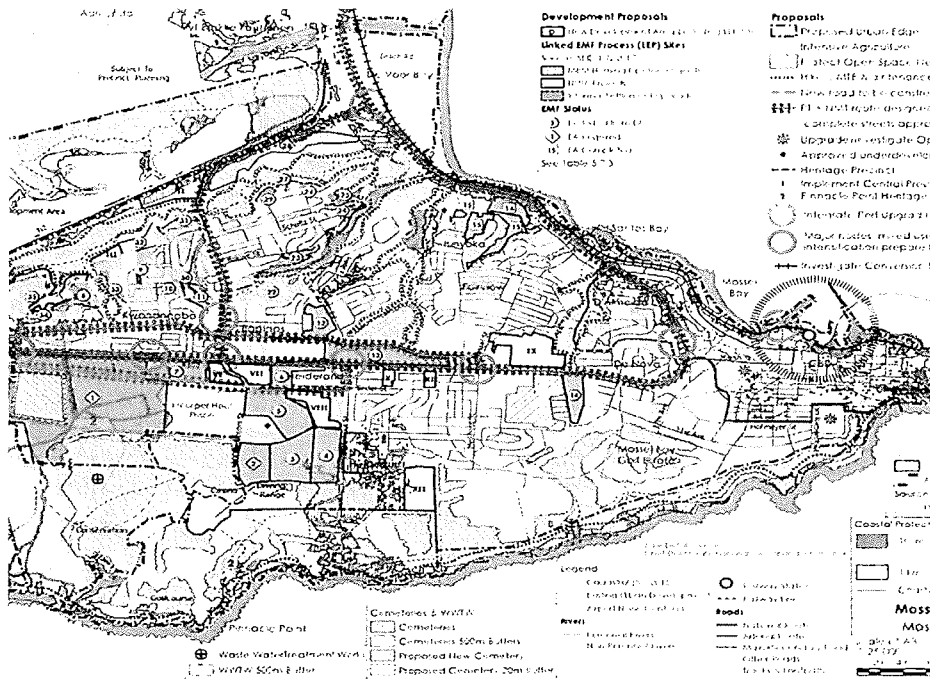
1.2.5 Urban Restructuring:

Incorporate the rail link from to the Port.

The Historic CBD must be repurposed as a tourist node;

The harbour should be redeveloped with a strong tourist and mixed-use waterfront including berthing cruising ships.

Spatial Proposals:



1.3 MOSSEL BAY CENTRAL PRECINCT PLAN 2013

The CBD has a distinctly unique character and heritage which needs to be enhanced and preserved. The partnership and involvement between the public and private property owners is paramount to the successful implementation of any recommendations presented in this plan. Mossel Bay is positioning itself as a prime tourist destination and relies on the revenue created by tourism. Of importance is that both the CBD and the Port, operate with a united vision of promoting and facilitating local economic development and tourism and that recognition be given to the interdependency both entities has upon each other in order to function at their optimal best.

1.3.1 Port Revitalisation:

There are several examples across the globe of ports that are functioning in economic harmony with the town, where the natural assets of the area are used to capitalise on its tourism potential. Examples from other parts of the world shows that Co-operative governance and a shared economic vision for the town, specifically between municipalities and port authorities, have undoubtedly played a determining role in the success of these harbours. For the purpose of this plan, best practise principles from the following local and international harbours have been studied.

1.3.1.1 Principles adopted:

- Capitalize on natural assets and tourist potential.
- Establish linkages between Port and CBD to strengthen the sense of place.
- Employ sound urban and architectural design to promote vitality to ensure attraction to tourists.
- Preserve tourist experience while promoting safety and efficiency within the port.

- Aim for a well-functioning balance between the port activities and the public functions inside port controlled land.
- The port to function actively as part of the CBD.

1.3.2 Strategies:

The planning approach to revitalization of the CBD needs to be deliberate and structured, not only for the purposes and intent of executing this plan, but also in general. This requires the determination of specific strategic actions or principles that would lead toward achieving growth and revitalization in the CBD. The precinct plan proposals are based on the following strategic interventions:

- i) Residential Densification: Increase in permanent residents.
- ii) Maintain Corporate Presence in the CBD.
- iii) Integrating the port with the CBD.
- iv) Improvement of vehicular and pedestrian movement systems.
- v) Improvement of visual and physical permeability.
- vi) Adding attraction value

1.3.3 Tourism and Attraction Value:

Mossel Bay is already a popular tourist destination; both domestic and international tourists enjoy the unique heritage displayed in the area as well as the niche products offered. Although some of the natural assets in the area are used for its tourism potential, there are still others upon which the area has not capitalized upon, the most significant of which is the port itself and the marine activities. It has become apparent that a vast majority of residents in Mossel Bay have enjoyed visiting the harbour for various reasons, in years passed when the port was still accessible to members of public. There is great plea among residents that public access to the harbour be restored. Although consideration needs to be given to the fact that the need for security in the port have increased over years, consideration should also be given to opening low priority areas for public access.

As this holds a major attraction value that would pull visitors to the port area, where future recreation and tourist development would be established, it can certainly make a great contribution to the success of future developments in the vicinity of the port. Quay 4 is currently the only section of the port where public access is possible and as a starting point, planning needs to be made for expansion of the Quay to allow for: a future marina and mooring facilities for yacht owners; extension of the quay to accommodate shops and restaurants (marine village, likened to Knysna); lookout points and pier for recreational fishing; docking facilities for passenger liners. In addition, key attraction facilities need to be established in the designated inland recreation area, around the port to further serve as points of attraction, which could serve as a catalyst for development of further recreational, entertainment and educational facilities. All these facilities combined should appeal to visitors of all ages and cultures.

Combine associated recreational facilities with educational value, especially those with a marine theme, within the designated recreational areas to attract tourists and provide a variety of activities within a convenient distance from one another. This would place existing recreational boat trips in proximity to a research facility such as the Shark Lab, currently located at the Point. The grounds in and around the port offers space to expand such facilities to an aquarium and may include also lecture halls or amphitheatres. If designed and planned sensibly, such facilities could integrate the existing facilities at the Posboom heritage site. The attraction value of themed facilities opens

possibilities to establish other unrelated recreational facilities relevant to the targeted age groups such as water theme parks.

2. EXISTING ZONING

The Port function is defined in the Mossel Bay Integrated Zoning Scheme, 2019, under "Transport Zone I" with a Primary Use: "Transport Use".
"Transport Use":

Land use description: "transport use" means the use of land, a building or structure for the operation of a service for the transportation of goods (including liquids and gases) or passengers by means of rail, road, sea or pipeline and—

(a) includes the use of that land, building or structure for the purpose of a harbour, railway station, bus depot or taxi interchange, and a transport undertaking; and

(b) includes a public-private undertaking including a railway station, bus depot, multiple parking garage, taxi rank, public transport interchange, harbour and ancillary purposes, rooftop base telecommunication station and occasional use.

Development parameters:

Development parameters applicable to "business premises" apply.

Consent Uses:

- o Air and underground rights*
- o Airfield*
- o Airport*
- o Business premises*
- o Conference facility*
- o Container site*
- o Helicopter landing pad*
- o Hotel*
- o Industry*
- o Informal trading*
- o Motor repair garage*
- o Restaurant*
- o Service station*
- o Warehouse*
- o Freestanding base telecommunication station*

It is therefore clear that the zoning of the Port has a primary right to facilitate the transportation of good and since Industry is listed as a Consent Use the primary "transport use" **does not** include industrial activities as a primary right.

Since the port has been used by the fishing industry for many years, the port in some areas has been used for industrial/processing purposes. Industry is defined in the Integrated Zoning Scheme as:

"industry"

Land use description: "industry" means a property used as a factory and in which an article or part of the article is made, manufactured, produced, built, assembled, compiled, printed, ornamented, processed, treated, adapted, repaired, renovated, rebuilt, altered, painted (including spray painting), polished, finished, cleaned, dyed, washed, broken up, disassembled, sorted, packed, chilled, frozen or stored in cold storage; including offices, caretaker's quarters, factory shop or other uses that are subservient and ancillary to the use of the property as a factory; and-

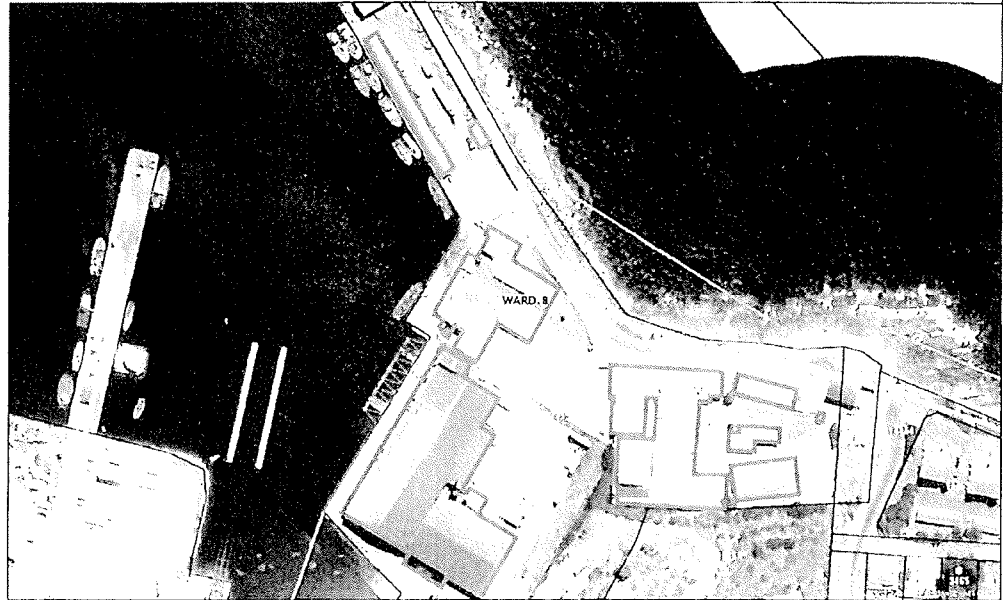
(a) includes-

- i) an industrial hive;*
- ii) builder's yard;*
- iii) funeral parlour;*
- iv) service station;*
- v) transport usage;*

- vi) rooftop base telecommunication station;
- vii) freestanding base telecommunication station;
- viii) warehouse and agricultural industry;
- ix) storage facility; and

(b) does not include a noxious trade or risk activity.

With the newly approved Integrated Zoning Scheme 2019, the existing land use rights is interpreted as **“Transport Zone I” with a Consent Use for Industry** within the existing buildings (Areas marked in red). An application for Consent to expand the Industrial use footprint will have to be submitted in terms of the Mossel Bay: By-Law on Municipal Land Use Planning, 2015.



Take note that the land use right is **NOT Industrial Zone “III”** with a primary right for “Noxious Trade”

“noxious trade”
 Land use description: “noxious trade” means an industry that is offensive, poisonous or a harmful use or activity that, because of the fumes, emissions, smell, vibration, noise, waste products, nature of material used, processes employed, or other cause, is considered by the Municipality to be a source of danger, nuisance or offence to the general public or persons in the surrounding area and includes the following primary land uses which are not regarded as a noxious trade

- (a) rooftop base telecommunication station; and
- (b) freestanding base telecommunication station.

3. COMMENTS ON THE ENVIRONMENTAL PROCESS

The Principles of the Spatial Land Use Management Act which governs land use, is guided by the Mossel Bay Spatial Development Framework 2018 on a Municipal level and the Mossel Bay Central Precinct Local Structure Plan on a local level. Planning Applications decisions must be guided by the vision which is established in the mentioned documents.

It is clear from the above-mentioned that the Port with its function and the Mossel Bay Central Business District (CBD) with its function is very important for the Mossel Bay community and future sustainability of the Mossel Bay Area. Both documents, discussed above, propose a future where the Port and CBD is integrated to function as one unit for the benefit of the community. The role that tourism plays in the future Mossel Bay is

established in both documents and the important role the Port must play in strengthening the tourism sector in this regard is emphasised.

For Tourism to function within the Port and CBD space, a tourism friendly environment must be maintained, which can facilitate the mentioned tourism uses. It is therefore very important to ensure at all cost that the CBD or Port use does not have a negative impact on the tourism trade or sense of place which is necessary for tourism to reach its full potential in Mossel Bay.

The applicant presents a case where minimal impact on the sense of place and tourism potential of the Mossel Bay CBD is envisaged and has gone to great lengths to proof this via specialist investigations/reports as part of the EIA process.

Spatially the Mossel Bay Municipality do not support in any way any use that will have a negative impact on the sense of place and existing and future tourism potential of the area. Existing and past generations has put in a lot of effort and constraint to develop Mossel Bay into one of South Africa's top tourist destinations.

It is therefore not fair to risk the already established tourism industry with thousands of existing job opportunities for a new industry which will create 240 job opportunities of which 80 opportunities is directly related to the expansion of the risk activities. The Mossel Bay Municipality is committed to economic growth and job creation but not at the cost of existing job opportunities or potential future opportunities.

The study commissioned by the Port to investigate the viability of a Waterfront in the port indicated that more than 1000 jobs can be created by developing the tourism industry in the port area.

From a Spatial perspective if the use will have any negative impact on the sense of place or the tourism industry, it is not supported by the Mossel Bay Spatial Development Framework 2018 or the Mossel Bay Central Precinct Local Structure Plan 2013. This will also mean that a rezoning application for a Noxious Trade will have to be submitted that will in principle not be supported by the Mossel Bay Spatial documents.

The proposal and expert supporting documents talks about maximum and minimum acceptable thresholds for air, noise and water pollution. The problem with this is that the thresholds are not site specific and can be too low or high for the applicable area. It is unfair to expect the Mossel Bay community to be satisfied with a threshold which could be sufficient for other parts of the world but not for Mossel Bay and this risk cannot be transferred from the applicant to the Mossel Bay community.

Since the Municipality and both spatial documents support job creation the following can be seen as a mitigating proposal to ensure compliance to the vision for the area and economic growth:

1. All risk must be transferred from the Mossel Bay Community to the applicant and the applicant's investment and operations.
2. A Noxious trade is not supported.
3. No thresholds are used in the post implementation/operational evaluation of the proposed listed activities since it is not site specific.
4. The following is used to determine whether it is a noxious trade or not:
It is considered by the Municipality to be a source of danger, nuisance or offence to the general public or persons in the surrounding area.
5. If the operation is found to be a noxious trade by the criteria in no 4, the Municipality can immediately (completely or partially) close the operations of the facility/uses/activities applied for.

	<p>4. CONCLUSION</p> <p>The existing spatial planning documents only supports uses which will not have any negative impact on the sense of place or the tourism industry in Mossel Bay Town. The applicant presents a case where minimal impact on the sense of place and tourism potential of the Mossel Bay CBD is envisaged. The Mossel Bay Municipality does not support a Noxious Trade in the applicable area. All risk of the use becoming a source of danger, nuisance or offence to the general public or persons in the surrounding area must be transferred to the applicant by a closure condition if the above-mentioned should happen.</p>
<u>Waste Management</u>	<p>The following is required from the Waste Management Section regarding the above-mentioned proposal:</p> <ol style="list-style-type: none"> 1. Noise Impact assessment must be done through noise dispersion model 2. Nuisance management plan must be submitted 3. Waste management on site must meet the satisfaction of the municipality as well as NEMA: WA 4. Dust management plan must be submitted for the construction duration.
<u>Environmental Management</u>	<p>Mossel Bay Municipality strongly supports the comments submitted by the Garden Route Municipality. Of importance is the concerns related to the maintenance of equipment, ensuring staff are skilled enough to operate equipment, ensuring that adequate supplies are on hand to repair faults, ensuring preventative maintenance is done. The limits sets for any discharges to coastal waters must be carefully considered so that any such discharges to not negatively impact coastal waters.</p>

Please note that the above comments are based on information provided to the Municipality in the Draft Basic Assessment Report as well as information provided by the developer at public meetings.

The Municipality is concerned about the negative sentiments towards the proposed development from the general public. The developer must ensure that they adequately deal with these sentiments and mitigate any potential negative environment effects as the proposed development will be located in a sensitive area of town, not zoned for noxious trade.

Should you have any further questions please do not hesitate to contact this office.

Yours faithfully



C-VENTER
DIRECTOR: PLANNING & ECONOMIC DEVELOPMENT

/jk

b-fishmeal report 11-12-2019

Melissa Mackay

From: Melissa Mackay <mel@cape-eaprac.co.za>
Sent: Tuesday, 21 January 2020 2:44 PM
To: Manuel, Warren; cventer@mosselbay.gov.za; 'Mtila, Sivuyile'; 'Roux, Jaco'; 'Abrahams, Mushfiqah'; 'Harding, Gwynnefer'; Dr Johann Schoeman (jschoeman@gardenroute.gov.za)
Cc: Steve Kleinhans (Steve.Kleinhans@westerncape.gov.za)
Subject: 17/21/1/W Manuel Afro Fishing Comments on DBAR
Attachments: MOS569.15 Response to MBM.pdf

Good afternoon

RE: 17/21/1/W Manuel - RESPONSES TO COMMENTS FOR THE PROPOSED AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY IN THE PORT OF MOSSSEL BAY

Thank you for providing this office with comment relating to the Basic Assessment process for the proposed Afro Fishing Fishmeal & Fish Oil Reduction facility in the Port of Mossel Bay. Please find attached the response to your comment. These will be included with the Final Basic Assessment Report to be submitted to the competent authority for decision making.

This office would request clarity, in light of the responses provided, regarding the following items which you raised in your correspondence and to which a clear course of action is required:

- Noxious Trade zoning. Mr Albertyn of LAQS has confirmed that the facility will not be a nuisance or cause harm as long as the RTO is implemented as part of the design. This is supported by DELplan planners.
- Harbour development. The TNPA has provided their input in terms of the short, medium and long term planning for the harbour.
- Noise Impact Assessment. All potentially noisy machinery will be housed in sound proofed buildings and there is unlikely to be an increase to the current harbour noise. The Port of Mossel Bay has indicated that they have been requested to undertake an impact assessment for the current harbour activities and as such a site specific assessment should not be required.

This office intends to submit the Final BAR to the DEA&DP within the next week. We would appreciate it if you could respond on these matters in order for us to include in the report.

Regards

Melissa Mackay | 084 584 7419

SENIOR CONSULTANT | ECO | GIS

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Cape EAPrac



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Melissa Mackay

From: Manuel, Warren <wmanuel@mosselbay.gov.za>
Sent: Wednesday, 22 January 2020 7:15 AM
To: Melissa Mackay
Subject: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR
Attachments: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR (11,3 KB)

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Melissa Mackay

From: Mtila, Sivuyile <smtila@mosselbay.gov.za>
Sent: Tuesday, 21 January 2020 2:50 PM
To: Melissa Mackay
Subject: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR
Attachments: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR (11,1 KB)

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Melissa Mackay

From: Johann Schoeman (Dr) <jschoeman@gardenroute.gov.za>
To: Melissa Mackay
Sent: Tuesday, 21 January 2020 3:48 PM
Subject: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR

Your message

To: Johann Schoeman (Dr)
Subject: 17/21/1/W Manuel Afro Fishing Comments on DBAR
Sent: Tuesday, January 21, 2020 2:44:22 PM (UTC+02:00) Harare, Pretoria

was read on Tuesday, January 21, 2020 3:46:56 PM (UTC+02:00) Harare, Pretoria.

Melissa Mackay

From: Roux, Jaco <jroux@mosselbay.gov.za>
Sent: Tuesday, 21 January 2020 3:47 PM
To: Melissa Mackay
Subject: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR
Attachments: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR (10,5 KB)

Mossel Bay Municipality email disclaimer:
<http://www.mosselbay.gov.za/disclaimer.htm>

Mossel Bay Municipality,
101 Marsh Street,
Mossel Bay,
6506,
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Melissa Mackay

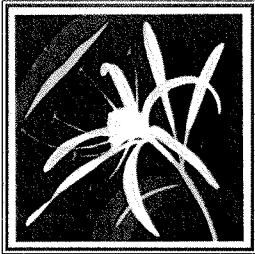
From: Harding, Gwynnefer <gharding@mosselbay.gov.za>
Sent: Thursday, 23 January 2020 7:49 AM
To: Melissa Mackay
Subject: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR
Attachments: Read: 17/21/1/W Manuel Afro Fishing Comments on DBAR (11,5 KB)

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Cape EAPrac

Cape Environmental Assessment Practitioners (Pty) Ltd

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17 Progress Street, George
PO Box 2070, George 6530

21 January 2020

Our Ref: MOS569/15

Your Ref: 17/21/1/W Manuel

Attention: Mr Warren Manuel
Mossel Bay Municipality

VIA: Email (wmanuel@mosselbay.gov.za)

RE: RESPONSE TO COMMENTS RECEIVED FOR THE AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Your correspondence dated 11 December 2019 in response to the Draft Basic Assessment Report for the proposed Afro Fishing Fishmeal & Oil Reduction Facility at Quay 2 of the Port of Mossel Bay has reference.

Please find responses to the comments submitted below.

<p>Thank you for the opportunity to comment on the Draft Basic Assessment Report (Draft BAR) for the proposed Afro Fishing (Pty) Ltd Fishmeal and Fish Oil Reduction Facility at Quay2, Mossel Bay Port. Mossel Bay Municipality acknowledges the potential economic benefits of the proposed activity but given the scope and nature of the proposed activity, we would like to comment per Municipal Department as follows:</p>	
<p>Building Control: Any building plan submission must comply to the National Building Regulations and Building Standards Act No 103 of 1977.</p> <p>Comments will be requested from all the relevant stakeholders and Departments when assessing the submitted building plan for their comments and inputs.</p> <p>Due to the location of the proposed structure, the application will also have to be tabled at the Heritage and Aesthetics Advisory Committee of the Municipality for their comments and support.</p>	<p>Cape EAPrac: So noted. Please refer to Annexure E1 of the Draft BAR for the submission from Heritage Western Cape regarding the heritage and built environment decision. It must be noted that the proposal replaces the existing old I&J fish processing facility which has been standing neglected and defunct since 2012.</p>

<p><u>Spatial Planning:</u> 1. Applicable Local Spatial Frameworks / Documents The following are extracts from the Mossel Bay Spatial Development Framework 2018 and Mossel Bay Central Precinct Plan as it relates to the Mossel Bay Port and CBD area:</p>	
<p>1.1 Mossel Bay Spatial Development Framework 2018: Status Quo Report 1.1.1 Port: The port represents a significantly underutilised waterfront asset, thereby providing major upside potential. The most expensive items of a harbour are the marine work which private operators, whether in the shipping, fishing or tourism industries can seldom afford. These usually have to be provided by the state.</p> <p>The port is well located in relation to the historic CBD, thus, well placed to provide another major boost to the local economy if the institutional challenges around access to the harbour can be resolved.</p> <p>The rail line also terminates in the harbour thus potentially providing freight and passenger tourism transport opportunities.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams: 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p> <p>We will improve the use of the rail service through the Port</p>
<p>1.1.2 Mossel Bay Precinct Plan: Local Structure Plan 2013 (MBCPP): The port is used predominantly by the fishing industry. The port utilises a total area of 18 hectares of which the fishing industry is the largest user. Various proposals for development of the inland area of the port were considered in the past but were</p>	<p>TNPA: We are in the process of obtaining the adjacent properties back from Transnet Properties to be part of TNPA, to support the Oil and Gas as well as Fishing industries, land to the far eastern side will complement the Tourism sector.</p> <p>DELplan:</p>

<p>abandoned for several reasons. There are valuable underutilised land assets separating the CBD and the port with limited linkages, of which the future utilisation thereof had to be considered in the MBCPP. The CBD has a distinctly unique character, which needs to be enhanced. The partnership and involvement between the public and private property owners is paramount to the successful implementation of any recommendations presented in the MBCPP.</p>	<p>The Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p>
<p>Intervention is needed in the spatial land use pattern and economic strategies to induce growth in the free market economy with facilitative government resources to ensure optimum use of limited resources in the local economy. With the above current reality as a point of departure the MBCPP was compiled and the unutilised sites on port land was identified to play an important role in the solutions offered for the CBD.</p> <p>The focus of this report is the functionality of the port within the policy framework of the TNPA whilst the underutilised sites in the port area that were identified in the MBCPP for the purposes of development other than harbour activities, are considered.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p> <p>DELplan: The Port of Mossel Bay was not developed to be a tourist attraction. It was developed for the oil industry and fishing industry. Throughout the TNPA's plans, the Waterfront and the tourist facilities are only a portion of the harbour and the western part of the harbour will remain for</p>

	<p>fishing industries.</p> <p>Furthermore, the Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p>
<p>1.1.3 Mossel Bay Economy Around the world local and national economies that recovered well after the 2008 global financial crisis vested on agricultural, Agri-processing and tourism sectors. Mossel Bay's growth in Agriculture, Manufacturing and Services has been in line with this trend. Mossel Bay appear to benefit from it being considered as nice places to live with regards to lifestyle and scenic attractiveness and coastal Garden Route location. These attractive qualities must be enhanced and not undermined.</p>	<p>MPBS: The proposed redevelopment entails a state-of-the-art processing plant that will contribute to the agricultural (i.e. fishing) and Agri-processing sectors, i.e. two of the sectors mentioned in the comment.</p>
<p>1.1.4 Tourism: Mossel Bay Municipality has the opportunity to become a tourism mecca especially if the following is attended to: - Management of appearance of urban development alongside scenic routes including the N2; - Precinct wide upgrading of Mossel Bay town CBD; - Integration of harbour with CBD and establishment of waterfront project; - Revival of Outeniqua choo-choo as tourist passenger and freight services between Mossel Bay and Knysna.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>MPBS: The proposed redevelopment entails a state-of-the-art processing plant that will represent an upgrade of a significant portion of the commercial harbour.</p> <p>TNPA: The waterfront development is on the eastern side, the western side will remain fully operational port activities with expansion of the breakwater and footprint to the north and west. The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p>

	<p>1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port, 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDPF and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>Mossel Bay appears to have a strong appeal to foreigners and tourists. Asses include: - Passenger liners dropping anchor in the bay from time to time for excursions although it appears that few actually spend time in Mossel Bay CBD. - The Diaz Museum with its international maritime history.</p>	<p>TNPA: TNPA plans to see how to improve the access for cruise liners – eastern side (Quay 4)</p> <p>MPBS: This is a statement; no response is required.</p>
<p>1.2 Mossel Bay Spatial Development Framework 2018: Spatial Proposals</p> <p>1.2.2 Urban quality: Mossel Bay CBD comprises a potentially outstanding heritage precinct of historic buildings which is still largely intact. This is probably due to the movement of businesses to new shopping areas in Voorbaai and along Louis Fourie Road after the N2 was built. While colonial origins of this heritage cannot be ignored, if properly maintained and managed, the entire CBD could become a tourist honeypot. Already, international cruise liners drop anchor in the bay and provide shore side excursion. Mossel Bay port offers potential for an attractive seaside waterfront experience within convenient walking distance of the CBD but this is not being realised at present although Transnet has recently produced a plant to upgrade this facility.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port. Please refer to Annexure E1 of the Draft BAR for the submission from Heritage Western Cape regarding the heritage and built environment decision. It must be noted that the proposal replaces the existing old I&J fish processing facility which has been standing neglected and defunct since 2012.</p> <p>DELplan: The Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p>

	<p>TNPA: In line with the National Ports Act 2005: The Port is mandated to develop an effective and productive Port industry that is capable of contributing to the economic growth and development of our Country.</p> <p>The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>1.2.2 The port and the historic CBD offer potential as significant new tourism products to extending Mossel Bay's already considerable attractions. These appear to have enabled it to rebound so successfully from the 2008 global financial crisis. The municipality is extremely fortunate to have these two assets, particularly if it is to make serious inroads into maximising business potential and reducing unemployment.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>MPBS: This is a statement; no response is required.</p> <p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to

	<p>the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>1.2.3 Challenges: The port vests in National Government creating a challenge in achieving coordination and alignment between these two spheres. The need for strong leadership and guidance to stimulate the urban renewal of the historic CBD in a way that enhances rather than detracts from its potential attractions.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>DElplan: The Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p> <p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams: 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and</p>

	<p>possible cruise boarding facilities from Quay 4 and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>1.2.4 Urban Development: Redevelopment and small-scale intensification in the CBD heritage area should be promoted and guided by general heritage guidelines and the Central Precinct Plan (final draft 2013). The municipality and the Transnet should collaborate on an integrated project that maximises the ports shipping and mixed-use waterfront potential and seamlessly integrates with the CBD.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>DELplan: The Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p> <p>TNPA: Waterfront comments as above. We do support port city integration; this is managed via the PCC port consultative committee under the chairmanship of the DOT. Refer to Section 81 of the national ports act.</p> <p>The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4

	<p>and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>1.2.5 Urban Restructuring: Incorporate the rail link from to the Port. The Historic CBD must be repurposed as a tourist node. The harbour should be redeveloped with a strong tourist and mixed-use waterfront including berthing cruising ships.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>DELplan: The Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p> <p>TNPA: We are planning the redevelopment of the Port including expansion to support : Oil and Gas Fishing Ship Repair and building Tourism Other economic opportunities are also being identified to create a bigger and better port.</p> <p>The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams: 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land</p>

	<p>adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>1.3 Mossel Bay Central Precinct Plan 2013 The CBD has a distinctly unique character and heritage which needs to be enhanced and preserved. The partnership and involvement between the public and private property owners is paramount to the successful implementation of any recommendations presented in this plan. Mossel Bay is positioning itself as a prime tourist destination and relies on the revenue created by tourism. Of importance is that both the CBD and the Port, operate with a united vision of promoting and facilitating local economic development and tourism and that recognition be given to the interdependency both entities has upon each other in order to function at their optimal best.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>MPBS: This is a statement; no response is required. It should be noted that the Port does not fall under the same planning regime of the Municipality. TNPA prepares long-term development plans for their ports and introduce and implement the plans over time.</p> <p>DELplan: Although the Mossel Bay Central Precinct Plan (LSP) indicates that the surrounding areas of the harbour must be developed as a waterfront and ancillary businesses, the LSP did not examine the expansion of the current footprint of the harbour fishing quay. Nonetheless, the LSP states "The ultimate goal of incentives is to induce growth in targeted areas, creating jobs and stimulating construction in stagnant areas while creating long term positive tax revenue." It can be argued that the proposed development directly addresses the needs of the LSP and to develop the harbour.</p> <p>TNPA: In line with the National Ports Act 2005: The Port is mandated to develop an effective and productive Port industry that is capable of contributing to the economic growth and development of our Country. We do support port city integration, this is managed via the PCC port consultative committee under the chairmanship of the DOT. Refer to Section 81 of the national ports act.</p>

	<p>The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>1.3.1 Port Revitalisation: There are several examples across the globe of ports that are functioning in economic harmony with the town, where natural assets of the area are used to capitalise on its tourism potential. Examples from other parts of the world show that co-operative governance and shared economic vision for the town, specifically between municipalities and port authorities, have undoubtedly played a determining role in the success of these harbours. For the purpose of this plan, best practise principles from the following local and international harbours have been studied.</p>	<p>TNPA: In line with the National Ports Act 2005: The Port is mandated to develop an effective and productive Port industry that is capable of contributing to the economic growth and development of our Country. We do support port city integration, this is managed via the PCC port consultative committee under the chairmanship of the DOT. Refer to Section 81 of the national ports act.</p> <p>MPBS: This is a statement; no response is required.</p>
<p>1.3.1.1 Principles adopted: - Capitalise on natural assets and tourist potential. - Establish linkages between Port and CBD to strengthen the sense of place. - Employ sound urban and architectural design to promote vitality to ensure attraction to tourists. - Preserve tourist experience while promoting safety and efficiency within the port. - Aim for a well-functioning balance between the port activities and the public functions inside port controlled land.</p>	<p>Cape EAPrac: The commercial fishing industry is an important part of the existing port activities. The proposed plant on Quay 2 has been shown to have limited negative impacts on the environment as per the Draft BAR and as such can form part of the balance of activities as envisaged.</p> <p>MPBS: This is a statement; no response is required. However, it should be noted that the proposed development will aim to retain a well-functioning balance between its operations and other activities in the harbour area.</p>

<p>- The port to function actively as part of the CBD.</p>	<p>DELplan: Although the Mossel Bay Central Precinct Plan (LSP) indicates that the surrounding areas of the harbour must be developed as a waterfront and ancillary businesses, the LSP did not examine the expansion of the current footprint of the harbour fishing quay. Nonetheless, the LSP states "The ultimate goal of incentives is to induce growth in targeted areas, creating jobs and stimulating construction in stagnant areas while creating long term positive tax revenue." It can be argued that the proposed development directly addresses the needs of the LSP and to develop the harbour.</p>
<p>1.3.2 Strategies: The planning approach to revitalisation of the CBD needs to be deliberate and structured, not only for the purposes and intent of executing this plan, but also in general. This requires the determination of specific strategic actions or principles that would lead toward achieving growth and revitalisation in the CBD. The precinct plan proposals are based on the following strategic interventions: i) Residential Densification: Increase in permanent residents. ii) Maintain Corporate Presence in the CBD. iii) Integrating the port with the CBD. iv) Improvement of vehicular and pedestrian movement systems. v) Improvement of visual and physical permeability. vi) Adding attraction value.</p>	<p>MPBS: Economic growth is dependent on private sector investment in the local area; Afro-Fishing will make an initial direct investment of R437 million during construction alone, which will add an estimated R1 62,44 million over and above the initial direct capital expenditure to the economy of Mossel Bay.</p> <p>DELplan: The harbour area has developed and grew with ancillary businesses over the decades. Moreover, businesses, tourism, industries and residential developments have occurred since the harbour was developed. Thus, the expansion of the fishing quay will be desirable for the reason that it will promote an economic injection, it will trigger more businesses to develop in the CBD of Mossel Bay and it will produce job opportunities.</p>
<p>1.3.3 Tourism and Attraction Value: Mossel Bay is already a popular tourist destination; both domestic and international tourists enjoy the unique heritage displayed in the area as well as the niche products offered. Although some of the natural assets in the area are used for its tourism potential, there are still others upon which the area has not capitalised on. It has become apparent that a vast majority of residents in Mossel Bay have enjoyed visiting the harbour for various reasons, in years passed when the port was still accessible to members of the public. There is a great plea among residents that public access to the harbour be restored. Although consideration needs to be given to the fact that the need for security in the port have increased over years, consideration should</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>MPBS: This is a statement; no response is required.</p> <p>DELplan: The Port of Mossel Bay was not developed to be a tourist attraction. It was developed for the oil industry and fishing industry. Throughout the TNPA's plans, the Waterfront and the tourist facilities are only a portion of the harbour and the western part of the harbour will remain for</p>

<p>also be given to opening low priority areas for public access.</p>	<p>fishing industries.</p> <p>Furthermore, the IDP and SDF of Mossel Bay Municipality supports the further development of the already existing industries in the harbour and welcomes the development of the Waterfront on the eastern side.</p> <p>Lastly, the Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p>
<p>As this holds a major attraction value that would pull visitors to the port area, where future recreation and tourist development would be established, it can certainly make a great contribution to the success of future developments in the vicinity of the port. Quay 4 is currently the only section of the port where public access is possible and as a starting point, planning needs to be made for expansion of the Quay to allow for: a future</p>	<p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p> <p>TNPA: We are planning the redevelopment of the Port including expansion to support :</p> <ul style="list-style-type: none"> Oil and Gas Fishing Ship Repair and building Tourism <p>Other economic opportunities are also being identified to create a bigger and better port.</p>

<p>marina and mooring facilities for yacht owners; extension of the quay to accommodate shops and restaurants (marine village, likened to Knysna); lookout points and pier for recreational fishing; docking facilities for passenger liners. In addition, key attraction facilities need to be established in the designated inland recreation area, around the port to further serve as points of attraction, which could serve as a catalyst for development of further recreational, entertainment and educational facilities. All these facilities combined should appeal to visitors of all ages and cultures.</p>	<p>MPBS: This is a statement and moreover a proposal for the development of activities within the bounds of the port.</p> <p>DELplan: The Port of Mossel Bay was not developed to be a tourist attraction. It was developed for the oil industry and fishing industry. Throughout the TNPA's plans, the Waterfront and the tourist facilities are only a portion of the harbour and the western part of the harbour will remain for fishing industries.</p> <p>Furthermore, the IDP and SDF of Mossel Bay Municipality supports the further development of the already existing industries in the harbour and welcomes the development of the Waterfront on the eastern side.</p> <p>Lastly, the Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples across the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p>
<p>Combine associated recreational facilities with educational value, especially those with a marine theme, within the designated recreational areas to attract tourists and provide a variety of activities within a convenient distance from one another. This would place existing recreational boat trips in proximity to a research facility such as the Shark Lab, currently located at the Point. The grounds in and around the port offers space to expand such facilities to an aquarium and may include also lecture halls or amphitheatres. If designed and planned sensibly, such facilities could integrate the existing facilities at the Posboom heritage site. The attraction value of themed facilities opens possibilities to establish other unrelated recreational facilities relevant to the targeted age groups such as water theme parks.</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p> <p>MPBS: This is a statement and moreover a proposal for the development of activities within the bounds of the port.</p> <p>DELplan: The Port of Mossel Bay was not developed to be a tourist attraction. It was developed for the oil industry and fishing industry. Throughout the TNPA's plans, the Waterfront and the tourist facilities are only a portion of the harbour and the western part of the harbour will remain for fishing industries.</p> <p>Furthermore, the IDP and SDF of Mossel Bay</p>

	<p>Municipality supports the further development of the already existing industries in the harbour and welcomes the development of the Waterfront on the eastern side.</p> <p>Lastly, the Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p> <p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFF and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and possible cruise boarding facilities from Quay 4 and eastern development <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p><u>2. Existing Zoning</u> The Port function is defined in the Mossel Bay Integrated Zoning Scheme, 2019, under "Transport Zone 1" with a Primary Use: "Transport Use".</p> <p>"Transport Use": <u>Land use description:</u> "transport use" means the use of land, a building or structure for the operation of a service for the transportation of goods (including liquids and gases) or passengers by means of rail, road, sea or pipeline and -</p>	<p>TNPA: To be discussed, with our property and zoning specialist.</p> <p>DELplan: We agree with this statement.</p>

<p>(a) includes the use of that land, building or structure for the purpose of a harbour, railway station, bus depot or taxi interchange, and a transport undertaking; and (b) includes public - private undertaking which including a railway station, bus depot, multiple parking garage, taxi rank, public transport interchange, harbour and ancillary purposes, rooftop base telecommunication station and occasional use.</p>	
<p>Development parameters: Development parameters applicable to "business premises" apply.</p> <p>Consent Uses:</p> <ul style="list-style-type: none"> - Air and underground rights - Airfield - Businesses premises - Conference facility - Container site - Helicopter landing pad - Hotel - Industry - Informal trading - Motor repair garage - Restaurant - Service station - Warehouse - Freestanding base telecommunication station 	<p>TNPA: To be discussed, with our property and zoning specialist.</p> <p>DELplan: We agree with this statement.</p>
<p>It is therefore clear that the zoning of the Port has a primary right to facilitate the transportation of good and since Industry is listed as a Consent Use the primary "transport use" does not include industrial activities as a primary right.</p>	<p>TNPA: To be discussed, with our property and zoning specialist.</p> <p>DELplan: We agree with this statement. The current zoning of Erf 12459, Mossel Bay is Transport Zone I: Transport Use ,however historically, Erf 12459, Mossel Bay always had industrial rights since factories were developed on the subject property over the years. Therefore, the Port of Mossel Bay has Industry rights as consent use that are restricted to their current footprint.</p> <p>Transport Zone I has a secondary right, namely Industry. Thus, we are applying for a consent use application which will expand the current footprint and will only be applicable to that specific part Quay 4 . The rest of the property will remain as Transport Zone I: Transport Use. The definition of Industry explains that the zoning is associated with a factory but that it does not include a noxious trad or risk activity. The Air Quality Impact Assessment explains that the</p>

	proposed development will not be noxious nor will it be a risk activity.
<p>Since the port has been used by the fishing industry for many years, the port in some areas has been used for industrial / processing purposes. Industry is defined in the Integrated Zoning Scheme as:</p> <p>"Industry"</p> <p>Land use description: "industry" means a property used as a factory and in which an article or part of the article is made, manufactured, produced, built, assembled, compiled, printed, ornamented, processed, treated, adapted, repaired, renovated, rebuilt, altered, painted (including spray painting), polished, finished, cleaned, dyed, washed, broken up, disassembled, sorted, packed, chilled, frozen or stored in cold storage; including offices, caretaker's quarters, factory shop or other uses that are subservient and ancillary to the use of the property as a factory; and-</p> <p>(a) includes -</p> <p>i) an industrial hive;</p> <p>ii) builder's yard;</p> <p>iii) funeral parlour;</p> <p>iv) service station;</p> <p>v) transport usage;</p> <p>vi) rooftop base telecommunication station;</p> <p>vii) freestanding base telecommunication station;</p> <p>viii) warehouse and agricultural industry;</p> <p>ix) storage facility; and</p> <p>(b) does not include a noxious trade or risk activity.</p>	<p>TNPA: To be discussed, with our property and zoning specialist.</p> <p>DELplan: We agree with the statement. However, this is a new expansion for the already existing fish industry footprint. Thus, with the expansion, a new land use application must be submitted to expand the footprint and only the fishing industry footprint must be consent use for Industry.</p> <p>Historically, Erf 12459, Mossel Bay always had industrial rights since factories were developed on the subject property over the years. Therefore, the Port of Mossel Bay has limited Industry rights that are restricted to their current footprints.</p>
<p>With the newly approved Integrated Zoning Scheme 2019, the existing land use rights is interpreted as "Transport Zone I" with a Consent Use for Industry within the existing buildings. An application for Consent to expand the Industrial use footprint will have to be submitted in terms of the Mossel Bay: By-Law on Municipal Land Use Planning, 2015.</p>	<p>DELplan: We agree with this statement.</p>
<p>Take note that the land use right is NOT Industrial Zone III with a primary right for "Noxious Trade"</p> <p>"noxious trade"</p> <p>Land use description: "noxious trade" means an industry that is offensive, poisonous or a harmful use or activity that, because of the fumes, emissions, smell, vibration, noise, waste products, nature of material used, processes employed, or other cause, is considered by</p>	<p>TNPA: To be discussed, with our property and zoning specialist.</p> <p>DELplan: We agree with this statement.</p>

<p>the Municipality to be a source of danger, nuisance or offence to the general public or persons in the surrounding area and includes the following primary land uses which are not regarded as a noxious trade (a) rooftop base telecommunication station; and (b) freestanding base telecommunication station.</p>	
<p><u>3. Comments on the Environmental Process</u> The Principles of the Spatial Land Use Management Act which governs land use, is guided by the Mossel Bay Spatial Development Framework 2018 on a Municipal level and the Mossel Bay Central Precinct Local Structure Plan on a local level. Planning Applications decisions must be guided by the vision which is established in the mentioned documents.</p> <p>It is clear from the above-mentioned that the Port with its function and the Mossel Bay Central Business District (CBD) with its function is very important for the Mossel Bay community and future sustainability of the Mossel Bay Area. Both documents, discussed above, propose a future where the Port and CBD is integrated to function as one unit for the benefit of the community. The role that tourism plays in the future Mossel Bay is established in both documents and the important role the Port must play in strengthening the tourism sector in this regard is emphasised.</p> <p>For Tourism to function within the Port and CBD space, a tourism friendly environment must be maintained, which can facilitate the mentioned tourism uses. It is therefore very important to ensure at all costs that the CBD or Port use does not have a negative impact on the tourism trade or sense of place which is necessary for tourism to reach its full potential in Mossel Bay.</p>	<p>Cape EAPrac: Heritage Western Cape has confirmed that the proposed development on the site of an existing derelict / defunct premises will not affect the built landscape. See Annexure E1 of the report.</p> <p>TNPA: Sense of place will not be affected as per presentation done by Afro Fishing.</p> <p>DELplan: The Port of Mossel Bay was not developed to be a tourist attraction. It was developed for the oil industry and fishing industry. Throughout the TNPA's plans, the Waterfront and the tourist facilities are only a portion of the harbour and the western part of the harbour will remain for fishing industries.</p> <p>Furthermore, the IDP and SDF of Mossel Bay Municipality supports the further development of the already existing industries in the harbour and welcomes the development of the Waterfront on the eastern side.</p> <p>Lastly, the Mossel Bay CBD & Harbour Precinct (2013) acknowledges that there are several examples over the globe of harbours that are functioning in economic harmony with the towns, where the natural assets of the area are used to capitalize on its potential. The LSP indicates that the harbour plays a vital role and is a great asset for Mossel Bay. The document mentions that the current harbour must be revitalized and be developed to its fullest.</p>
<p>The applicant presents a case where minimal impact on the sense of place and tourism potential of the Mossel Bay CBD is envisaged and has gone to great lengths to prove this via specialist investigations / reports as part of the EIA process.</p> <p>Spatially the Mossel Bay Municipality do not support in any way any use that will have a negative impact on the sense of place and</p>	<p>Cape EAPrac: The Port of Mossel Bay is owned and managed by the TNPA. They have developed their short, medium and long term planning for the port. This information is included in the reports. According to these plans, commercial fishing industries will remain and be developed on the western side of the port, whilst tourism type development will be accommodated on the eastern side of the port.</p>

<p>existing and future tourism potential of the area. Existing and past generations has put in a lot of effort and constraint to develop Mossel Bay into one of South Africa's top tourist destinations.</p> <p>It is therefore not fair to risk the already established tourism industry with thousands of exciting job opportunities for a new industry which will create 240 job opportunities of which 80 opportunities is directly related to the expansion of the risk activities. The Mossel Bay Municipality is committed to economic growth and job creation but not at the cost of existing job opportunities or potential future opportunities.</p> <p>The study commissioned by the Port to investigate the viability of a Waterfront in the port indicated that more than 1000 jobs can be created by developing the tourism industry in the port area.</p>	<p>MPBS: The spatial layout of the Port is of such a nature that no activity other than what already occurs on Quay 4 (fish processing) will be permitted. There appears to be confusion related to a clash of activities and only one could be accepted. This is not the case and creates confusion. The study for the development of a waterfront in the Port clearly does not include the space earmarked for the extension of the Afro Fishing plant.</p> <p>DELplan: According to Industrial Zone II: Industry definition, a noxious trade development is not supported. The Air Quality Impact Assessment confirms that the proposed expansion of the fish industry will not be noxious. Thus, it will not be necessary to submit a land use application for Industrial Zone III: Noxious Trade.</p> <p>The sense of place will not be disturbed since the proposed development will only expand on the current lease area (the fishing quay). The proposed development will, therefore, compliment the harbour character without any negative impact on the tourist sense of place.</p> <p>Furthermore, the harbour area has developed and grew with ancillary businesses over the decades. Moreover, businesses, tourism, industries and residential developments have occurred since the harbour was developed. Thus, the expansion of the fishing quay will be desirable for the reason that it will promote an economic injection, it will trigger more businesses to develop in the CBD of Mossel Bay and it will produce job opportunities.</p> <p>TNPA: The plans for the port that will enhance tourism / waterfront / passenger liners, will all be done on the eastern side of the port, developing and expanding Quay 4 – not in the area where Afro Fishing is proposing their development. The Port will be developed to support four main strategic streams:</p> <ol style="list-style-type: none"> 1. Oil and Gas – Quay 4 and expansion on western side as well as Transnet land adjacent to the port. 2. Fishing Quays 1,2,3,4 and expansion to the western side. 3. Ship repair / ship building as per PDFP and in expansion to the west, as well as Transnet land adjacent to the Port. 4. Tourism Non-operational part of Quay 4 and
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	<p>possible cruise boarding facilities from Quay 4 and eastern development</p> <p>The Port will not change into a marina on the inside of the port. Operational areas will remain operational and we will grow further , we are also planning to revitalise the rail service through the entire port to support the economy and our associated industries.</p>
<p>From a Spatial perspective, if the use will have any negative impact on the sense of place or the tourism industry, it is not supported by the Mossel Bay Spatial Development Framework 2018 or the Mossel Bay Central Precinct Local Structure Plan 2013. This will also mean that a rezoning application for a Noxious Trade will have to be submitted that will in principle not be supported by the Mossel Bay Spatial documents.</p>	<p>Cape EAPrac: Heritage Western Cape has confirmed that the proposed development on the site of an existing derelict / defunct premises will not affect the built landscape. See Annexure E1 of the report.</p> <p>TNPA: Sense of place will not be affected as per presentation done by Afro Fishing.</p> <p>DELplan: The sense of place will not be disturbed since the proposed development will only expand on the current lease area (the fishing quay). The proposed development will, therefore, compliment the harbour character without any negative impact on the tourist sense of place.</p> <p>Furthermore, the harbour area has developed and grew with ancillary businesses over the decades. Moreover, businesses, tourism, industries and residential developments have occurred since the harbour was developed. Thus, the expansion of the fishing quay will be desirable for the reason that it will promote an economic injection, it will trigger more businesses to develop in the CBD of Mossel Bay and it will produce job opportunities.</p>
<p>The proposal and expert supporting documents talks about maximum and minimum acceptable thresholds for air, noise and water pollution. The problem is that the thresholds are not site specific and can be too low or high for the applicable area. It is unfair to expect the Mossel Bay community to be satisfied with a threshold which could be sufficient for other parts of the world but not for Mossel Bay and this risk cannot be transferred from the applicant to the Mossel Bay community.</p>	<p>LAQS: As far as air quality is concerned, air quality standards have been published by the National Government. These standards are specifically aimed at protecting the environment in general, i.e. humans, fauna and flora. The standards are of the lowest in the world (lower than some in the USA) and are based on those published by the World Health Organisation. Therefore, as long as ground-level concentrations are below air quality standards there is no health risk involved. In Afro Fishing's case, the estimated ground-level concentrations of those pollutants for which air quality standards have been published are well below those standards. As far as odour are concerned, different compounds have different odour detection levels, i.e. concentrations where</p>

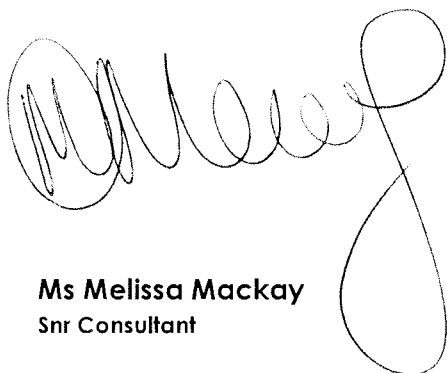
	<p>odours can be detected. Odour detection differs from person to person and not country to country. An internet search will show that there is a substantial degree in variation in the reported odour threshold values, for whatever reason. In evaluating the impact of odorous emissions from the proposed fishmeal plant, LAQS made use of the lowest odour detection limits that it could find and found that the estimated ground-level concentrations of emissions will be well below those minimum detection limits.</p> <p>Afro Fishing: It is the detection limits that are important and obviously applicable to all areas. Of importance for this project is not the threshold limit, which obviously must be met, but more the discernible detection limits. If there is no detection then there can be no complaints.</p>
<p>Since the Municipality and both spatial documents support job creation the following can be seen as a mitigating proposal to ensure compliance for the area and economic growth:</p>	
<p>1. All risk must be transferred from the Mossel Bay Community to the applicant and the applicant's investment and operations.</p>	<p>Afro Fishing: Ultimately, Afro Fishing will be the responsible party.</p>
<p>2. A Noxious Trade is not supported.</p>	<p>LAQS: The Air Quality Impact Assessment indicates that no discernible odours would be detectable on Afro Fishing's site if a proper extraction system is designed and the drier gases are treated thermally i.e. by means of the RTO.</p> <p>The air quality impact assessment, using measured emissions of TMA and H₂S and maximum allowed emissions of PM₁₀ particulates, SO₂ and NO₂, shows that none of the emissions from the plant, i.e. boiler operations, current canning operations and the proposed fishmeal plant, will result in any emission limit or air quality standard being exceeded. The model does not predict the presence of any discernible odours from the proposed plant.</p> <p>DELplan: According to Industrial Zone II: Industry definition, a noxious trade development is not supported. The Air Quality Impact Assessment confirms that the proposed expansion of the fish industry will not be noxious. Thus, it will not be necessary to submit a land use application for Industrial Zone III: Noxious Trade.</p>

<p>3. No thresholds are used in the post implementation / operational evaluation of the proposed listed activities since it is not site specific.</p>	<p>LAQS: Please see the comments made above. Air quality standards and odour detection thresholds are not area specific but apply across the board.</p>
<p>4. The following is used to determine whether it is a noxious trade or not: It is considered by the Municipality to be a source of danger, nuisance or offence to the general public or persons in the surrounding area.</p>	<p>LAQS: The proposed fishmeal plant, as planned and described, is none of these. It is not dangerous, will not be a nuisance any more than any other industrial activity in the harbour and will not be offensive in the sense that its impact on the environment, including people, will be offensive. However, some people can never be satisfied and will always find something to complain about but seem to ignore the existing odours in the area.</p>
<p>5. If the operation is found to be a noxious trade by the criteria in no 4, the Municipality can immediately (completely or partially) close the operations of the facility / uses / activities applied for.</p>	<p>LAQS: The licensing authority for the proposed process is the Garden Route District Municipality (GRDM) as the operations are included under Section 21 of the NEMA: Air Quality Act, 2004. Therefore, only GRDM has the authority to shut down a process included under Section 21. The Mossel Bay Municipality may and should, of course, lodge a complaint with GRDM if the plant causes a nuisance or becomes offensive.</p>
<p><u>4. Conclusion</u> The existing spatial planning documents only supports uses which will not have any negative impact on the sense of place or the tourism industry in Mossel Bay Town. The applicant presents a case where minimal impact on the sense of place and tourism potential of the Mossel Bay CBD is envisaged. The Mossel Bay Municipality does not support a Noxious Trade in the applicable area. All risk of the use becoming a source of danger, nuisance or offence to the general public or persons in the surrounding area must be transferred to the applicant by a closure condition if the above-mentioned should happen.</p>	<p>LAQS: The procedures that must be followed in deciding whether a process becomes noxious to the point where intervention is required are described in NEMA: Air Quality Act, 2004.</p> <p>DELplan: According to the Industry definition, a noxious trade development is not supported. The Air Quality Impact Assessment confirms that the proposed expansion of the fish industry will not be noxious. Thus, it will not be necessary to submit a land use application for Industrial Zone III: Noxious Trade.</p> <p>The sense of place will not be disturbed since the proposed development will only expand on the current lease area (the fishing quay). The proposed development will, therefore, compliment the harbour character without any negative impact on the tourist sense of place.</p> <p>Furthermore, the harbour area has developed and grew with ancillary businesses over the decades. Moreover, businesses, tourism, industries and residential developments have occurred since the harbour was developed. Thus, the expansion of the fishing quay will be desirable for</p>

	<p>the reason that it will promote an economic injection, it will trigger more businesses to develop in the CBD of Mossel Bay and it will produce job opportunities.</p>
<p><u>Waste Management</u> The following is required from the Waste Management Section regarding the above-mentioned proposal:</p> <ol style="list-style-type: none"> 1. Noise impact assessment must be done through noise dispersion model. 2. Nuisance management plan must be submitted. 3. Waste management on site must meet the satisfaction of the municipality as well as NEMA:WA. 4. Dust management plan must be submitted for the construction duration. 	<p>Cape EAPrac: As a point of clarity – since the proposed fishmeal plant is not in operation yet, I can only assume that the (noise) complaints you are referring to, relate to existing port operations which will constitute status quo conditions. Under such circumstances a Noise Impact Assessment is generally not a requirement for a proposed activity.</p> <p>With regards to potential noise emanating from the proposed plant, kindly note that all machinery that emits noise that may be considered a nuisance within the harbour, will be housed in soundproof buildings specifically to combat noise pollution and to adhere to applicable noise control regulations. Since this is an acceptable and effective noise mitigation measure, there is no justifiable need for a detailed site specific Noise Impact Assessment on condition that Afro Fishing complies with the Noise Control Regulations. In addition, Afro Fishing will naturally adhere to the outcome of a strategic noise impact assessment for the greater harbour should the ports authority conduct such a study.</p> <p>This office would welcome your response to the design mitigation measure of incorporating soundproof buildings to address potential noise impacts. Should you receive any feedback from the Ports Authority in response to your request for them to conduct a Noise Impact Assessment for the greater harbour, we would really appreciate feedback in order to ensure that any additional measures that may be required, can be incorporated into the environmental process and conditions of approval.</p> <p>Afro Fishing: Correct, detailed Environmental Management Plans will need to be devised for the plant proposed as is the case with the existing cannery.</p> <p>With regards noise pollution, the actual plant will produce less noise compared to the existing cannery. The fish offloading vacuum pumps will however be enclosed in noise insulated buildings.</p>
<p><u>Environmental Management</u> Mossel Bay Municipality strongly supports the</p>	<p>LAQS: LAQS agrees with this statement and has</p>

<p>comments submitted by the Garden Route Municipality. Of importance is the concerns related to the maintenance of equipment, ensuring staff are skilled enough to operate equipment, ensuring that adequate supplies are on hand to repair faults, ensuring preventative maintenance is done. The limits sets for any discharges to coastal waters must be very carefully considered so that any such discharges to not negatively impact coastal waters.</p>	<p>included a number of essential steps that must be met for the process to be operated successfully and without complaints.</p> <p>Cape EAPrac: This office supports the recommendations provided by the GRDM.</p> <p>Afro Fishing: Skills are important and as already applied in the existing cannery operation and many other processing facilities in South Africa, staff will be suitable qualified and trained.</p>
<p>Please note that the above comments are based on information provided to the Municipality in the Draft Basic Assessment Report as well as information provided by the developer at public meetings.</p>	
<p>The Municipality is concerned about the negative sentiments towards the proposed development from the general public. The developer must ensure that they adequately deal with these sentiments and mitigate any potential environment effects as the proposed development will be located in a sensitive area of town, not zoned for noxious trade.</p>	<p>Afro Fishing: Unfortunately, a local journalist has embarked on publishing much 'fake' information relating to the application and Afro Fishing. A media campaign will be embarked upon in 2020 to neutralise the perceptions that have arisen due to her smear campaign.</p>

Kind regards,



Ms Melissa Mackay
Snr Consultant

Cc:

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Ms Gwynnefer Harding	Mossel Bay Municipality	gharding@mosselbay.gov.za
Dr Johann Schoeman	Garden Route District Municipality	jschoeman@gardenroute.gov.za
Mr Steve Kleinhans	DEA&DP	Steve.Kleinhans@westerncape.gov.za

Melissa Mackay

From: Nontsasa Tonjeni <Ntonjeni@environment.gov.za>
Sent: Monday, 23 December 2019 12:55 PM
To: mel@cape-eaprac.co.za
Cc: Xolani Myanga
Subject: Comments on Draft BAR for proposed AfroFishing Fsh meal & oil reduction in Mossel Bay
Attachments: Signed comments on Draft BAR for proposed AfroFishing Facility in Mossel Bay.pdf

Good Day

Kindly receive attached comments on the above-mentioned.

Kind Regards,

'Please consider the environment before you print this email'

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environmental affairs

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6530

Tel: 044 874 0365 Email: mail@cape-eaprac.co.za

Dear Melissa Mackay

SUBJECT: COMMENTS ON THE DRAFT BASIC ASSESSMENT REPORT FOR PROPOSED AFROFISHING FISHMEAL AND OIL REDUCTION FACILITY ON QUAY 2 OF THE PORT OF MOSSEL BAY.

The Department of Environment Forestry and Fisheries (DEFF) in its Oceans & Coasts (O&C) Branch has reviewed the Draft Basic Assessment Report in terms of the National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("ICM Act").

The Applicant must take note that the O&C Branch in the DEFF has a mandate to protect the ecological integrity, natural character and the economic, social and aesthetic value of coastal public property; as well as to protect people, property and economic activities from risks arising from dynamic coastal processes. The Branch also sought to ensure that the use of natural resources in the coastal zone and development associated with the coastal zone is socially and economically justifiable and ecologically sustainable.

In addition, the applicant should note that comments and recommendations as provided below are intended to ensure the achievement of the objectives of the ICM Act and guarantees that the coastal environment will be protected and conserved throughout all phases of the proposed project. The O&C Branch does not object to the proposed development of the fishmeal and oil reduction facility as a whole partly due to its contribution in

terms of creating employment opportunities and also contributing in the national schools nutrition programme. Comments are provided below:

1. The Applicant must ensure that the demolition of the current infrastructure as well as the construction and operation of the proposed facility are done in a manner that will not result in marine pollution. And must also ensure that the development footprint of the proposed facility does not exceed the footprint of the old I&J facility.
2. Furthermore, Afro Fishing must demonstrate that their infrastructure (pipeline, channel, etc.) has the capacity to handle the proposed discharge volume.
3. According to page 74 (3) of the Draft BAR, "*the effluent quality will be improved*" but does not clearly demonstrate as to what measures will be implemented to achieve the statement.
4. Lastly, we have noted that effluent discharge from the current operation is discharged in terms of a National Environmental Management: Integrated Coastal Management Act, 24 of 2008 Coastal Waters Discharge Permit (CWDP). Since Afro Fishing proposes to increase the daily volume discharge, an amendment application process must be undertaken. It is the responsibility of Afro Fishing to demonstrate that the increased volume will not have a significant impact on the receiving marine environment. An investigation must be conducted to determine how the increase in discharge volume will affect the compliance with the conditions of the existing CWDP.

Kindly note that the department reserves the right to revise our initial comments and we may request further information based on any additional information that might be received. All future correspondence and documentation (hard copy and an electronic copy) must be submitted to our office via OCsia@environmenta.gov.za / or **Physical Address: Department of Environment Affairs (DEA), Branch: Oceans and Coast, 2 East Pier Building, East Pier Road, Victoria and Alfred Waterfront, Cape Town, 8001.**

Yours Sincerely



ACTING CHIEF DIRECTOR: INTEGRATED COASTAL MANAGEMENT: MR MBULELO DOPOLO

DATE: 20/12/2019

Melissa Mackay

From: Melissa Mackay <mel@cape-eaprac.co.za>
Sent: Monday, 20 January 2020 3:50 PM
To: 'oceia@environment.gov.za'; 'Nontsasa Tonjeni'; 'Xolani Myanga'
Cc: Steve Kleinhans (Steve.Kleinhans@westerncape.gov.za)
Subject: Ref: 190238 Afro Fishing Port of Mossel Bay
Attachments: MOS569.17 Response to DEA OC.pdf

Good afternoon

RE: REF: 190238 RESPONSES TO COMMENTS FOR THE PROPOSED AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY IN THE PORT OF MOSSEL BAY

Thank you for providing this office with comment relating to the Basic Assessment process for the proposed Afro Fishing Fishmeal & Fish Oil Reduction facility in the Port of Mossel Bay. Please find attached the response to your comment. These will be included with the Final Basic Assessment Report to be submitted to the competent authority for decision making.

Regards

Melissa Mackay | 084 584 7419

SENIOR CONSULTANT | ECO | GIS

BTech Nat. Con. (NMMU)

T: 044 874 0365

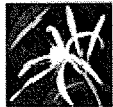
F: 044 874 0432

17 Progress Street, George

PO Box 2070, George 6530



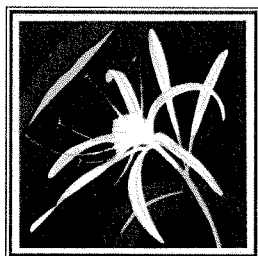
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Cape EAPrac

Cape Environmental Assessment Practitioners (Pty) Ltd

Reg No 2008/004627/07
VAT No 4720248386

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Facsimile: (044) 874 0432

Web: www.cape-eaprac.co.za

17 Progress Street, George
PO Box 2070, George 6530

20 January 2020

Our Ref: MOS569/17

Your Ref: 190238

Attention: Mr Mbulelo Dopolo
DEA: Oceans & Coast

VIA: Email (OCEIA@environment.gov.za)

RE: RESPONSE TO COMMENTS RECEIVED FOR THE AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Your correspondence dated 20 December 2019 in response to the Draft Basic Assessment Report for the proposed Afro Fishing Fishmeal & Oil Reduction Facility at Quay 2 of the Port of Mossel Bay has reference.

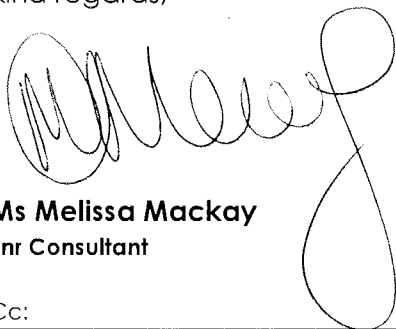
Please find responses to the comments submitted below.

<p>The Department of Environment Forestry & Fisheries (DEFF) in its Oceans & Coasts (O&C) Branch has reviewed the Draft Basic Assessment Report in terms of the National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) (ICM Act).</p>	<p>Cape EAPrac: Thank you for taking the time to review the DBAR.</p>
<p>The Applicant must take note that the O&C Branch in the DEFF has a mandate to protect the ecological integrity, natural character and economic, social and aesthetic value of coastal public property; as well as to protect people, property and economic activities from risks arising from dynamic coastal processes. The Branch also sought to ensure that the use of natural resources in the coastal zone and development associated with the coastal zone is socially and economically justifiable and ecologically sustainable.</p>	<p>Cape EAPrac: So noted.</p>
<p>In addition, the applicant should note that comments and recommendations as provided below are intended to ensure the achievement of the objectives of the ICM Act and guarantees that the coastal environment will be protected and conserved throughout all phases of the proposed project.</p>	<p>Cape EAPrac: We take note that the O&C has no objection to the proposed facility. Thank you for your participation in this EIA process.</p>

<p>The O&C Branch does not object the proposed development of the fishmeal and oil reduction facility as a whole partly due to its contribution in terms of creating employment opportunities and also contributing in the national schools nutrition programme.</p>	
<p>Comments are provided below:</p>	
<p>1. The Applicant must ensure that the demolition of the current infrastructure as well as the construction and operation of the proposed facility are done in a manner that will not result in marine pollution. And must also ensure that the development footprint of the proposed facility does not exceed the footprint of the old I&J facility.</p>	<p>Cape EAPrac: The demolition process will be done in such a manner as to minimise as far as possible the impact on the marine environment and to the neighbouring properties.</p> <p>The development footprint will align with the existing I&J facility footprint (all hard surfaces) entirely.</p> <p>Afro Fishing: When it pertains to the fish meal plant side, there is a fair match with what is existing. Likewise, this is the case with most of the cold store/warehouse side. However the warehouse does fill all the space between the buildings on the Portnet Gate 3 side. We will however not develop outside of the two applicable Portnet erven.</p>
<p>2. Furthermore, Afro Fishing must demonstrate that their infrastructure (pipeline, channel etc.) has the capacity to handle the proposed discharge volume.</p>	<p>Cape EAPrac: The discharge infrastructure will be designed to facilitate the volume required.</p>
<p>3. According to page 74(3) of the Draft BAR, "the effluent quality will be improved" but does not clearly demonstrate as to what measures will be implemented to achieve the statement.</p>	<p>Afro Fishing: The added discharge will be for water used for condensation. There are no pollutants in this water, and it does not come into contact with any fish or processed fish. This is the volume that is increased.</p> <p>There is no processing waste from a fish meal plant as the idea is to process everything in order to achieve the best yield possible. There may be some sludge from the fish oil tanks. This will be drummed and sold to local farmers for animal feed.</p> <p>The intention however is to improve the existing cannery discharge water quality as part of the expansion project. A DAFF unit and settling tanks will be installed. All protein collected here will then be included in the fishmeal processing. This is now possible as the skimmed solids can be put</p>

	<p>through the fish meal plant. The clean cooling water is then included with the cannery effluent which dilutes it further.</p>
<p>4. Lastly, we have noted that effluent discharge from the current operation is discharged in terms of a National Environmental Management: Integrated Coastal Management Act, Act 24 of 2008 Coastal Waters Discharge Permit (CWDP). Since Afro Fishing proposed to increase the daily volume discharge, an amendment application process must be undertaken. It is the responsibility of Afro Fishing to demonstrate that the increased volume will not have a significant impact on the receiving marine environment. An investigation must be conducted to determine how the increase in discharge volume will affect the compliance with the conditions of the existing CWDP.</p>	<p>Cape EAPrac: An amendment application for the CWDP will be undertaken in the event that this application is granted authorisation. This application will provide the details for how the increased volume and protein removal of the existing cannery will be improved. Afro Fishing is currently complying with their existing CWDP, the improved protein removal will mean that the limits for certain criteria in the permit will be even less than specified.</p>
<p>Kindly note that the department reserves the right to revise our initial comments and we may request further information based on any additional information that may be received.</p>	<p>Cape EAPrac: So noted.</p>

Kind regards,



Ms Melissa Mackay
Snr Consultant

Cc:

Ms Nontsasa Tonjeni	DEA: O&C	Ntonjeni@environment.gov.za
Mr Xolani Myanga	DEA:O&C	XMyanga@environment.gov.za
Mr Steve Kleinhans	DEA&DP	Steve.Kleinhans@westerncape.gov.za

Melissa Mackay

From: Mercia J Liddle <Mercia.Liddle@westerncape.gov.za>
Sent: Tuesday, 24 December 2019 7:05 AM
To: mel@cape-eaprac.co.za
Subject: CMU Comment on Afro Fishmeal EIA
Attachments: FINAL_CMU_Comment.pdf

Dear Ms. Mackay

Please find attached the sub-Directorate: Coastal Management's comments on the: Environmental Impact Assessment for the proposed Afro Fishmeal, Fishmeal and Fish Oil Reduction Facility on Quay 2 of the Port of Mossel Bay.

Apologies for the delay in response.

Kind Regards

Mercia Liddle
Directorate: Biodiversity and Coastal Management
Department of Environmental Affairs and Development Planning
Western Cape Government

4th Floor, Leeusig Building, 1 Dorp Street, Cape Town

Tel: (021) 483 4627

E-mail: mercia.liddle@westerncape.gov.za

Website: www.westerncape.gov.za



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**Western Cape
Government**
Environmental Affairs and
Development Planning

Directorate: Biodiversity and Coastal Management

Ms Mercia Liddle / Ms Iephtieshaam Bekko

Tel: 021 483 3370

Email: Mercia.Liddle@westerncape.gov.za

DEA&DP REFERENCE: 16/3/3/1/D6/28/0027/19

CMU REFERENCE: 060/2019

Cape EAPrac

P.O. Box 2070

George

6530

Attention: Melissa Mackay

Tel: 044 874 0365

Fax: 044 874 0432

Email: mel@cape-sapias.co.za

Dear Ms Mackay

RE: PUBLIC PARTICIPATION FOR THE ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED AFRO FISHMEAL, FISHMEAL & FISH OIL REDUCTION FACILITY ON QUAY 2 OF THE PORT OF MOSSEL BAY

1. The request for comment from this Department's sub-Directorate: Coastal Management on the above-mentioned Environmental Impact Assessment, received via post on 12 November 2019, refers.
2. The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("NEM: ICMA") is a Specific Environmental Management Act under the umbrella of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"). The NEM: ICMA sets out to manage the nation's coastal resources, promote social equity and best economic use of coastal resources whilst protecting the natural environment. In terms of Section 38 of the NEM: ICMA, the Department of Environmental Affairs and Development Planning ('the Department') is the provincial lead agency for coastal management in the Western Cape as well as the competent authority for the administration of the "Management of public launch sites in the coastal zone (GN No. 497, 27 June 2014) "Public Launch Site Regulations". The Department, in pursuant of fulfilling its mandate, is implementing the Provincial Coastal Management Programme ("PCMP"). The PCMP is a five (5) year strategic document, and its purpose is to provide all departments and organisations with an integrated, coordinated and uniform approach to coastal management in the Province. A key priority of the PCMP is the Estuary Management Programme, which is predominantly implemented through the Estuary Management Framework and Implementation Strategy ("EMFIS") project. The Department is implementing estuary management in accordance with the NEM: ICMA and the National Estuarine Management

Protocol ("NEMP"). Relevant guidelines, Estuarine Management Plans, Mouth Management Plans need to be considered when any listed activities are triggered in the Estuarine Functional Zone.

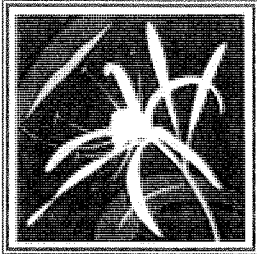
3. The sub-Directorate: Coastal Management ("SD: CM") has reviewed the information as specified above and have the following commentary:
 - 3.1. Due to the effects of climate change, it was predicted that the Western Cape would experience, *inter alia*; changes in temperature, decrease in rainfall and an increase in the frequency and magnitude of storm surges along the coast. It is in light of this complex and dynamic nature of the coastline that the NEM: ICMA was promulgated. The NEM: ICMA provides a framework for the integrated management of the coast with the aim of preserving, protecting, extending and enhancing the status of coastal public property and securing equitable access to the benefits and opportunities of the coast. As such, the NEM: ICMA provides for various zones and provides a framework for the management of these zones.
 - 3.2. In July 2018, the Department finalised the technical delineation of the Garden Route District Coastal Management Line (CML) project to ensure that development is regulated in a manner appropriate to risks and sensitivities in the coastal zone. The CML was informed by various layers of information including biodiversity, estuarine functionality, risk to flooding, wave run-up modelling, *inter alia*, and was delineated in conjunction with and supported by other organs of state including the Local and District Municipalities, CapeNature and all other organs of state represented on the steering committee for the Garden Route CML project.
 - 3.3. The SD: CM notes the proposed expansion falls landward of the CML but within the coastal protection zone CPZ as defined in Section 16 of the NEM: ICMA and delineated as part of the Garden Route CML Project in 2016. "*The coastal protection zone is established for enabling the use of land that is adjacent to coastal public property or that plays a significant role in a coastal ecosystem to be managed, regulated or restricted in a manner that conforms to the purpose of the CPZ as prescribed in Section 17 of NEM: ICMA.* It is however acknowledged that the proposed development will be located within the existing Mossel Bay Harbour footprint and is consistent with the Mossel Bay Integrated Development Plan (2017-2022); the Mossel Bay Municipality's Integrated Zoning Scheme (2017); the National Port Plan (2015); and the Mossel Bay Municipal Spatial Development Framework (2018) as in the *Planning Statement for Erf 12459 (July 2019)*.
 - 3.4. It is noted that the *Afro Fishing Fishmeal & Fish Oil Reduction Facility EMPr (2019)* and the *draft BAR* states that the discharge water is not expected to contain any effluent or solids. Furthermore, the seawater taken up by the pipeline near the plant in order to cool down the fish processing process, will be returned to the sea at a temperature of approximately 10°C warmer. The SD: CM is concerned that the effluent will be discharged at a much higher temperature than that of the receiving environment. It is recommended that measures be put in place to ensure that there is not a significant difference in the temperature of the effluent and that of the receiving environment.
 - 3.5. The suggestion in the EMPr to have a sampling plan in place to measure any and all changes in the receiving environment around the outlet pipe and to identify possible pollution to the seawater resources. The applicant is advised to strictly adhere to the conditions set out in the requested amendment Coastal Waters Discharge Permit.

- 3.6. As the potential odour from the facility appears to be a major concern for the public (based on the media coverage this proposed expansion has received), the applicant is advised to ensure that the odour generation be reduced substantially by adhering to the recommendations in the draft BAR.
4. The applicant must be reminded of their general duty of care and the remediation of environmental damage, in terms of Section 28(1) of NEMA, which, specifically states that: "...Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment..." together with Section 58 of the NEM: ICMA which refers to one's duty to avoid causing adverse effects on the coastal environment.
5. The SD: CM reserves the right to revise its comments and request further information based on any information that may be received.

Yours faithfully



CONTROL ENVIRONMENTAL OFFICER
SUB-DIRECTORATE: COASTAL MANAGEMENT
DATE: 23/12/2019



Cape EAPrac

Cape Environmental Assessment Practitioners (Pty) Ltd

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17 Progress Street, George
PO Box 2070, George 6530

21 January 2020

Our Ref: MOS569/16

Your Ref: 060/2019

DEA&DP Ref: 16/3/3/1/D6/28/0027/19

Attention: Ms Mercia Liddle
DEA&DP: Coastal Management Unit

VIA: Email (Mercia.Liddle@westerncape.gov.za)

RE: RESPONSE TO COMMENTS RECEIVED FOR THE AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Your correspondence dated 23 December 2019 in response to the Draft Basic Assessment Report for the proposed Afro Fishing Fishmeal & Oil Reduction Facility at Quay 2 of the Port of Mossel Bay has reference.

Please find responses to the comments submitted below.

1. The request for comment from this Department's sub-Directorate: Coastal Management on the above-mentioned Environmental Impact Assessment, received via post on 12 November 2019, refers.	Cape EAPrac: Thank you for your participation in this EIA process.
2. The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) (NEM:ICMA) is a Specific Environmental Management Act under the umbrella of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA). the NEM:ICMA sets out to manage the nation's coastal resources, promote social equity and best economic use of coastal resources whilst protecting the natural environment. In terms of Section 38 of the NEM:ICMA, the Department of Environmental Affairs and Development Planning (the Department) is the provincial lead agency for coastal management in the Western Cape as well as the competent authority for the administration of the "Management of public launch sites in the coastal zone (GN No. 497, 27 June 2014) "Public Launch Site Regulations".	Cape EAPrac: So noted.

<p>The Department, in pursuant of fulfilling its mandate, is implementing the Provincial Coastal Management Programme (PCMP). The PCMP is a five (5) year strategic document, and its purpose is to provide all departments and organisations with an integrated, coordinated and uniform approach to coastal management in the Province. A key priority of the PCMP is the Estuary Management Programme, which is predominantly implemented through the Estuary Management Framework and Implementation Strategy (EMFIS) project. The Department is implementing estuary management in accordance with the NEM:ICMA and the National Estuarine Management Protocol (NEMP). Relevant guidelines, Estuarine Management Plans, Mouth Management Plans need to be considered when any listed activities are triggered in the Estuarine Functional Zone.</p>	<p>Cape EAPrac: So noted.</p>
<p>3. The sub-Directorate: Coastal Management (SD:CM) has reviewed the information as specified above and have the following commentary:</p>	<p>Cape EAPrac: Thank you for taking the time to submit your comments.</p>
<p>3.1 Due to the effects of climate change, it was predicted that the Western Cape would experience, inter alia; changes in temperature, decrease in rainfall and an increase in the frequency and magnitude of storm surges along the coast. It is in light of this complex and dynamic nature of the coastline that the NEM:ICMA was promulgated. The NEM:ICMA provides a framework for the integrated management of the coast with the aim of preserving, protecting, extending and enhancing the status of coastal public property and securing equitable access to the benefits and opportunities of the coast. As such, the NEM:ICMA provides for various zones and provides a framework for the management of these zones.</p>	<p>Cape EAPrac: So noted.</p>
<p>3.2 In July 2018, the Department finalised the technical delineation of the Garden Route District Coastal Management Line (CML) project to ensure that development is regulated in a manner appropriate to risks and sensitivities in the coastal zone. The CML was informed by various layers of information including biodiversity, estuarine functionality, risk to flooding, wave run-up modelling, inter alia, and was delineated in conjunction with</p>	<p>Cape EAPrac: So noted.</p>

<p>and supported by other organs of state including the Local and District Municipalities, CapeNature and all other organs of state represented on the steering committee for the Garden Route CML project.</p>	
<p>3.3 The SD: CM notes the proposed expansion falls landward of the CML but within the coastal protection zone (CPZ) as defined in Section 16 of the NEM:ICMA and delineated as part of the Garden Route CML Project in 2016. "The coastal protection zone is established for enabling the use of land that is adjacent to coastal public property or that plays a significant role in a coastal ecosystem to be managed, regulated or restricted in a manner that conforms to the purpose of the CPZ as prescribed in Section 17 of NEM:ICMA". It is however acknowledged that the proposed development will be located within the existing Mossel Bay Harbour footprint and is consistent with the Mossel Bay Integrated Development Plan (2017 - 2022); the Mossel Bay Municipality's Integrated Zoning Scheme (2017); the National Port Plan (2015); and the Mossel Bay Municipal Spatial Development Framework (2018) as in the Planning Statement for Erf 12459 (July 2019).</p>	<p>Cape EAPrac: So noted. It is understood that a port or harbour has by its nature created an area that is protected from coastal processes.</p> <p>According to the TNPA Strategic Overview for 2019, one of the contributions to the strategic objectives for its ports is "Air quality management to reduce pollution/emissions from vessels and climate change impact studies to improve infrastructure resilience and operations stability". The long term planning for the Port of Mossel Bay includes expansion and infrastructure resilience with respect to climate change predictions.</p>
<p>3.4 It is noted that the Afro Fishing Fishmeal & Oil Reduction Facility EMPr (2019) and the draft BAR states that the discharge water is not expected to contain any effluent or solids. Furthermore, the seawater taken up by the pipeline near the plant in order to cool down the fish processing process, will be returned to the sea at a temperature of approximately 10°C warmer. The SD:CM is concerned that the effluent will be discharged at a much higher temperature than that of the receiving environment. It is recommended that measures be put in place to ensure that there is not a significant difference in the temperature of the effluent and that of the receiving environment.</p>	<p>Cape EAPrac: Please note that the return water is expected to increase by no more than 10°C from its abstraction temperature however, in order to comply with the CWDP temperature requirements, it must be allowed to cool down to the required temperature before reaching the discharge outfall.</p> <p>Afro Fishing: The added discharge will be for water used for condensation. There are no pollutants in this water and it does not come into contact with any fish or processed fish. This is the volume that is increased.</p> <p>The intention however is to improve the existing cannery discharge water quality as part of the expansion project. A DAFF unit and settling tanks will be installed. All protein collected here will then be included in the fishmeal processing. This is now possible as the skimmed solids can be put through the fish meal plant. The settling tank will also provide time for the return water to cool down further.</p>

<p>3.5 The suggestion in the EMPr to have a sampling plan in place to measure any and all changes in the receiving environment around the outlet pipe and to identify possible pollution to the seawater resources. The applicant is advised to strictly adhere to the conditions set out in the requested amendment Coastal Waters Discharge Permit.</p>	<p>Cape EAPrac: So noted.</p>
<p>3.6 As the potential odour from the facility appears to be a major concern for the public (based on the media coverage this proposed expansion has received), the applicant is advised to ensure that the odour generation be reduced substantially by adhering to the recommendations in the draft BAR.</p>	<p>Cape EAPrac: The implementation of the RTO will ensure that odorous emissions remain below the odour detection thresholds. Furthermore, this recommendation is non-negotiable and must be a condition of authorisation.</p>
<p>4. The applicant must be reminded of their general duty of care and the remediation of environmental damage, in terms of Section 28(1) of NEMA, which, specifically states that "Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment.." together with Section 58 of the NEM:ICMA which refers to one's duty to avoid causing adverse effects on the coastal environment.</p>	<p>Cape EAPrac: So noted.</p>
<p>5. The SD:CM reserves the right to revise its comments and request further information based on any information that may be received.</p>	<p>Cape EAPrac: So noted.</p>

Kind regards,


Ms Melissa Mackay
Snr Consultant

Cc:

Mr Steve Kleinhans	DEA&DP	Steve.Kleinhans@westerncape.gov.za
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Melissa Mackay

From: Melissa Mackay <mel@cape-eaprac.co.za>
Sent: Tuesday, 21 January 2020 3:00 PM
To: 'Mercia J Liddle'
Cc: Steve Kleinhans (Steve.Kleinhans@westerncape.gov.za)
Subject: 060/2019 Afro Fishing Comment on DBAR
Attachments: MOS569.16 Response to DEA&DP CMU.pdf

Good afternoon

RE: 060/2019 RESPONSES TO COMMENTS FOR THE PROPOSED AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY IN THE PORT OF MOSSEL BAY

Thank you for providing this office with comment relating to the Basic Assessment process for the proposed Afro Fishing Fishmeal & Fish Oil Reduction facility in the Port of Mossel Bay. Please find attached the response to your comment. These will be included with the Final Basic Assessment Report to be submitted to the competent authority for decision making.

Regards

Melissa Mackay | 084 584 7419
SENIOR CONSULTANT | ECO | GIS
BTech Nat. Con. (NMMU)

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F: 044 874 0432
17 Progress Street, George
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Cape EAPrac



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Melissa Mackay

From: Floresca Julius <Floresca.Julius@westerncape.gov.za>
Sent: Tuesday, 10 December 2019 2:42 PM
To: deon@afrofishing.co.za; mel@cape-eaprac.co.za; jschoeman@gardenroute.gov.za; cventer@mosselbay.gov.za
Cc: Steve Kleinhans; Francois Naude; Meryll Fredericks
Subject: DEA&DP Ref: 16/3/3/1/D6/28/0027/19 - Comment on Draft BAR for the proposed Afro Fishing Fishmeal and Oil Reduction Facility on Quay 2, Port of Mossel Bay, Mossel Bay
Attachments: SKM_C55819121014480.pdf

Good Day,

Please find attached the comment from Mr. Steve Kleinhans regarding the aforementioned subject.

For enquiries please contact Mr. Steve Kleinhans on 044 – 805 8632 or using: Steve.Kleinhans@westerncape.gov.za

Kind Regards

Floresca Julius

Regional Operations Support
Development Management – Region 3
Department Environmental Affairs and Development Planning
Western Cape Government

42 Courtenay Street, 3rd Floor, Rentzburghof Building, George, 6530

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E-mail: Floresca.Julius@westerncape.gov.za

Website: www.westerncape.gov.za/eadp

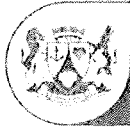


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**Western Cape
Government**

Department of Environmental Affairs and Development Planning
Development Management (Region 3)
Steve.Kleinhans@westerncape.gov.za
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Private Bag X6509 George, 6530
3rd Floor, Renlzburghof Building, 42 Courtenay Street, George

REFERENCE: 16/3/3/1/D6/28/0027/19
ENQUIRIES: Steve Kleinhans
DATE OF ISSUE: 2019 -12- 10

The Managing Director
AFRO FISHING (PTY) LTD
PO Box 2752
Mossel Bay
6500

Attention: Mr. D. van Zyl

Tel: (044) 690 5520
E-mail: deon@afrofishing.co.za

Dear Sir

COMMENT ON THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED AFRO FISHING FISHMEAL AND OIL REDUCTION FACILITY ON QUAY 2, PORT OF MOSSEL BAY, MOSSEL BAY

1. The draft Basic Assessment Report ("DBAR") dated 8 November 2019, received by this Department on 11 November 2019, refers.
2. This Directorate has reviewed the information contained within the Draft Basic Assessment Report ("DBAR") and provides the following comment:

2.1. Integration of the EIA and AEL application processes

Please be reminded that, besides managing the public participation process, the EAP must consult with every organ of state that administers a law relating to a matter affecting the environment relevant to this application for an environmental authorisation.

To ensure that the relevant provisions of the National Environmental Management Act, 1998 ("NEMA"); the Environmental Impact Assessment Regulations and the National Environmental Management: Air Quality Act, 2004 (a specific environmental management Act) have been complied with; it is advised that the EAP must consult with the Garden Route District Municipality regarding the air emissions licence (AEL) and to synchronise the relevant assessments and specialist studies, information and reports. Such documents, reports, information and responses to any written input to such reports and plans, must be incorporated in the Basic Assessment Report.

Kindly note that all registered interested and affected parties (including organs of state and the competent authority) are entitled to comment, in writing, on all reports or plans submitted during the public participation process. Any public participation process must be conducted for a period of at least 30 days.



2.2. Alternatives

It is noted that no other technology alternatives have been included in the DBAR since the Re-Generative Thermal Oxidation ("RTO") is considered to be the Best Available Technology ("BAT") in managing fishmeal odours, including Trimethylamine ("TMA"). It is understood that the RTO operates by burning ducted air in the processing facility at temperatures of up to 850 °C, which should effectively destroy the TMA, Hydrogen Sulphide ("H₂S") and other compounds associated with the processing of the fishmeal.

According to the specialist Air Impact Report, compiled by *Lethabo Air Quality Specialists (Pty) Ltd.* ("LAQS"), the odorous emissions are estimated to be substantially lower than the odour detection threshold of 800 ng/m³ and 700 ng/m³ for TMA and H₂S, respectively if the RTO system is implemented. Furthermore, it is understood that the estimates for the other emissions does not exceed the official air quality standards set for PM10 particulates, Sulphur Dioxide ("SO₂"), Nitrogen Dioxide ("NO₂") and Carbon Monoxide ("CO").

Furthermore, it is understood that a seawater scrubber will be used for the treatment of cooling air. The seawater scrubber will remove particulate matter during the fishmeal cooling cycle to prevent fugitive emissions.

According to the documentation the seawater scrubber will operate in parallel to the RTO; therefore, the emissions from the scrubber will not be directed through the RTO. However, the documentation does not contain information on what concentrations of especially TMA and H₂S will be in the seawater discharge.

It is also understood that no location (property) alternatives for the activity were considered. It is noted that the motivation for not considering such alternative location is because the application is for the expansion of the existing Afro Fishing facility on Quay 1 to include the immediately adjacent old I&J premises on Quay 2 of the Port of Mossel Bay. The existing facility is defunct but is already equipped with the necessary infrastructure for water and sewage, it is located in an area designated by the TNPA for commercial fishing industries, it has direct harbour proximity for the offloading of fish directly into the factory and the site location limits impacts on the town with respect to traffic and transport of raw fish off site. It is also stated in the DBAR that the Applicant is not in possession of, nor has any lease for any other properties that offer an alternate site option for such a facility and it is stated that it is not economically nor practically feasible or reasonable to propose an alternative site. The latter two statements are however not clearly substantiated.

2.3. Effluent discharge

According to the current Coastal Waters Discharge Permit (Ref: 2014/013/WC/Afro Fishing (Pty Ltd), dated 11 September 2017), Afro Fishing is permitted to discharge 56 cubic metres of effluent per day at Pipeline A (Off-loading effluent) and 78 cubic metres of effluent from Pipeline B (Process effluent). From the documentation it is understood that only the volume of the discharge will increase, but not the potential constituents. It is unclear how it will be ensured that the potential constituents will not increase as the amount of fish that will be processed in the plant will increase. This must be clarified in the BAR.

2.4. Operation and Maintenance of the RTO

The efficiency of the RTO is directly related to the maintenance of the RTO. It is therefore imperative that regular maintenance on the RTO is undertaken. In this regard an operation and maintenance manual must be compiled by the supplier of the RTO

technology. This operation and maintenance manual must be included in the Operational Management Plan for the processing plant.

Since there is no other such plant available in South Africa, it is reasonable to expect that knowledgeable technicians are not readily available in the event of system failure / breakdown. It must therefore be ensured that adequate training is provided to the plant / process manager and plant personnel responsible for the operation and maintenance of the plant.

2.5. *Process Control*

According to the documentation the fishmeal process will be controlled by a Programmable Logic Controller ("PLC") which will monitor key parameters associated with the RTO operation. It is understood that the interlock setting will raise alarm when one of the parameters reaches a value that requires attention.

In light of the above, it must be ensured that all sensors and analysers are regularly inspected and maintained to prevent incorrect readings and to ensure that RTO runs efficiently.

2.6. *Odour*

Cognisance must be taken of the fact that tourism is one of the main drivers of the Mossel Bay economy. Odour could have a negative impact on tourism, especially tourist activities (e.g. festivals) in and around the harbour and nearby beaches. Therefore, it must be ensured that odorous emissions do not exceed the odour detection thresholds as stipulated in the Air Impact Report by LAQS.

2.7. *Specialist Reports*

All specialist reports, submitted as part of the Basic Assessment Report, must contain all the information outlined in Appendix 6 of GN No. R. 982 of 4 December 2014.

In addition to the above the following is more notable:

❖ *Air Impact Report by LAQS:*

According to the Air Impact Report, for the purposes of dispersion modelling an assumption was made that the plant will run continuously at full capacity, 24 hours per day for a period of 330 consecutive days per year, specifically for emissions to occur continuously, including in weather conditions result in poor dispersion of pollutants such as low wind speeds, cool stable air, etc.

According to the results of the dispersion modelling the concentration of PM10, SO₂, NO₂ and CO will not exceed the ambient air quality standards; and the concentration of TMA and H₂S will not exceed the odour detection thresholds.

Furthermore, the Air Impact Report has made recommendations to minimise the formation of odorous emissions. It is not clear from this report or the DBAR how the implementation of these recommendation will be guaranteed and definitely be incorporated in the development and or operation of the facility. In this regard, the specialist has failed to provide a reasoned opinion as to whether the proposed activity should be authorised, and any conditions that should be made in respect of that

authorisation. It is unclear if the recommendations which have been submitted are based on any aspects which were conditional to the findings of the assessment by the specialist and which must be included as conditions of authorisation.

❖ *Socio-Economic Impact Assessment by Multipurpose Business Solutions*

The findings of the Socio-Economic Assessment have been noted. However, the assessment recommends that a Monitoring and Evaluation Plan ("M&EP") is compiled which identifies key measurement indicators and sets out the procedures for tracking, monitoring, calculating and verifying the impacts associated with the project. This, along with the other recommendations, have been included in the Environmental Management Programme. The practicality and feasibility of the M&EP is questionable and the inclusion thereof in the Environmental Management Programme ("EMP") must be explained or reconsidered.

2.8. *Recommendations of the EAP and Specialists*

The recommendations from the specialist report(s) have not been accurately recorded in the DBAR. Please be reminded that any aspects which were conditional to the findings of the assessment either by the EAP or specialist, must be recorded in the BAR and it must clearly state which are to be included as conditions of authorisation.

Further to this, the proposed impact management outcomes for inclusion as conditions of authorisation are lacking. Please be advised that such proposed impact management outcomes must be clearly described and where applicable included in the EMPr.

2.9. *Environmental Management Programme*

The contents of the EMPr must meet the requirements outlined in Section 24N (2) and (3) of the NEMA (as amended) and Appendix 4 of GN No. R. 982 of 4 December 2014. The EMPr must address the potential environmental impacts of the activity throughout the project life cycle, including an assessment of the effectiveness of monitoring and management arrangements after implementation (auditing). In light of the AEL application, the EMPr must clearly distinguish between the non-operational and operational aspects of the activity.

Furthermore, the EMPr must include the following:

❖ *Operational and Maintenance Manual*

An Operation and Maintenance Manual must be compiled by the equipment supplier and included in the EMPr. The manual must also contain a training schedule for the plant / process manager as well as key plant / process personnel. The training schedule must include regular refresher courses.

❖ *Breakdown procedure*

The Air Impact Report identifies three main potential breakdown that can occur in an RTO (pg. 43). The EMPr must include a breakdown procedure for all possible potential breakdowns, including a procedure for the rectification of any plant processes which lead to the exceedance of the thresholds of the identified emissions.

2.10. *Coastal processes*

According to the DBAR the facility is located landward of the 100-year erosion risk line / wave run up line. However, an analysis of the GIS tools available to this Department indicate that the majority of the site (including the fishmeal and oil processing facility) is

located seaward of 100-year risk line and even seaward of the 20-year erosion risk line. It appears as though the incorrect line was used to identify the 100-year coastal run up line. The line depicted in Figure 31 (pg. 55 of the DBAR) appears to be the draft Coastal Management Line ("CML") and not the 100-year wave run up line is indicated in the DBAR. Furthermore, the proposed procession plant is also located seaward of the Coastal Protection Zone ("CPZ").

Sea level rise and climate change is associated with the increase in the number and severity of storm surges and erosion in areas along the coast. This poses a risk to developments along the coast which could lead to damage or loss of property. The purpose of the risk lines and CPZ is to avoid the increasing effect or severity of natural hazards in the coastal zone and to protect people and properties from risks arising from the dynamic coastal processes, including the risk of sea level rise.

The available scientific data indicates that the processing plant is at risk from the projected sea-level rise. However, no information regarding this has been included in the DBAR. This shortcoming in the BAR must be addressed.

3. In accordance with Regulation 9 of the EIA Regulations, 2014, the format of the Basic Assessment Report has been determined by the Competent Authority (this Department). Your EAP is advised to ensure that the document and (including supporting documentation such as declarations etc.) comply with said format.
4. The Department awaits the submission of the BAR as prescribed by Regulation 19 of the EIA Regulations, GN No. R. 982 of 4 December 2014. In accordance with Regulation 19 of GN No. R. 982 of 4 December 2014, the Department hereby stipulates that the BAR must be submitted to this Department for decision within **90 days** from the date of receipt of the application by the Department, calculated from 23 October 2019. If however, significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Department that an additional 50 days (i.e. 140 days from receipt of the application) would be required for the submission of the BAR. The additional 50 days must include a minimum 30-day commenting period to allow registered I&APs to comment on the revised report/additional information.

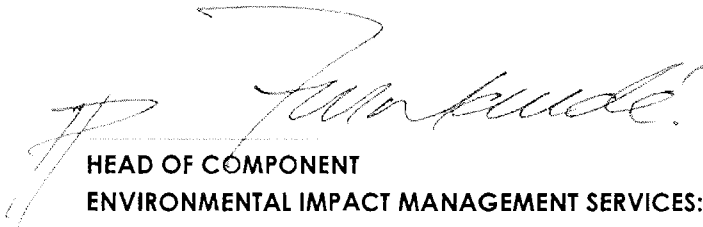
If the BAR is not submitted within the prescribed timeframe, the application will lapse in terms of Regulation 45 of Government Notice Regulation No. 982 of 4 December 2014 and your file will be closed. Should you wish to pursue the application again, a new application process would have to be initiated. A new Application Form would have to be submitted and the prescribed application fee would have to be paid again.

5. Please note that **one** printed copy as well as two electronic copies (saved on CD/DVD) of the BAR must be submitted to the Department.
6. Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.
7. Please note that the activity may not commence prior to an Environmental Authorisation being granted by the Department. It is an offence in terms of Section 49A of the NEMA for a person to commence with a listed activity unless the Department has granted an environmental authorisation for the undertaking of the activity. Failure to comply with the requirements of

Section 24F and 49A of the NEMA will result in the matter being referred to the Environmental Compliance and Enforcement Directorate of this Department for prosecution.

8. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.

Yours faithfully



HEAD OF COMPONENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 3
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Ref.: 16/3/3/1/D6/28/0027/19

Copied to:

EAP: Ms. Melissa Mackay (Cape EAPrac)

Garden Route District Municipality: Air Quality Control

Mossel Bay Municipality: Planning and Integrated Services

E-mail: mel@cape-eaprac.co.za

E-mail: jschoeman@gardenroute.gov.za

E-mail: cventer@mosselbay.gov.za

Melissa Mackay

From: Melissa Mackay <mel@cape-eaprac.co.za>
Sent: Tuesday, 21 January 2020 12:31 PM
To: Steve Kleinhans (Steve.Kleinhans@westerncape.gov.za); 'Meryll Fredericks'
Cc: Dr Johann Schoeman (jschoeman@gardenroute.gov.za); cventer@mosselbay.gov.za
Subject: Afro Fishing - Response to Comments from DEA&DP
Attachments: MOS569.18 Response to DEADP.pdf

Good afternoon

RE: RESPONSES TO COMMENTS FOR THE PROPOSED AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY IN THE PORT OF MOSSEL BAY

Thank you for providing this office with comment relating to the Basic Assessment process for the proposed Afro Fishing Fishmeal & Fish Oil Reduction facility in the Port of Mossel Bay. Please find attached the response to your comment. These will be included with the Final Basic Assessment Report to be submitted to the competent authority for decision making.

Regards

Melissa Mackay | 084 584 7419
SENIOR CONSULTANT | ECO | GIS
BTech Nat. Con. (NMMU)

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F: 044 874 0432
17 Progress Street, George
PO Box 2070, George 6530



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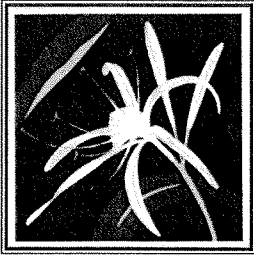
Melissa Mackay

From: Johann Schoeman (Dr) <jschoeman@gardenroute.gov.za>
To: Melissa Mackay
Sent: Tuesday, 21 January 2020 3:20 PM
Subject: Read: Afro Fishing - Response to Comments from DEA&DP

Your message

To: Johann Schoeman (Dr)
Subject: Afro Fishing - Response to Comments from DEA&DP
Sent: Tuesday, January 21, 2020 12:30:54 PM (UTC+02:00) Harare, Pretoria

was read on Tuesday, January 21, 2020 3:19:18 PM (UTC+02:00) Harare, Pretoria.



Cape EAPrac

Cape Environmental Assessment Practitioners (Pty) Ltd

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17 Progress Street, George
PO Box 2070, George 6530

21 January 2020

Our Ref: MOS569/18

Your Ref: 16/3/3/1/D6/28/0027/19

Attention: Mr Steve Kleinhans
DEA&DP

VIA: Email (Steve.Kleinhans@westerncape.gov.za)

RE: RESPONSE TO COMMENTS RECEIVED FOR THE AFRO FISHING FISHMEAL & FISH OIL REDUCTION FACILITY ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Your correspondence dated 10 December 2019 in response to the Draft Basic Assessment Report for the proposed Afro Fishing Fishmeal & Oil Reduction Facility at Quay 2 of the Port of Mossel Bay has reference.

Please find responses to the comments submitted below.

1. The draft Basic Assessment Report (DBAR) dated 8 November 2019, received by this Department on 11 November 2019 refers.	
2. This Directorate has reviewed the information contained within the Draft Basic Assessment Report (DBAR) and provides the following comment:	"Cape EAPrac: Thank you for taking the time to review the DBAR."
2.1 Integration of the EIA and AEL application processes: Please be reminded that, besides managing the public participation process, the EAP must consult with every organ of state that administers a law relating to a matter affecting the environment relevant to this application for an environmental authorisation. To ensure that the relevant provisions of the National Environmental Management Act 1998 (NEMA): the Environmental Impact Assessment Regulations and the National Environmental Management: Air Quality Act, 2004 (a specific environmental management Act) have been complied with, it is advised that the EAP must consult with the Garden Route District Municipality regarding the air	"Cape EAPrac: So noted. The synchronisation process with the NEM:AQA requirements has been undertaken. Please see the comments submitted by the Garden Route District Municipality confirming compliance with the NEM:AQA requirements."

<p>emissions license (AEL) and to synchronise the relevant assessments and specialist studies, information and reports. Such documents, reports, information and responses to any written input to such reports and plans, must be incorporated in the Basic Assessment Report.</p>	
<p>Kindly note that all registered interested and affected parties (including organs of state and the competent authority) are entitled to comment, in writing, on all reports or plans submitted during the public participation process. Any public participation process must be conducted for a period of at least 30 days.</p>	<p>"Cape EAPrac: A Pre Application public participation, as well as a formal public participation which included a 30 day comment period on the Draft Basic Assessment Report was undertaken for this EIA process."</p>
<p>2.2 Alternatives: It is noted that no other technology alternatives have been included in the DBAR since the Re-Generative Thermal Oxidation (RTO) is considered to be the Best Available Technology (BAT) in managing fishmeal odours, including Trimethylamine (TMA). It is understood that the RTO operates by burning ducted air in the processing facility at temperatures of up to 850°C which should effectively destroy the TMA, Hydrogen Sulphide (H₂S) and other compounds associated with the processing of the fishmeal.</p>	<p>Cape EAPrac: That is correct. The implementation of the RTO system will ensure that no discernable odour will be found outside of the building. The implementation of the RTO is a non-negotiable requirement for this application. Please also see the comments from Dr Johann Schoeman of the Garden Route District Municipality.</p>
<p>According to the specialist Air Impact Report, compiled by Lethabo Air Quality Specialists (Pty) Ltd (LAQS), the odorous emissions are estimated to be substantially lower than the odour detection threshold of 800 ng/m³ and 700 ng/m³ for TMA and H₂S respectively if the RTO system is implemented. Furthermore, it is understood that the estimates for the other emissions does not exceed the official air quality standards set for PM₁₀ particulates, Sulphur Dioxide (SO₂), Nitrogen Dioxide (NO₂) and Carbon Monoxide (CO).</p> <p>Furthermore it is understood that a seawater scrubber will be used for the treatment of cooling air. The seawater scrubber will remove particulate matter during the fishmeal cooling cycle to prevent fugitive emissions.</p>	<p>Cape EAPrac: That is correct.</p> <p>LAQS: The Air Quality Impact Assessment indicates that no discernible odours would be detectable on Afro Fishing's site if a proper extraction system is designed and the drier gases are treated thermally i.e. by means of the RTO.</p> <p>The air quality impact assessment, using measured emissions of TMA and H₂S and maximum allowed emissions of PM₁₀ particulates, SO₂ and NO₂, shows that none of the emissions from the plant, i.e. boiler operations, current canning operations and the proposed fishmeal plant, will result in any emission limit or air quality standard being exceeded. The model does not predict the presence of any discernible odours from the proposed plant.</p>
<p>According to the documentation the seawater scrubber will operate in parallel to the RTO; therefore, the emissions from the</p>	<p>LAQS: The process can be divided into two distinct sections, i.e. a "wet" section and a "dry" section.</p>

<p>scrubber will not be directed through the RTO. However, the documentation does not contain information on what concentrations of especially TMA and H2S will be in the seawater discharge.</p>	<p>The wet section consists of all the process steps from unloading of the fish up and including the fishmeal drier. All the wet process units included will be sealed units with extraction air being drawn off and treated in the RTO unit. The dry section consists of all the process steps after the fishmeal has been dried, i.e. cooler, grinding, packaging and storage. The dried fishmeal will be treated with an anti-oxidant to stabilise the fish meal and stop any oxidation from occurring. Cooling air, as well as building air from the grinding, packaging and storage areas will be passed through a sea water scrubber system to collect particulate matter that is entrained in the building air. Air from these dry process operations do not emit amines or H2S as the product is now stable.</p> <p>In the unlikely event that this arrangement proves to be inadequate, a two stage scrubbing plant can be considered. The first stage will be a sea water unit followed by a second stage chemical scrubber.</p> <p>TMA and H2S emission occur during the "wet" processing steps and not during the "dry" processing steps. Therefore, there should not be any, or at most extremely low levels of TMA and H2S in the seawater returned to the ocean.</p> <p>Afro Fishing:</p> <p>The offensive odours are not released during drying. The drying process actually stabilises the product and is the reason why fish meal can be stored safely for years once dried.</p> <p>AF will install indirect steam driers. These are dryers with rotary discs heated by live steam and through the process of conduction the discs heat the wet meal and evaporate off the excess water. Hot water vapour is removed from the dryer and used as the heat source in the liquids evaporation plant. All the water vapour is condensed either in the evaporators or in the sea water condenser following evaporation. So essentially air is not the transport medium to remove the water vapour from the dryers. Vacuum and blowers are the driving force. Yes, some air will be in the system and this is why the remaining air emitted from the drying process will be incinerated in the RTO unit.</p>
<p>It is also understood that no location (property) alternatives for the activity were considered. It is noted that the motivation for not considering such alternative location is because the application is for the expansion</p>	<p>Cape EAPrac:</p> <p>Afro Fishing has no intention nor financial incentive to buy and or lease property in the Mossel Bay area outside of the harbour for a</p>

<p>of the existing Afro Fishing facility on Quay 1 to include the immediately adjacent old I&J premises o Quay 2 of the Port of Mossel Bay. The existing facility is defunct but is already equipped with the necessary infrastructure for water and sewage. It is located in an area designated by the TNPA for commercial fishing industries, it has direct harbour proximity for offloading of fish directly into the factory and the site location limits impacts on the town with respect to traffic and transport of raw fish off site. It is also stated in the DBAR that the Applicant is not in possession of, nor has any lease for any other properties that offer an alternative site option for such a factory and it is stated that it is not economically nor practically feasible or reasonable to propose an alternative site. The latter two statements are however not clearly substantiated.</p>	<p>fishmeal facility which will lead to negative environmental impacts.</p> <p>Afro Fishing:</p> <p>It would not be economically viable to situate the fish meal say in MossDustria as the transport costs will increase the input cost dramatically. A 1000t landing will require 50 trucks per day to get the fish from the harbour to the alternative site. The traffic impact will be HIGH and the environmental factors surrounding this exercise extreme. The quantities of fresh water required for cooling would incur very high water tariffs and the cooling towers needed to cool and recycle this water will add to the capital expenditure. The added fixed costs to manage another site will obviously add to the operating costs. It is for this reason that being in the harbour is the best option: sea water can be used to cool, there is no transport cost and a single site incurs one set of fixed costs (overheads).</p> <p>The only other harbour alternative is to consider Coega. Coega however is not central to the fishing resource as Mossel Bay is as per the Department of Fisheries surveys. The existing cannery will also have to be relocated which is not ideal due to the added relocation cost and the cannery lease in the port of Mossel Bay still has tenure.</p>
<p>2.3 Effluent Discharge: According to the current Coastal Waters Discharge Permit (Ref: 2014/013/WC/Afro Fishing (Pty) Ltd), dated 11 September 2017), Afro Fishing is permitted to discharge 56 cubic meters of effluent per day at Pipeline A (Off-loading effluent) and 78 cubic meters of effluent from Pipeline B (process effluent). From the documentation it is understood that only the volume of discharge will increase, but not the potential constituents. It is unclear how it will be ensured that the potential constituents will not increase as the amount of fish that will be processed in the plant will increase. This must be clarified in the BAR.</p>	<p>Cape EAPrac: Afro Fishing has a Coastal Waters Discharge Permit from the Department of Environmental Affairs for the discharge of process water from the cannery. This discharge is monitored on a daily basis when the plant is in operation and will be amended to incorporate the cooling seawater for the proposed fishmeal facility.</p> <p>Afro Fishing: The added discharge will be for water used for condensation. There are no pollutants in this water, and it does not come into contact with any fish or processed fish. This is the volume that is increased.</p> <p>There is no processing waste from a fish meal plant as the idea is to process everything in order to achieve the best yield possible. There may be some sludge from the fish oil tanks. This will be drummed and sold to local farmers for animal feed.</p> <p>The intention however is to improve the existing cannery discharge water quality as part of the expansion project. A DAFF unit and settling tanks</p>

	<p>will be installed. All protein collected here will then be included in the fishmeal processing. This is now possible as the skimmed solids can be put through the fish meal plant</p>
<p>2.4 Operation and Maintenance of the RTO: The efficiency of the RTO is directly related to the maintenance of the RTO . It is therefore imperative that regular maintenance of the RTO is undertaken. In this regard an operation and maintenance manual must be compiled by the supplier of the RTO technology. This operation and maintenance manual must be included in the Operational Management Plan for the processing plant.</p> <p>Since there is no other such plant available in South Africa, it is reasonable to expect that knowledgeable technicians are not readily available in the event of system failure / breakdown. It must therefore be ensured that adequate training is provided to the plant / process manager and plant personnel responsible for the operational and maintenance of the plant.</p>	<p>Cape EAPrac:</p> <p>Please note that there are currently two suppliers of RTO technology being considered by the Applicant. In the event that the plant is authorised, the final purchasing will commence. Once this is decided, the operation and maintenance manual can be obtained and included in the Operational EMPr.</p> <p>Afro Fishing:</p> <p>I do think that the skills required, and maintenance of the RTO has been overstated. The equipment is way simpler than a boiler and in South Africa boiler operators are plentiful. Nonetheless, specific training will be drafted for the RTO and critical spares will be kept in stock. The PLC is standard and can be maintained by an instrumentation technician.</p> <p>The expansion into a fish meal plant and the requirement for additional boiler capacity will trigger the 3000kW General Machinery Regulations 1998 and Afro Fishing will have to appoint a competent mechanical or electrical engineer. I am a chemical engineer so I will not be able to fulfil this duty.</p> <p>I foresee therefore the appointment of an electrical engineer for the site who will also be the certified engineer, a production manager for the fish meal plant who will be either mechanically or electrically trained, a fish meal plant supervisor with technical and maintenance skills and a plant operator with processing and fault finding skills. The plant operator will need minimum matric plus experience operating machinery which is PLC controlled. There will also be alarming installed. As this will be a critical part of the process, I would imagine that alarms will be directed to myself or the site engineer via mobile phone and email.</p> <p>LAQS:</p> <p>LAQS agrees with Afro-Fishing's comments. While RTO is state-of-the-art technology, it is not complex to operate and monitoring a few key parameters and routine preventative maintenance will ensure reliable operation.</p>
<p>2.5 Process Control: According to the documentation the fishmeal process will be controlled by a Programmable</p>	<p>Cape EAPrac: So noted and agreed. The maintenance manual</p>

<p>Logic Controller (PLC) which will monitor key parameters associated with the RTO operation. It is understood that the interlock setting will raise alarm when one of the parameters reaches a value that requires attention.</p> <p>In light of the above, it must be ensured that all sensors and analysers are regularly inspected and maintained to prevent incorrect readings and to ensure that RTO runs efficiently.</p>	<p>and procedures will include PLC sensors and analysers maintenance.</p> <p>LAQS:</p> <p>Should any sensor fail it will produce a signal that is not within specification, i.e. either no signal at all, a "zero" signal or a "full-scale" signal. The PLC system will immediately detect this malfunction and sound an alarm for attention, failing which the system will shut down automatically.</p>
<p>2.6 Odour: Cognisance must be taken of the fact that tourism is one of the main drivers of the Mossel Bay economy. Odour could have a negative impact on tourism, especially tourist activities (e.g. festivals) in and around the harbour and nearby beaches. Therefore, it must be ensured that odorous emissions do not exceed the odour detection thresholds as stipulated in the Air Impact Report by LAQS.</p>	<p>Cape EAPrac: The implementation of the RTO will ensure that odorous emissions remain below the odour detection thresholds. Furthermore, the facility will not operate from mid December to mid January annually as this period is closed for fishing quotas as per DAFF regulations.</p>
<p>2.7: Specialist Reports: All specialist reports, submitted as part of the Basic Assessment Report, must contain all the information outlined in Appendix 6 of GN No. R982 of 4 December 2014,</p> <p>In addition to the above, the following is more notable:</p>	
<p>Air Impact Report by LAQS: According to the Air Impact Report, for the purposes of dispersion modelling an assumption was made that the plant will run continuously at full capacity, 24 hours per day for a period of 330 consecutive days per year, specifically for emissions to occur continuously, including in weather conditions result in poor dispersion of pollutants such as low wind speeds, cool stable air, etc.</p> <p>According to the results of the dispersion modelling, the concentrations of PM10, SO2, NO2 and CO will not exceed the ambient air quality standards; and the concentration of TMA and H2S will not exceed the odour detection thresholds.</p>	<p>LAQS:</p> <p>Correct. Please bear in mind the following:</p> <ul style="list-style-type: none"> - LAQS used the highest measured TMA emission concentration to calculate annual emissions. - LAQS compared the outcome of TMA dispersion modelling to the lowest TMA odour detection level that it could find in literature. For example, the reported odour detection levels of TMA varied from 0.8 to 2.6 $\mu\text{g}/\text{m}^3$ and LAQS used the value of 0.8 $\mu\text{g}/\text{m}^3$ in its evaluation of dispersion modelling results. <p>These steps were taken to evaluate, in LAQS's opinion, worst-case conditions.</p> <p>Afro Fishing:</p> <p>Please bear in mind that LAQS has catered for the worst case scenario of operating every day. A plant like this will operate about 120 days of the year of which probably only 30 days will be full production days. This is the nature of fishing. The plant will also be shutdown during peak holiday</p>

	<p>periods (i.e. Dec/Jan and the Easter long weekend.)</p>
<p>Furthermore, the Air Impact Report has made recommendations to minimise the formation of odorous emissions. It is not clear from this report or the DBAR how the implementation of these recommendations will be guaranteed and definitely be incorporated in the development and / or operation of the facility. In this regard, the specialist has failed to provide a reasonable opinion as to whether the proposed activity should be authorised, and any conditions that should be made in respect of that authorisation. It is unclear if the recommendations which have been submitted are based on any aspects which were conditional to the findings of the assessment by the specialist and which must be included as condition of authorisation.</p>	<p>LAQS:</p> <p>In its opinion, LAQS is not in a position to give an opinion whether any activity should be authorised or not. It sees its function as showing what the air quality impact of an activity will be. In the case of Afro Fishing LAQS chose to work on worst-case conditions, i.e. full production capacity for 24 hours per day and 33 days per year; using the lowest odour detection limits obtained from industry, etc.</p> <p>In its recommendations LAQS lists actions that should be incorporated if the emissions from the process are to be low enough to prevent detectable odours from the process. LAQS sees it as the relevant authorities' function to decide if these recommendations should be mandatory or not. LAQS did not investigate the effect should one or more of these conditions be excluded as LAQS is of the opinion that the steps recommended are essential if the process is to operate in an environmentally acceptable manner.</p> <p>However, should DEA&DP insist on an opinion whether the activity should be authorised or not, LAQS is of the opinion that authorisation should be given, provided that LAQS's recommendations are specified as conditions of authorisation.</p> <p>Afro Fishing:</p> <p>See a list odour control measures included below as *****.</p> <p>This list includes preventative measures that reduce the build-up of amines, etc. The fact however remains that the RTO will remove any amines so a build-up of amines will be tolerated. However a combination of the correct disciplines and practises plus the RTO unit will reduce the risk of odour impacts.</p>
<p>Socio Economic Impact Assessment by Multipurpose Business Solutions: The findings of the Socio-Economic Assessment have been noted. However, the assessment recommends that a Monitoring and Evaluation Plan (M&EP) is compiled which identifies key measurement indicators and sets out the procedures for tracking, monitoring, calculating and verifying the impacts associated with the project. This, along with the other recommendations have</p>	<p>MPBS:</p> <p>Given the nature and scope of the activity, experience of issues related to odours associated with the proposed activity and the comments of I&APs, a monitoring and evaluation plan should be introduced. A time frame could be attached if acceptable levels of odour are measured and it is confirmed that the suppression equipment is operating successfully.</p>

<p>been included in the Environmental Management Programme. The practicality and feasibility of the M&EP is questionable and the inclusion thereof in the Environmental Management Programme (EMP) must be explained or reconsidered.</p>	<p>Afro Fishing have not indicated any apprehension to the introduction of a monitoring and evaluation mechanism.</p> <p>In our view a M&EP is practical and feasibility and fit for purpose in the current circumstances.</p>
<p>2.8 Recommendations of the EAP and Specialists: The recommendations from the specialist report(s) have not been accurately recorded in the DBAR. Please be reminded that any aspects which were conditional to the findings of the assessment either by the EAP or specialist, must be recorded in the BAR and it must clearly state which are to be included as conditions of authorisation.</p> <p>Further to this, the propose impact management outcomes for inclusion as conditions of authorisation are lacking. Please be advised that such proposed impact management outcomes must be clearly described and where applicable included in the EMPr.</p>	<p>Cape EAPrac:</p> <p>All the recommendations made by the specialists have been captured in the DBAR. They may not necessarily be conditional to the findings, but they are crucial in ensuring that the best practicable option and management strategies are put in place.</p>
<p>2.9 Environmental Management Programme: The contents of the EMPr must meet the requirements outlined in Section 24N (2) and (3) of the NEMA (as amended) and Appendix 4 of GN No. R982 of 4 December 2014. The EMPr must address the potential environmental impacts of the activity throughout the project cycle, including an assessment of the effectiveness of monitoring and management arrangements after implementation (auditing). In light of the AEL application, the EMPr must clearly distinguish between the non-operational and operational aspects of the activity.</p>	<p>Cape EAPrac:</p> <p>This office has provided all the information required for the EMPr, as well as ensuring that the document will be able to be adequately implemented and later audited without jeopardising the intent of an EMPr.</p> <p>The monitoring section has been rearranged to provide the department with better clarity.</p>
<p>Furthermore, the EMPr must include the following:</p>	
<p>Operational and Maintenance Manual</p> <p>An Operational and Maintenance Manual must be compiled by the equipment supplier and included in the EMPr. the Manual must also contain a training schedule for the plant / process manager as well as key plant / process personnel. the training schedule must include regular refresher courses.</p>	<p>Cape EAPrac:</p> <p>Please note that there are currently two suppliers of RTO technology being considered by the Applicant. In the event that the plant is authorised, the final purchasing will commence. Once this is decided, the operation and maintenance manual can be obtained and included in the Operational EMPr. This manual will obviously be customised for the Afro Fishing setup.</p>

<p>Breakdown Procedure</p> <p>The Air Impact Report identifies three main potential breakdown that can occur in an RTO (pg. 43). The EMPr must include a breakdown procedure for all possible potential breakdowns, including a procedure for the rectification of any plant processes, which lead to the exceedance of the thresholds of the identified emissions.</p>	<p>Cape EAPrac:</p> <p>Please note that there are currently two suppliers of RTO technology being considered by the Applicant. In the event that the plant is authorised, the final purchasing will commence. Once this is decided, the operation and maintenance manual (including breakdown procedure) can be obtained and included in the Operational EMPr.</p> <p>LAQS:</p> <p>It is customary for industrial processes the be accompanied by standard operating procedures (SOPs) and these invariably include breakdown management protocols. LAQS assumes that the same will apply in Afro Fishing's case as the inspected installations of both considered suppliers included such procedures.</p> <p>Afro Fishing:</p> <p>The EMPr will include this information. These plants are not prone to faults or breakdowns. Critical spares will however be kept so that a faulty valve or part can be rapidly replaced and nor repaired which could be a timeous procedure.</p>
<p>2.10 Coastal Processes:</p> <p>According to the DBAR the facility is located landward of the 100yr erosion risk line / wave run up line. However, an analysis of the GIS tools available to this Department indicate that the majority of the site (including the fishmeal and oil processing facility) is located seawards f the 100 year risk line and even seaward of the 20 year erosion risk line. It appears as though the incorrect line was used to identify the 100 year coastal run up line. The line depicted in Figure 31 (pg. 55 of the DBAR) appears to be the draft Coastal Management Line (CML) and the 100 year wave run up line is indicated in the DBAR. Furthermore, the proposed procession plant is also located seaward of the Coastal Protection Zone (CPZ).</p>	<p>Cape EAPrac:</p> <p>This office accessed the latest online GIS version of the Garden Route District Coastal Management Lines on the DEA&DP Coastal Management App. The Coastal Management Lines shown on this map are the same as that provided in Figure 31 (an additional figure has been included for the Department's information).</p> <p>According to the TNPA Strategic Overview for 2019, one of the contributions to the strategic objectives for its ports is ""Air quality management to reduce pollution/emissions from vessels and climate change impact studies to improve infrastructure resilience and operations stability"". The long term planning for the Port of Mossel Bay includes expansion and infrastructure resilience with respect to climate change predictions."</p>
<p>Sea level rise and climate change is associated with the increase in the number and severity of storm surges and erosion in areas along the coast. This poses a risk to development along the coast which could lead to damage or loss of property. The purpose of the risk lines and the CPZ is to avoid the increasing effect or severity of natural hazards in the coastal zone and to</p>	<p>Cape EAPrac:</p> <p>Comment was received from the DEA&DP: Directorate Coastal Management as follows: 3.3 The SD: CM notes the proposed expansion falls landward of the CML but within the coastal protection zone (CPZ) as defined in Section 16 of the NEM:ICMA and delineated as part of the Garden Route CML Project in 2016. "The coastal protection zone is established for enabling the</p>

<p>protect people and properties from risks arising from the dynamic coastal processes, including the risk of sea level rise.</p> <p>The available scientific data indicates that the processing plant is at risk from the projected sea-level rise. However, no information regarding this has been included in the DBAR. This shortcoming must be addressed.</p>	<p>use of land that is adjacent to coastal public property or that plays a significant role in a coastal ecosystem to be managed, regulated or restricted in a manner that conforms to the purpose of the CPZ as prescribed in Section 17 of NEM:ICMA". It is however acknowledged that the proposed development will be located within the existing Mossel Bay Harbour footprint and is consistent with the Mossel Bay Integrated Development Plan (2017 - 2022); the Mossel Bay Municipality's Integrated Zoning Scheme (2017); the National Port Plan (2015); and the Mossel Bay Municipal Spatial Development Framework (2018) as in the Planning Statement for Erf 12459 (July 2019).</p> <p>The proposal is located within the precinct of the existing Port of Mossel Bay, as recognised by the SD:CM. The harbour is designed to minimise risk from coastal processes and is acknowledge as such by the SD:CM.</p>
<p>3. In accordance with Regulation 9 of the EIA Regulations, 2014, the format of the Basic Assessment Report has been determined by the Competent Authority (this Department). Your EAP is advised to ensure that the document and (including supporting documentation such as declarations etc.) comply with said format.</p>	<p>Cape EAPrac:</p> <p>This office used the latest version of the Basic Assessment Report template as provided by DEA&DP.</p>
<p>4. The Department awaits the submission of the BAR as prescribed by Regulation 19 of the EIA Regulations, GN No. R982 of 4 December 2014. In accordance with Regulation 19 of GN No. R982 of 4 December 2014, the Department hereby stipulates that the BAR must be submitted to this Department for decision within 90 days from the date of receipt of the application by the Department, calculated from 23 October 2019. If however, significant changes have been made or significant new information has been added to the BAR, the applicant / EAP must notify the Department that an additional 50 days (i.e. 140 days from receipt of the application) would be required for the submission of the BAR. The additional 50 days must include a minimum 30 day commenting period to allow registered I&APs to comment on the revised report / additional information.</p>	<p>Cape EAPrac:</p> <p>According to the Project Programme, calculated from an Application submission date of 23 October 2019 and excluding the holiday period between 15 December and 5 January, the Final BAR must be submitted to the Department no later than 11 February 2020.</p>
<p>If the BAR is not submitted within the prescribed timeframe, the application will lapse in terms of Regulation 45 of Government Notice Regulation No. 982 of 4 December</p>	<p>Cape EAPrac:</p> <p>So noted. There have no significant changes made to the BAR, nor additional information provided. The GRDM requested some additions</p>

2014 and your file will be closed. Should you wish to pursue the application again, a new application process would have to be initiated. A new Application Form would have to be submitted and the prescribed application fee would have to be paid again.	to the Air Impact Report (notably plans and maps that had already been included in the BAR).
5. Please note that one printed copy as well as two electronic copies (saved on CD/DVD) of the BAR must be submitted to the Department.	Cape EAPrac: So noted.
6. Kindly quote the above mentioned reference number in any future correspondence in respect of the application.	Cape EAPrac: So noted.
7. Please note that the activity may not commence prior to an Environmental Authorisation being granted by the Department. It is an offence in terms of Section 49A of the NEMA for a person to commence with a listed activity unless the Department has granted an environmental authorisation for the undertaking of the activity. Failure to comply with the requirements of Section 24F and 49A of the NEMA will result in the matter being referred to the Environmental Compliance and Enforcement Directorate of this Department for prosecution.	Cape EAPrac: So noted. The Applicant has been advised of this requirement.
8. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.	Cape EAPrac: So noted.

The following list includes "best practises" and disciplines applied by West Coast factories to eliminate the impact of malodours in their environments. Some of these disciplines may be written into their AEL permit conditions. These factories however do not have RTO technology installed so these measures are key to ensure low levels of offensive odours. The intention of Afro Fishing is to also uphold these 'best practises' and disciplines even though an RTO plant will be installed. The reason is not only odour management but also these measures produce the best quality product which achieves the better market prices.

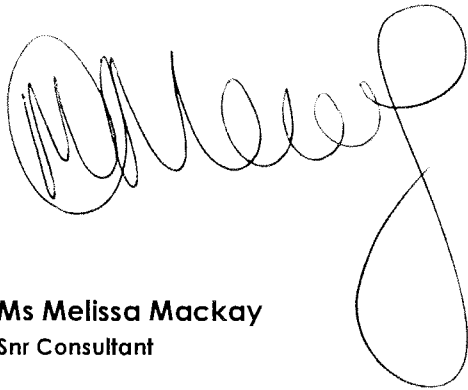
- The **fish will be fresh** when processed. The fresher the fish the less the bacteriological and enzymatic decay resulting in the formation of obnoxious substances. The following practises will be used to ensure that the fish is fresh:
 - Fish will be caught and delivered to the factory and processed within 24 hours. This way little time is allowed for bacteriological and enzymatic decay.

- The red-eye herring will be preserved in fishing vessels using RSW (refrigerated sea water) or CSW (chilled sea water using ice). Afro Fishing has its own ice plant so the supply of ice to the fishing vessels will not be a problem.
- The anchovy, which is a smaller species, will be delivered dry. **Proper draining of the fish**, both aboard the fishing vessel and ashore, is a simple and effective method of extending the short-term storage life of small fish. Aboard the fishing vessels proper drainage reduces the amount of rubbing together and breakage of the fish during rolling and pitching of the fishing vessel. Moreover, the spreading and rapid growth of bacteria is reduced by restricting the presence of free water containing body slime, gut contents and the bacteria contained therein.
- **Closed system stainless steel storage tanks** will be used to store fresh fish as opposed to the traditional system of open concrete fish pits. These tanks will be fitted with a CIP (cleaning in place) system.
- Fish will be pumped or conveyed from the storage vessels to the cookers and from the cookers to the presses by sealed transport means. This way a **closed system will be maintained**. There will be no open conveyors.
- Any gases emitted from the storage tanks, cooking, pressing and drying processes will be **collected at source and ducted to the RTO** (regenerative thermal oxidiser) plant.
- **Waste heat will be recovered** with the aim of reducing energy costs and hence the carbon footprint of the factory. The water vapour coming off the dryers will be ducted to a waste heat evaporation plant. During this process the vapours are cooled which condenses most of the water, thereby reducing the gas volume and eliminating the characteristic white vapour from a stack. The remaining vapours are then passed to the RTO unit and oxidised.
- This is a '**greenfield**' project so a new factory will be designed to cater for odour management. From the outset the factory will be designed with **proper cleaning facilities, drainage and ventilation**. The idea is to design the building in such a way that it becomes a **contained unit** that does not ventilate freely into the environment. This way processing odours are prevented from leaving the building. Due to the suction effects of the waste heat evaporation and the RTO plants, the fish meal processing building will be under negative vacuum.
- The process has also been designed to **reduce distances between equipment** units, thus keeping the building volume to a minimum. The cooking/pressing area to be separate from the drying area and separate from the milling/bagging areas. By creating these zones odour can also be better managed.
- No fish meal will be transported using air and cyclone systems, thus **reducing the contact of the fish meal with air** which then needs to be treated.
- The dried fish meal will be cooled in a meal cooler. The meal cooler uses air to cool the fish meal to around 30°C so that the fish meal can be bagged immediately. The cooling gases with low concentrations of odorous substances are then **passed through**

a sea water scrubber which will remove any condensable vapours and fine fish meal particulates.

- Should plant emissions exceed the stipulated amounts, e.g. due to a technical problem, the following measures will be implemented:
 - **Scale back throughput** in the plant to ensure that the scrubber can properly handle the potential additional odorous load;
 - **Instruct vessels to stop fishing** so that no additional fish arrives at the plant until the scrubber and RTO unit can handle the odorous load;
 - **Stop or reduce offloading** of fish into the fish storage tanks at the plant until the scrubber and RTO unit is running at enough capacity again;
 - **Divert vessels** to other ports that have enough capacity; and
 - **Continue processing the fish already in storage**, carefully monitoring air emissions and odorous substances in real time.

Kind regards,



Ms Melissa Mackay
Snr Consultant

Cc:

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