



Transnet National Ports Authority

PROPOSED DEVELOPMENT OF NEW BERTH 605 AND ASSOCIATED INFRASTRUCTURE TO SUPPORT THE CONTAINER HANDLING FACILITY, PORT OF RICHARDS BAY, KWAZULU-NATAL

Social Impact Assessment



Transnet National Ports Authority

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Social Impact Assessment

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ABBREVIATIONS

Abbreviation	Definition
AEL	Air Emissions Licence
BID	Background Information Document
CD	Chart Datum
CHF	Container Handling Facility
EA	Environmental Authorisation
EIA	Environmental Impact Assessment
GA	General Authorisation
IDP	Integrated Development Plan
KCDM	King Cetshwayo District Municipality
KZN	KwaZulu-Natal
NDP	National Development Plan
NEMA	National Environmental Management Act
NHRA	National Heritage Resources Act
NWA	National Water Act
PDFP	Port Development Framework Plan
PoRB	Port of Richards Bay
PPP	Public Participation Process
SAHRA	South African Heritage Resources Agency
SANBI	South African National Biodiversity Institute
SDF	Spatial Development Frameworks
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment
SPLUMA	Spatial Planning and Land Use Management Act
TEU	Twenty-Foot Equivalent Units
TNPA	Transnet National Ports Authority

Abbreviation	Definition
ToR	Terms of Reference
ULM	UMhlathuze Local Municipality
WULA	Water Use Licence Application
WUL	Water Use Licence

EXECUTIVE SUMMARY

The Transnet National Ports Authority (TNPA) plans to improve and maintain port infrastructure. As such, the Berth 605 project is reflected in the Port Development Framework Plan (PDFP) and the Port of Richards Bay (PoRB) Master Plan, 2021-2035. The physical extent of the PoRB makes it the largest port in South Africa. However, given the location of the port and the proposed expansion, the environmental and social sensitivities at the site and surrounding the port must be considered. Berth 605 is located within the PoRB, King Cetshwayo District Municipality and uMhlathuze Local Municipality within the KwaZulu-Natal Province.

The project site is bounded by the rail line to the North, the current development for Berth 606 and 607 to the East, The Seafarers Club to the West and the basin for the 600 Series berths to the South (see Figure 2-1 - Locality map below).

To understand the project-affected areas' social baseline conditions and the proposed project's social implications on the receiving environment, WSP provided the policy and legislative framework for the project's development. A social baseline is also provided within this report and a Social Impact Assessment (SIA) was undertaken. The primary objective of the SIA is to assist with identifying and assessing the potential social impacts and influences related to the proposed project. The SIA also recommends measures to avoid, eliminate, and reduce impacts and enhance any positive effects the project may have.

The development of the proposed Berth 605 project aligns with the South African legislative and TNPAs frameworks and plans. The project will create employment and business opportunities during the project's construction and operation phases. The potential negative impacts of the construction and operation phases can be mitigated. The proposed development will also represent an investment in infrastructure for the country, offsetting the negative environmental and socio-economic impacts of developing the facility.

Majority of the assessed impacts can be reduced to low in significance post mitigation, however the cumulative impact of increased traffic remains moderate (Table 1). Given the above, it is strongly recommended that the mitigation measures described in this report be incorporated into the proposed project's EMPr. Additionally, measures must be put in place to monitor and assess the implementation of these mitigation measures and take corrective action where necessary. WSP believes that given the implementation of the identified mitigation and enhancement measures, as detailed in the report, there is no reason for the project not to proceed.

Table 1 - Summary of impacts

Construction Phase Impacts																
Aspect	Character	Pre-Mitigation							Post-Mitigation							
		(M+	E+	R+	D)x	P=	S	Rating	(M+	E+	R+	D)x	P=	S	Rating	
Economic Impact	positive	3	3	3	2	4	44	P3	4	3	3	4	4	56	P3	
Significance		P3 – Moderate							P3 – Moderate							
Noise	negative	2	2	2	2	2	16	N2	1	2	2	1	2	12	N1	
Significance		N2 – Low							N1 –Very Low							
Influx	Negative	3	3	4	2	4	48	N3	2	2	3	2	3	30	N2	
Significance		N3 – Moderate							N2 – Low							
Restricted Access	Negative	2	2	3	2	2	18	N2	1	2	1	2	2	12	N1	
Significance		N2 – Low							N1– Very Low							
Impacts on Fishers	Negative	1	1	3	2	4	28	N2	1	1	3	2	4	28	N2	
Significance		N2 – Low							N2– Low							
Operations Phase Impacts																
Aspect	Character	Pre-Mitigation							Post-Mitigation							
		(M+	E+	R+	D)x	P=	S	Rating	(M+	E+	R+	D)x	P=	S	Ratin g	
Employment and Business Opportunities	positive	3	3	3	4	4	52	P3	4	3	4	4	4	60	P3	
Significance		P2 – Low							P3 – Moderate							
Traffic	negative	2	1	3	2	3	24	N2	2	1	3	2	2	16	N3	
Significance		N3 – Low							N3 – Low							
Crime	negative	4	4	3	4	1	15	N1	3	3	3	4	1	13	N1	
Significance		N1 –Very Low							N1 – Very Low							
Cumulative Impacts																
Aspect	Character	Pre-Mitigation								Post-Mitigation						
		(M+	E+	R+	D)x	P=	S		(M +	E+	R+	D)x	P=	S		
Traffic	Negative	4	3	3	4	4	56	N2	4	3	3	4	3	42	N2	
	Significance	N2 – Moderate							N2 – Moderate							
Economic Development	Positive	3	3	3	4	5	65	P4	4	3	3	4	5	70	P4	
	Significance	P4 – High							P4– High							

1 INTRODUCTION

WSP Group Africa (Pty) Ltd (WSP) has been appointed by TNPA for the provision of feasibility studies for the development of Berth 605 and associated infrastructure to support the Container Handling Facility (CHF), located within the PoRB, KwaZulu-Natal (KZN) Province. The following sections of the report provide the project description, SIA methodology, South African legislative requirements, social baseline and SIA.

2 PROJECT DESCRIPTION

The TNPA functions in terms of the National Ports Act (No.12 of 2005), which states that the TNPA is responsible for providing port services and facilities within all ports of South Africa. As the master planner, the TNPA plans to improve, develop and maintain port infrastructure. As such, the Berth 605 project is reflected in the PDPF and the PoRB Master Plan, 2021-2035. The physical extent of the PoRB makes it the largest port in South Africa. However, given the location of the port and the proposed expansion, the environmental and social sensitivities at the site and surrounding the port must be considered.

The following structures and infrastructure are deemed necessary to achieve the overall objective of the Berth 605 project and are included in the project description:

- **New berth pocket and quay wall** – The new Berth 605 will be maintained at a proclaimed depth of -14.5 m PCD to accommodate the design vessel. The design dredging depth will consider only the sedimentation and sounding accuracy, i.e. 0.6 m below -14.5m PCD, providing a design depth of -15.1 m PCD. The quay wall will be a mass concrete gravity wall with backfill infill. It will have a wide base and hollow in the middle to allow for the void to be backfilled with sand. This provides a wider footprint but a lower density, resulting in a more stable foundation. The basin length (quay length) at -14.5 m PCD depth of 338 m was found to be sufficient, accepting overlap of the design vessel into the Berth 606 quay space, as was confirmed by the mooring analysis study. The quay wall is therefore, expected to be 360 m in length, considering the overlap. There will also be allowance for however, the quay wall will be designed to accommodate a -19 Chart Datum (CD) depth for future dredging if required.
- **End of berth basin slopes** – The Berth 605 must fit within the space between the end of the existing Berth 606 and the South Dunes Road. The location of the end of the Berth 606 Berth pocket is defined as the end of the existing berth, which is the lower retained earth wall. A slope of 1V:3H from -14.5 CD to the existing ground level, which is 60 m long, provides a total berth length of 338 m from the toe of the embankment to the start of Berth 606. This will support a vessel of 315 m Length Overall (LOA).
- **Scour protection** - For the scour design, it is assumed that all sediment within the basin is erodible, representing a worst-case scenario. However, WSP acknowledges the presence of underlying rock layers in the area at depths ranging from -5 m CD to -17 m CD. These layers might impact the final design, but this will only be considered during the detailed design phase of the scour protection system. A revetment (sloped embankment) will be constructed on the seaward side of the Urania Road. This slope must be protected against wave and propeller action to maintain the structural integrity of the Urania Road. A riprap scour protection system will be considered.

- **Dredging** – Dredging activities will be undertaken to a proclaimed depth of -14.5 m CD. The design dredging depth will consider only the sedimentation and sounding accuracy, i.e. 0.6 m below -14.5m PCD, providing a design depth of -15.1 m PCD. There will also be allowance for the quay wall that will be designed to accommodate a -19 CD depth for future dredging if required.
- **Dredge disposal** – An estimated 2.8 million cubic metres of dredged material will be disposed of at an authorised offshore disposal site.
- **New rail siding** – The proposed rail siding design is based on the CHF design capacity of 1 million Twenty-Foot Equivalent Units (TEUs) per annum, which differs from that of the other design components, which caters for 275 000 TEU design throughput per annum. Based on the design throughput and the current requirement of a 50-wagon container train, it is proposed that the rail siding will consist of two rail lines that are 370m each in length, each servicing 2 rakes of 25-wagons each. The existing Mhlathuze Yard will be used for shunting and staging to service the new proposed rail siding.
- **New access road** – a new shared access road and vehicle access control point to the PoRB, the CHF and the adjacent vacant land surrounding the CHF is proposed. The new road will be an estimated 735 m length with a width of 30 m. It will consist of two (2) lanes in each direction and three (3) intersections; at Urania Road, at Ventura Road and one to the CHF.
- **Footprint of the CHF and apron area** – The CHF will be built and operated by the container handling facility operator therefore, this Scoping and Environmental Impact Reporting process only considers the disturbance footprint of the CHF and not the associated permits that it will require when operational. The total area considered is 6.75 Ha for the CHF. The apron area is an operational area located behind the quay wall and is used for the movement of trucks. The apron area is an estimated 33 m wide and 400 m in length.
- **Provision of electrical supply to feed the facility operations and equipment** – The preferred alternative is applicable where the required electrical demand is within the available capacity of the current existing 11 kV network. A new feed will be taken from the existing 11 kV network to provide electrical power to the new CHF and quay wall. However, while there is existing capacity on the current 11 kV network, this is limited and may not be able to provide for the full electrical demands in the future. To protect against restricting future electrical supply constraints, a new 11 kV Switching Station fed from the existing Primary Substation is proposed.
- **Water** – The existing 225mm diameter water main will be extended along with the new quay wall to supply ship water along the new quay. At the end of the new quay wall extension the water main will follow Urania Road to tie into the existing 150mm diameter pipe in the vicinity of the existing gate house. Connections to new buildings will be off takes from either the existing network directly, or via extensions to the existing network brought to the boundary of the proposed CHF. A tie in point will be provided. Connections to new buildings will be off takes from either the existing network directly, or via extensions to the existing network brought to the boundary of the proposed CHF. A tie in point will be provided which will consist of approximately 500 m of pipework with a diameter of 150 mm. Inside the quay wall, water will be provided to landing valves for ships and firefighting.
- **Sewerage** – The existing sewer network has been evaluated to identify areas that require upgrades to accommodate the extension of the sewer network for the new proposed CHF. The sewerage system will allow for wastewater from new toilets, basins, baths and showers. The proposed sewer will be designed to tie into the closest existing pipe network or an existing pump station closest to the proposed CHF. Sewerage inside the CHF will be designed to accommodate for approximately 160 people. The new sewerage pipeline will have a connection point at the northwestern boundary of the CHF. It will be approximately 100 m in length and 160 mm pipe diameter. The preferred

alternative involves designing a sump to accommodate the facility's sewer through gravity flow, with pumping from the sump to the existing pumpstation PS20, located north of the facility. The final sewer pipe route will be determined during the design phase.

- **Stormwater** – The existing stormwater network has been evaluated to identify areas that require upgrades to accommodate the extension of the stormwater network for the new proposed CHF. The existing stormwater network located east of the proposed CHF discharges into the basin through the existing quay wall. It is therefore proposed that the same principle apply with the new stormwater pipe through the new quay wall. Stormwater pipes will be installed to collect stormwater runoff from the CHF to the new quay wall. The pipeline will be approximately 360 m along the quay line and 400 m on the other side with a 900mm pipe diameter. It will have a velocity of 0.6 m/s for self-cleaning, to prevent sand from settling inside the pipe and blocking. There will also be cross drainage at the new rail siding which will be 400 m in length and 600 mm in diameter. The existing network discharges into the bay through the existing quay wall.
- **Provision for temporary laydown and stockpile areas** – Areas for temporary stockpiles and laydown areas have been designated and will be further assessed as part of the project. An approximate area of 4.2 Ha, 220 m in length and 170 m wide to be used as a potential lay down area for the project. In addition, two temporary stockpile areas are proposed. The first stockpile area is approximately 2.4 Ha, 250 m in length and 100 m wide. The area is located SE of the CHF. The second area is split into two areas across the Harbour Arterial Road. These areas cover an area of approximately 6 Ha. The infilling of approximately 6 Ha of the basin is also being considered for stockpiling (this infilled area also forms part of the basin to be dredged).

2.1 PROJECT LOCATION

Berth 605 is located within the PoRB, King Cetshwayo District Municipality (KCDM) and uMhlatuze Local Municipality (ULM) within the KZN Province. The project structures and infrastructure are located on the following land parcels:

- Portion 45 of Parcel 5333 of Richards Bay;
- Portion 0 of Parcel 397 of Richards Bay;
- Portion 0 of Parcel 16230 Umhlatuzi; and
- Portion 21 of Parcel 5333 of Richards Bay.

The site is bounded by the rail line to the North, the current development for Berth 606 and 607 to the East, The Seafarers Club to the West (boundary shown as dashed red line) and the basin for the 600 Series berths to the South (**Figure 2-1**).

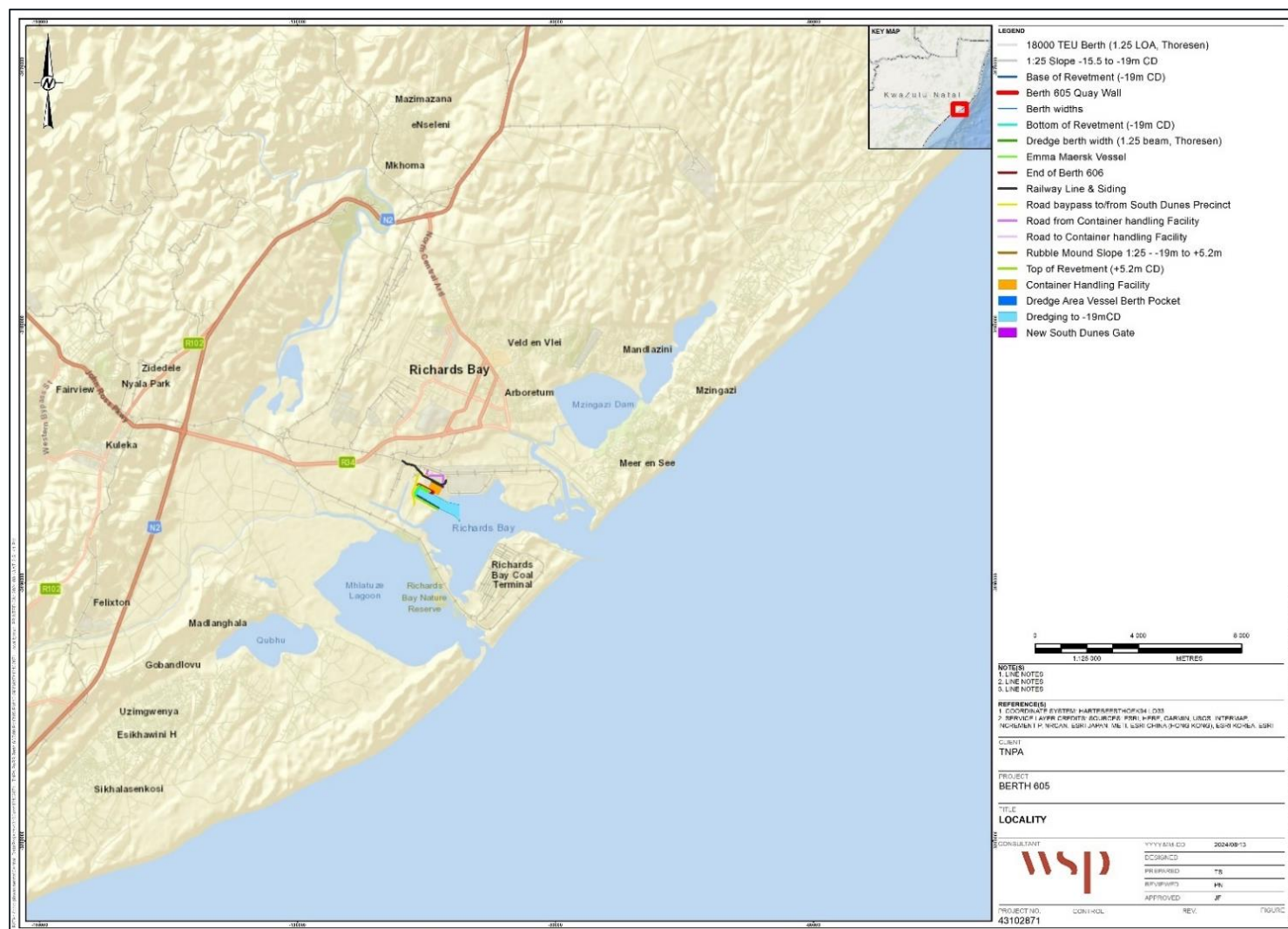


Figure 2-1 - Locality map

PROPOSED DEVELOPMENT OF NEW BERTH 605 AND ASSOCIATED INFRASTRUCTURE TO SUPPORT THE CONTAINER HANDLING FACILITY, PORT OF RICHARDS BAY, KWAZULU-NATAL

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3 SOCIAL IMPACT ASSESSMENT METHODOLOGY

3.1 DATA COLLECTION

To understand the social baseline conditions of the project-affected areas and the social implications of the proposed project on the receiving environment, WSP conducted secondary data collection (desktop review). Primary data collection was undertaken as part of the stakeholder consultation process. The desktop review is elaborated on further in the following section. The stakeholder consultation outcomes are discussed in section **Error! Reference source not found.** of this report.

3.1.1 DESKTOP REVIEW

WSP reviewed available documents to obtain information regarding the social conditions in the study area. The documents reviewed include the following:

- Integrated Development Plans (IDPs) and Spatial Development Frameworks (SDFs) of the affected local and district municipalities.
- Socio-economic and demographic statistics (sourced from Statistics South Africa's 2022 census data, municipal reports, provincial data and the 2016 community survey).
- Documents concerning the proposed project included the Background Information Document (BID), available maps and satellite imagery.

3.2 ASSUMPTIONS AND LIMITATIONS

The following assumptions have been made for this assessment:

- The conclusions and findings of the SIA are limited by the information available for the desktop assessment (Stats SA, municipal reports, etc.).
- Information was gathered from the IDPs updated every five years; thus, the information can be outdated.
- Information was gathered from the SDFs and updated every five years; thus, the information may be outdated.
- It is assumed that the information provided by TNPA is current and correct.
- The Public Participation Process (PPP) in the Environmental Authorisation (EA) process was undertaken in the scoping phase and will continue throughout the EA process. Comments, opinions and concerns received from Interested and Affected Parties have been considered in the impact assessment..
- The secondary data is assumed to reflect the local social context accurately.

4 SOUTH AFRICAN LEGISLATIVE REQUIREMENTS

This section provides a summary of the relevant legislation applicable to the Berth 605 project.

4.1 THE CONSTITUTION OF SOUTH AFRICA

The Constitution of South Africa was adopted in 1996 and is the overarching law that governs the Republic of South Africa. It outlines the rights and responsibilities of its citizens, establishes the republic's legal foundation and defines the structure of the Government (Republic of South Africa, 1996).

It also contains a Bill of Rights that enshrines the fundamental human rights of all people in the country. The state must respect, protect, promote and fulfil the rights in the Bill of Rights. In summary, the Constitution contains the following elements.

The South African Constitution represents a commitment to democracy, human rights and social justice, addressing the historical injustices of apartheid and building a more inclusive and equitable society. It is a cornerstone of South Africa's legal and political system, shaping the country's governance and protecting the rights of its citizens. Section 24 of the Constitution states that everyone has the right to an environment that is not harmful to their health or well-being (Republic of South Africa, 1996).

The Bill of Rights is relevant to this project as the project must ensure the right to an environment that is not harmful to health.

4.1.1 HUMAN RIGHTS

Adhering to municipal and zoning by-laws is essential. These regulations are in place to guarantee that all activities are carried out in a manner that is safe, sustainable and compatible with the industrial activities assigned to the area. Adherence to these by-laws ensures the safety of employees and the community, encourages responsibility toward the environment and helps avoid litigation. By complying with these regulations, the project can avoid delays and penalties, create a strong relationship with regulatory authorities, and help the industrial zone grow orderly. This commitment preserves the integrity and goals of the industrial zone and assists the project's success.

As the Department of Labour specifies, promoting a fair and equitable workplace requires adherence to local laws relevant to fair labour practices. These laws guarantee fair treatment, adequate pay and safe work environments for all workers. Adherence aids in preventing harmful working conditions, exploitation and discrimination.

TNPA is a state-owned entity, and thus, the laws of South Africa that promote human rights and fair and equitable treatment must be adhered to when implementing the proposed project.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT ACT (ACT NO. 107 OF 1998)

According to the National Environmental Management Act (107 of 1998) (NEMA), sustainable development requires the integration of social, economic, and environmental factors in the planning, implementing and evaluating decisions to ensure that development serves present and future generations. Chapter 6 of NEMA also sets out the process for the Public Participation Process (PPP). The act also outlines the EA requirements and procedures for development within South Africa (South

African Government, 2023). NEMA is the vehicle with which the right to a healthy environment, as stipulated in the Constitution, is ensured.

The principles of NEMA include the state's responsibility to respect, protect, promote and fulfil the social and economic rights of the Constitution and to position development to be socially, environmentally and economically sustainable.

4.3 NATIONAL ENVIRONMENTAL MANAGEMENT: AIR QUALITY ACT (ACT NO. 39 OF 2004)

The National Environmental Management: Air Quality Act (Act No. 39 of 2004) (NEMA: AQA) advocates for enhancing and protecting air quality in the country. Future projects should refrain from contributing to air pollution and ecological degradation. It also promotes justifiable economic and social development while securing ecologically sustainable development. The proposed project will not require an Air Emissions Licence (AEL).

4.4 NATIONAL ENVIRONMENTAL MANAGEMENT: WASTE ACT (ACT 59 OF 2008)

The act ensures that the future of the affected communities' health, well-being, and environment is protected. It seeks to increase awareness of the impact of waste on the health, well-being and environment of affected communities. The project will not need a waste management licence as the waste produced will either be removed via the port's waste removal streams and the dredged material will be loaded onto a barge and disposed of at an existing, authorised offshore disposal site.

4.5 THE NATIONAL HERITAGE RESOURCES ACT (NO. 25 OF 1999)

The National Heritage Resources Act (25 of 1999) (NHRA) provides for the protection of all archaeological and palaeontological sites, the conservation and care of cemeteries and graves by the South African Heritage Resources Agency and lists activities that require any person who intends to undertake to notify the responsible heritage resources agency and furnish details regarding the location, nature and extent of the proposed development. The project has the potential to impact heritage resources; therefore, the act is relevant to the project. Amafa aKwaZulu-Natali is the relevant provincial heritage agency.

4.6 THE NATIONAL WATER ACT (NO. 36 OF 1998)

The National Water Act (No. 36 of 1998) (NWA) aims to provide a framework for the equitable allocation and sustainable management of water resources. Both surface and groundwater sources are national resources that any individual cannot own. The rights are not automatically coupled to land rights. However, prospective users must apply for authorisation and register as water users. The NWA also provides measures to prevent, control and remedy the pollution of surface and groundwater sources.

The act aims to regulate water use and activities (as defined in Part 4, Section 21) which may impact water resources by categorising listed water uses. Defined water use activities require the approval of the Department of Water and Sanitation in the form of a General Authorisation (GA) or Water Use Licence (WUL) authorisation. A GA is applicable as there are wetlands located within the regulated zone (500 m from the project boundaries).

4.7 NATIONAL PORTS ACT (ACT NO. 12 OF 2005)

The National Ports Act 12 of 2005 intends:

- to provide for the establishment of the National Ports Authority and the Ports Regulator;
- to provide for the administration of certain ports by the National Ports Authority and
- to provide for matters connected therewith.

The TNPA provides port infrastructure and marine services at the eight commercial seaports in South Africa. It operates within a legislative and regulatory environment created by the National Ports Act 2005 (Act No. 12 of 2005). No permits under the National Ports Act will be applied as part of the environmental permitting process.

4.8 THE NATIONAL ENVIRONMENTAL MANAGEMENT: INTEGRATED COASTAL MANAGEMENT ACT (NO. 24 OF 2008)

The National Environmental Management: Integrated Coastal Management Act 24 of 2008 (ICMA) aims:

- to establish a system of integrated coastal and estuarine management in the republic, including norms, standards and policies, to promote the conservation of the coastal environment, maintain the natural attributes of coastal landscapes and seascapes and ensure that development and the use of natural resources within the coastal zone is socially and economically justifiable and ecologically sustainable;
- to define rights and duties concerning coastal areas;
- to determine the responsibilities of organs of state concerning coastal areas;
- to prohibit incineration at sea;
- to control dumping at sea, pollution in the coastal zone, inappropriate development of the coastal environment and other adverse effects on the coastal environment;
- to give effect to South Africa's international obligations concerning coastal matters and
- to provide for matters connected therewith.

The ICMA seeks to coordinate and regulate the various human activities on the coast to achieve its conservation and sustainable use.

4.9 NATIONAL DEVELOPMENT PLAN

The National Development Plan (NDP) seeks to eliminate poverty and reduce inequality by 2030. The NDP aims to achieve its goal by growing an inclusive economy, building capabilities, enhancing the state's capacity and promoting leadership and partnerships.

A key focus of the NDP include:

- Creating 11 million jobs by 2030 will aid in reducing unemployment to six per cent.
- An increase of the Gross Domestic Product by 2.7 times in real terms.
- The proportion of adults working should increase to 61%.
- The labour force participation rate should rise to 65%.

Developing the Berth 605 and associated infrastructure at PoRB will contribute to achieving these goals.

4.10 SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (ACT NO. 16 OF 2013)

The Spatial Planning and Land Use Management Act (Act No. 16 of 2013) (SPLUMA) ensures that projects maintain progress in promoting social and economic inclusion. Future interventions should promote efficient and sustainable land use and contribute towards redressing equity concerns in the affected communities through land use management systems.

The Berth 605 project area is located within the PoRB and any permits required falls outside the scope of this S&EIR process.

4.11 NATIONAL SPATIAL DEVELOPMENT PERSPECTIVE

According to the National Spatial Development Perspective, spatial development should, where appropriate, accommodate and promote private economic ventures, which can aid sustainable economic growth, relieve poverty, increase social investment and improve service delivery. Consequently, municipal-level spatial planning has been considered where relevant.

4.12 KWAZULU-NATAL SPATIAL DEVELOPMENT FRAMEWORK

The KwaZulu-Natal Spatial Development Framework (SDF) emanates from the SPLUMA. It outlines the role of transparent developmental, regulatory land and development management.

The KZN SDF seeks to equitably utilise physical and environmental resources toward greater spatial integration and sustainability in development (Isibuko Development Planners, 2021).

The Berth 605 project area is located within a developmental node within the province, which aims to increase the intensity of social and economic activity. The SDF provides the framework for citizens to access economic opportunities and appropriate services. Richards Bay is also designated a regional development anchor and will be prioritised as a key anchor for the regional economy.

4.13 KING CETSHWAYO DISTRICT MUNICIPALITY INTEGRATED DEVELOPMENT PLAN

The Municipal Systems Act (No. 32 of 2000) requires municipal planning to be developmentally oriented and for municipalities to undertake an integrated development planning process to produce IDP.

The IDP highlights the KCDM vision to forge ahead, inspired by the integrity and the will to provide sustainable and quality service delivery (King Cetshwayo District Municipality, 2023).

Strategic goals identified by the municipality include supporting meaningful economic development and key challenges include diversifying the municipality's economy. The Berth 605 project may assist the municipality in combating some of its economic challenges.

4.14 CITY OF UMHLATHUZE LOCAL MUNICIPALITY INTEGRATED DEVELOPMENT PLAN

The ULM strives to be "an aspirant metropolitan Port City focused on investing in quality infrastructure and service delivery in partnership with Traditional Councils, Communities and the Private Sector" (uMhlathuze Local Municipality, 2022).

Some key challenges identified by the municipality include unemployment, sluggish economic growth and high crime levels, among others. The Berth 605 project may assist the municipality in economic development.

5 SOCIAL BASELINE

5.1 KWAZULU-NATAL PROVINCE

KZN is located along the West Coast of South Africa. The province borders three of South Africa's neighbouring countries, Mozambique, Eswatini and Swaziland and three other South African provinces, namely, Mpumalanga, Free State and Eastern Cape Provinces (Figure 5-1).

KZN covers an area of 94 361km² with a population of approximately 14,424,000 (Statistics South Africa, 2024). The capital city of KZN is Pietermaritzburg and other major cities and towns include Durban, Richards Bay, Port Shepstone, New Castle, Estcourt, Ladysmith and Richmond. The province is divided into ten districts and one metropolitan municipality. These ten districts are further subdivided into 43 Local Municipalities.

5.2 KING CETSHWAYO DISTRICT MUNICIPALITY

The KCDM has municipal executive and legislative authority in an area which includes more than one municipality, making it a Category C municipality. It is one of ten district municipalities in the province, comprising approximately 9% of its geographical area. The KCDM comprises the City of uMhlathuze, Mthonjaneni, Nkandla, uMfolozi and uMlalazi local municipalities (Figure 5-1). The KCDM is headquartered in Richards Bay. Manufacturing is the leading economic sector in the KCDM (Municipalities of South Africa, 2024).

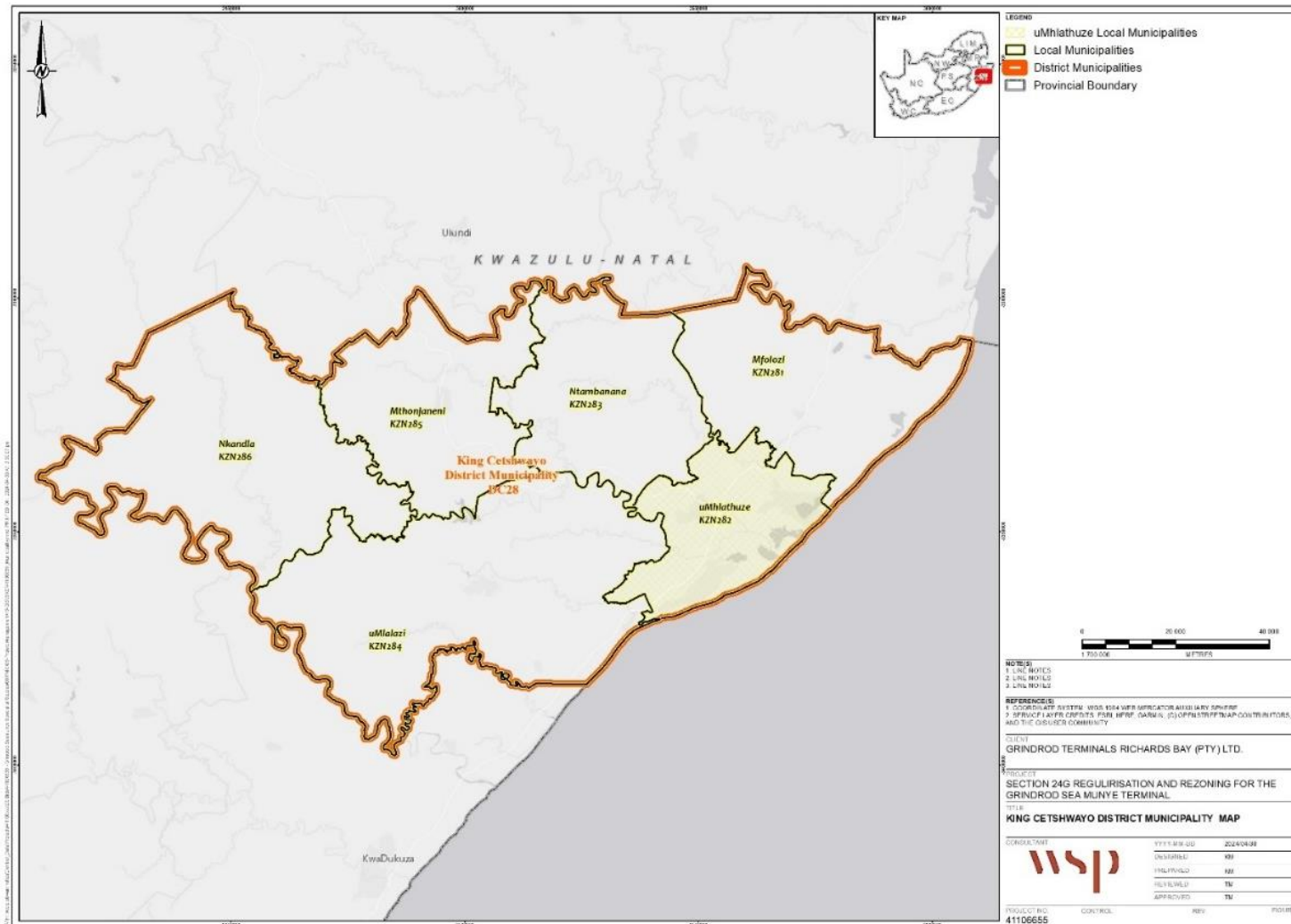


Figure 5-1 – KwaZulu-Natal regional map

5.3 UMHLATHUZE LOCAL MUNICIPALITY

The ULM is approximately 1,233 square kilometres in extent, representing 15% of the KCDM's land mass. To the West, it is bordered by the uMlalazi Local Municipality, the Mthonjeni Local Municipality to the northwest, the uMfolozi Local Municipality to the east and the Indian Ocean to the South (Figure 5-1). The Berth 605 project area is located within Ward Two (2) and is represented by Mr. C M Botha, the Deputy Mayor.

5.3.1 POPULATION

The ULM's population increased to 412,075 from 370 256 between 2011 and 2022 (Statistics South Africa, 2024), which represents an increase of 11.3% over the 11 years. By 2030, the municipality's population will be approximately 505,000 (uMhlathuze Local Municipality, 2022). The gender distribution of the municipality was almost equal, with females representing 51.5% and males 48.5% of the population in 2022 (Figure 5-2). People between 15 and 64 years old represent 69.4% of the population, with 25.9% representing the young and 4.7% the elderly (Statistics South Africa, 2024).

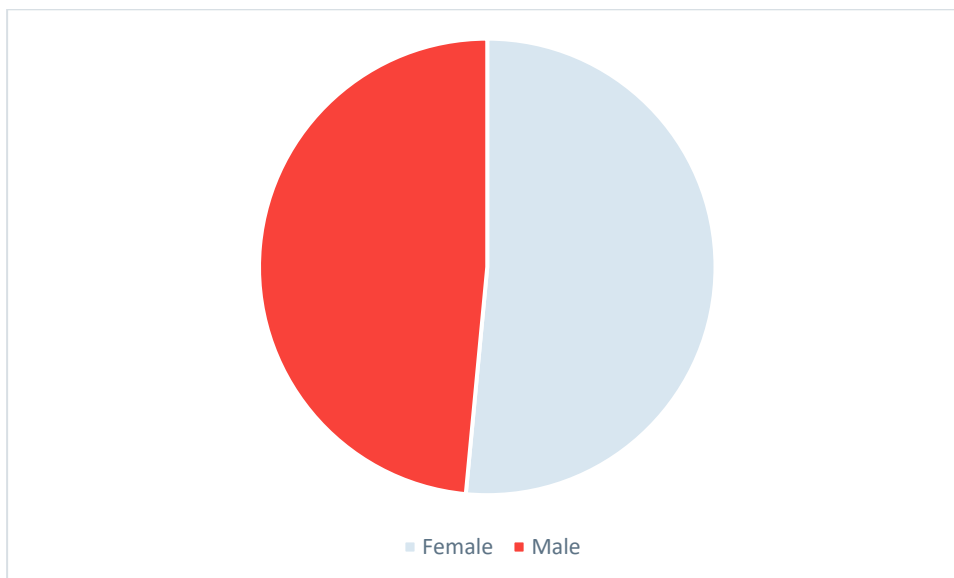


Figure 5-2 - ULM gender distribution *Source: Statistics South Africa (2024)*

5.3.2 ETHNICITY AND LANGUAGE

Black African people represent 86% of the municipality, followed by nearly 11 % White and smaller portions represent the remaining ethnicities, as shown in Table 5-1.

Table 5-1 - Distribution of Umhlathuze Local Municipality by population group

Group	Percentage
Black African	87.7%
Coloureds	0.9%
Indian or Asian	3.7%
White	7.5%
Other	0.2%

According to the 2022 census, Isizulu is the language most spoken in the municipality, followed by English, Afrikaans and other languages in smaller proportions, as shown in Table 5-2 (Statistics South Africa, 2024).

Table 5-2 - Distribution of Umhlathuze Local Municipality by language spoken

Language	Percentage
IsiZulu	84.1%
English	8%
Afrikaans	4.2%
Others	1.3%

5.3.3 EDUCATION

In 2022, approximately 12,100 people had no formal education. About 10.9 % (26,380 people) have received higher educational training. Table 5-3 shows the levels of education represented in the municipality (Statistics South Africa, 2024).

Table 5-3 - Distribution of the levels of education represented in the municipality

Group	Percentage
No Schooling	6.1%
Some Primary	15.9%
Completed Primary	3.4%
Some Secondary	20.5%
Completed Secondary	30.3%
Higher Education	9.6%
Not Applicable	9.2%

5.3.4 EMPLOYMENT AND INCOME PROFILE

The unemployment rate of ULM was 24.6% and is among the lowest in the municipalities within the district. The unemployment rate for females was 27.7% and for males was 4.6% (uMhlathuze Local Municipality, 2022). The formal sector employs 76,488 people and 17,158 are employed informally in the ULM (uMhlathuze Local Municipality, 2022). Manufacturing is the main economic activity (45.9%), followed by mining and quarrying (11.6%), financial, real estate and business (10.7%), community, social and personal services (10.4%) and other sectors in smaller proportions (Municipalities of South Africa, 2024). During the construction of the Berth 605 project, TNPA will employ as many local workers as possible.

5.3.5 HOUSING

The number of households in the ULM increased by 6,431 from 94,010 in 2011 to 100,441 in 2022. The ULM provides these households with water, electricity and waste services. The average household size has increased from 3.9 to 4.1 people per household in the same period (Statistics South Africa, 2024).

5.3.6 HEALTH

One of the main challenges to health care in the ULM is the prevalence of HIV/AIDS. Between 2007 and 2017, there was an increase in HIV prevalence. However, with a decrease in deaths related to HIV. The KCDM and the ULM are running initiatives to educate the population about infection sources to reduce infection numbers (uMhlathuze Local Municipality, 2022).

5.4 SOCIAL INFRASTRUCTURE

5.4.1 SCHOOLS

The Berth 605 project is located within the port footprint. As such, there are no schools within two kilometres of the facility. The nearest school is Batesda Independent School, approximately two kilometres from the facility.

5.4.2 INSTITUTIONS OF HIGHER LEARNING

The main institutions of higher learning in Richards bay area are the University of Zululand, Umfoluzi Collage which is a Furter Education Training Collage and the Richards Bay Technical Training and Assessment Centre. These institutions will benefit from the project as the project will provide opportunities for students in engineering, mechanical fitters; electricians; welders; boilermakers; millwrights; fitter and turners; plumbers; carpentry; bricklayers, etc.

5.4.3 HEALTHCARE

The nearest hospitals to the facility are the Netcare, the Bay Hospital and the Medicross Richards Bay Hospital, four kilometres from Sea Munye. The nearest public health facility is the Richards Bay Municipal Clinic, four kilometres from the site.

5.4.4 WATER AND SANITATION

In the ULM, 58% of households have access to piped water inside dwellings, and 34.9% have access to piped water inside the yard. Community standpipes provide piped water to 2.8% of households, while the remainder relies on tankers, boreholes, dams and other water sources (Statistics South Africa, 2024). The facility will use water supplied by uMngeni - uThukela Water.

5.4.5 ELECTRICITY

The ULM is a licensed electricity provider. It provides electricity to most of the municipality. Eskom provides electricity to the outlying rural areas in the municipality (uMhlathuze Local Municipality, 2022). Households in the ULM have good access to electricity, with 99.2% having access to electricity. The facility will use electricity supplied by the ULM.

5.4.6 ACCESS TO SANITATION

Nearly two-thirds (62.5%) of ULM households have access to flush toilet facilities and 28.5% use pit latrines. A portion of these households, 9%, depend on alternative sanitation facilities, such as buckets and chemical toilets (Statistics South Africa, 2024).

5.4.7 ACCESS TO WASTE REMOVAL

In contrast to the KCDM, where only 46.3% of its population uses refuse dumps, 57.1% of the households in the ULM have their waste removed weekly by the municipality (Statistics South Africa, 2024). Excavated material generated during construction will be disposed of at an authorised offshore disposal site.

5.4.8 TELECOMMUNICATIONS

The ULM is serviced by all the major network providers in the country. It has access to 4G/LTE coverage and access to the internet via the service provider Rain.

6 DESCRIPTION OF THE SOCIAL RECEIVING ENVIRONMENT

The Berth 605 project area is located within the existing PoRB footprint. Figure 6-1 indicates the projects social receptors within a 1km, 3km and 5km radius.

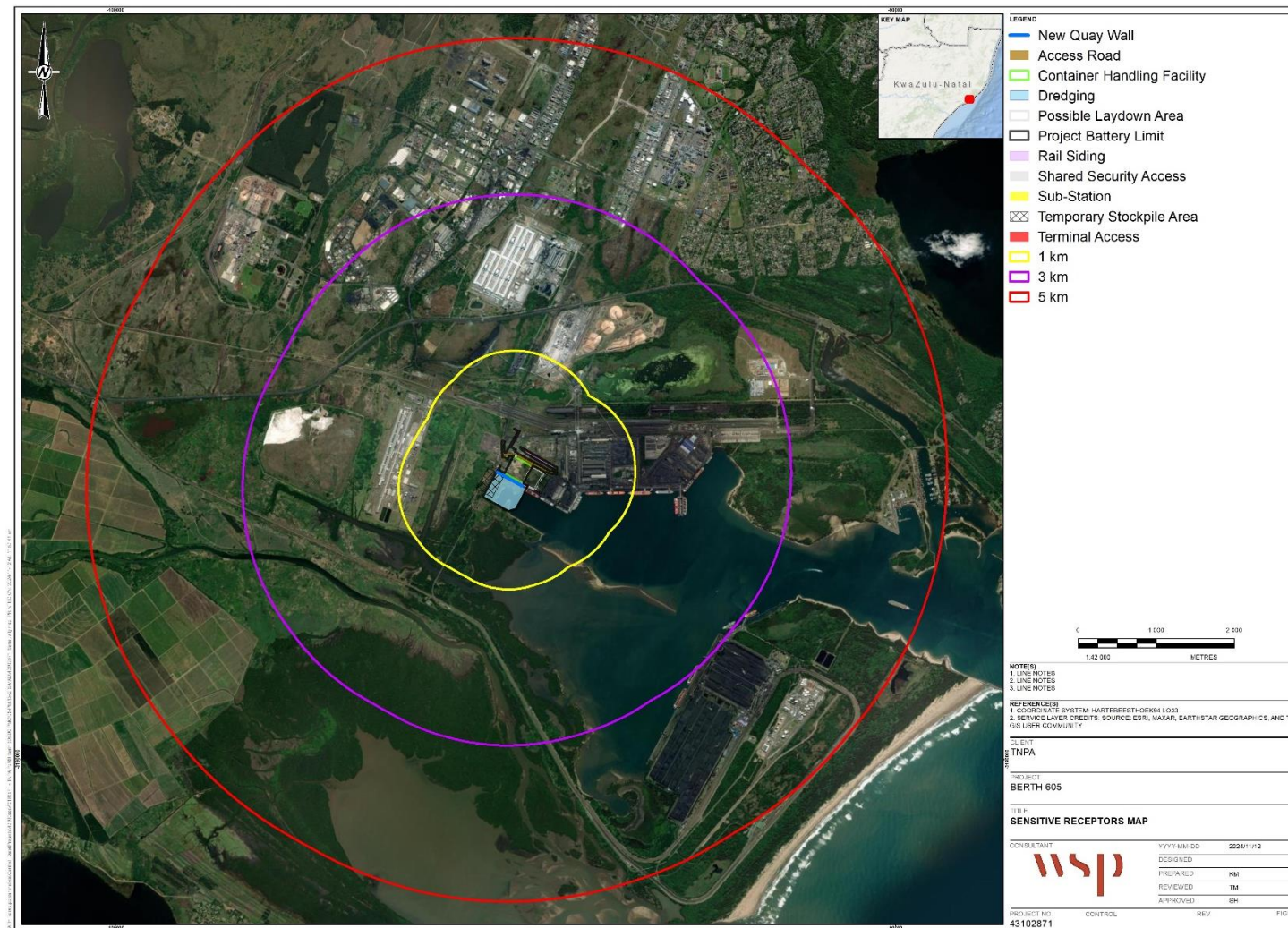


Figure 6-1 - Project Social Receptors

6.1.1 PRIMARY RECEPTORS (WITHIN ONE KILOMETRE)

Port activities and undeveloped land surround the proposed Berth 605 project area. Most social receptors are in the industrial sector and other port users. The Richards Bay Seafarers Club and Transnet Permit Office are within a kilometre of the site. Most of the intrusive impacts will be felt in this zone.

6.1.2 SECONDARY RECEPTORS (WITHIN THREE KILOMETRES)

The Hillside Aluminium smelter and the Foskor production facility are within three kilometres of the proposed project. The Richards Bay Industrial Development Zone and Eskom Polaris Substation are also located within three kilometres of the facility. The primary social receptors are in the industrial sector. The project is not expected to have any impact in this zone.

6.1.3 TERTIARY RECEPTORS (WITHIN FIVE KILOMETRES)

This region covers the Richards Bay Central District and the suburb of Arboretum, which hosts schools, homes and hospitality facilities. The industrial area of Alton also falls in this region, along with a portion of the Tuzi Gazi Waterfront. The tertiary social receptors are a mixture of social receptors and land uses. The project is not expected to have any impact in this zone.

7 PUBLIC PARTICIPATION PROCESS

As part of the scoping phase, a public participation process was undertaken. The process was used to inform this SIA. In particular, the comments and response report was used to inform the impacts that have been assessed. Table 7-1 summarises the social issues raised by Interested and Affected Parties (I&APs relevant to the SIA.

Table 7-1 – Summary of social impacts raised by I&APs

Stakeholder Category / Organisation	Issue Raised	Response Provided
City of uMhlathuze	Building Plans must be submitted to the Municipality for approval before developing any new structures.	TNPA will submit the relevant building plans to the Umhlathuze Municipality before the commencement of construction.
City of uMhlathuze	Dust fallout monitoring should be conducted per the National Dust Control Regulations, 2013.	<p>No sensitive receptors are within a 1.5km radius of the site; therefore, dust is unlikely to risk human health.</p> <p>It is the professional opinion of the Air Quality Specialist that Air Quality Monitoring will not be required.</p> <p>The project when operational will handle containers and this activity will not generate dust.</p>
City of uMhlathuze	<p>There will be an expected increase in traffic. It may be necessary to widen the Harbour Arterial roads to prevent dangerous traffic conditions due to conflict between various types of cargo deliveries.</p> <p>It is unacceptable to dismiss trip generation as minor, given the congestion caused by port operations and inadequate rail services.</p> <p>Questions remain regarding truck generation if the rail system fails. Assessing whether the current infrastructure can handle such a scenario is crucial.</p>	<p>A supplementary access road off Urania Road with a security control point to serve the CHF and Berth 605, as well as the greater port network, has been proposed and approved in principle by TNPA.</p> <p>The widening of Harbour Arterial and West Central Arterial and an additional truck staging area adjacent to West Central Arterial within the port has been proposed by TNPA and is currently being assessed as part of the PoRB Road & Rail pre-feasibility study.</p> <p>It must be noted that the Berth and the new access road will not result in any additional traffic, only the operation of the CHF will generate additional traffic, the operations of the CHF falls outside the scope of this project.</p>

Stakeholder Category / Organisation	Issue Raised	Response Provided
City of uMhlathuze	The rail system has proven unreliable.	The design for truck access and additional road capacity has been considered to accommodate the movement of containers.
City of uMhlathuze	Consideration must be given to using dredging material on Alkanstrand (Northern Beaches) for sand replenishment purposes if it is clean and of good quality. It is also proposed that the material be put on the northern side of the pier to make the area shallower and to improve the sea floor level to reduce wave action.	It has been confirmed that there will be extreme difficulty with using the dredged material for sand replenishment, therefore the preferred and only alternative investigated, is the disposal of the dredged material at the existing offshore disposal site.
City of uMhlathuze	Regarding spatial planning, the project aligns with the Richards Bay Port Development Framework Plan and other applicable policies and legislative mandates.	WSP acknowledges that the Municipality considers the project aligned with relevant legislation and the Port Development Framework Plan.
South Durban Community Environmental Alliance (SDCEA)	Environmental concerns – berthing operations can contribute to water and air pollution, including emissions of greenhouse gases from idling ships.	The potential environmental impacts have been assessed in the specialist studies.
SDCEA	Climate change – The report mentioned that assessments done previously for other projects are not expected since the entire project site is an Estuarine Functional Zone and Critical Biodiversity Area.	Climate-related impacts have been identified for other projects near the Berth 605 area, as climate assessments can be considered regional. The existing assessments were reviewed to identify the potential impacts of the Berth 605 project. In addition, a Climate Change Impact Assessment has been conducted for the Berth 605 project.
SDCEA	What measures will TNPA take to minimise the negative impacts on surrounding communities in case of a gas leak? Can TNPA set aside funding to respond to these situations?	Gas leaks are not anticipated for the proposed project. However, TNPA has an emergency response plan for unplanned events and incidents; all incidents will be handled according to this plan.
SDCEA	Ports are estuaries that are important to marine life for breeding. Subsistence fishers and traditional healers who depend on the ocean and estuaries need	The project's impact on the estuary has been investigated in the EIA. TNPA has an emergency response plan to implement during unplanned events or incidents.

Stakeholder Category / Organisation	Issue Raised	Response Provided
	assurance that their way of life will not be adversely affected. In the event of a spillage, does the developer have a facility for marine life affected by the spills?	
SDCEA	Will any of the proposed project areas, including traditional fishing areas, be closed off from fishing? What areas will be closed off that are currently accessible to the public?	The Berth 605 project will not restrict fishing areas which are accessible to the public. The public accessible areas are close to Pelican Island and Zululand Yacht Club and these areas are not affected by the project.
SDCEA	Employment – will the development improve the lives of community members? Based on previous experience, local leadership tends to approve such projects as they assume they will create jobs for community members, which in most cases are left for high tertiary qualifications and are limited to security guards. If employed, then they will also be contract workers in the construction phase.	The project will create job opportunities in the region. However, the skills required for the jobs may vary. Local businesses will also be considered for the materials supply during construction.
SDCEA	Access to the town of Richards Bay has been heavily congested in some instances, totally blocked off by trucks hauling various minerals, materials and chemicals into the port. This development will be an addition.	TNPA is in discussion with the city about addressing the issues of traffic.

8 IMPACT ASSESSMENT APPROACH

The EIA Regulations require the identification of the significance of potential impacts during the EIA assessment. To this end, an impact assessment tool has been used to assess the impacts. The assessment tool is based on three criteria: probability and consequence and significance, where the latter is based on a general consideration of the intensity, extent and duration.

Table 8-1 - Significance impact assessment Tool

Probability Scale		1	2	3	4
	1	Very Low	Very Low	Low	Medium
	2	Very Low	Low	Medium	Medium
	3	Low	Medium	Medium	High
	4	Medium	Medium	High	High

Table 8-2 - Probability Scores and Descriptors

Score	Descriptor
4	Definite: The impact will occur regardless of any prevention measures.
3	Highly Probable: It is most likely that the impact will occur.
2	Probable: There is a good possibility that the impact will occur.
1	Improbable: The possibility of the impact occurring is Very Low.

Table 8-3 - Consequence Score Description

Score	Negative	Positive			
4	Very severe: An irreversible and permanent change to the affected system(s) or party(ies) which cannot be mitigated.	Very beneficial: A permanent and substantial benefit to the affected system(s) or party(ies), with no natural alternative to achieving this benefit.			
3	Severe: Long-term impacts on the affected system(s) or party(ies) could be mitigated. However, this mitigation would be difficult, expensive, time-consuming, or a combination.	Beneficial: A long-term impact and substantial benefit to the affected system(s) or party(ies). Alternative ways of achieving this benefit would be difficult, expensive, time-consuming, or a combination.			
2	Moderately severe: A medium to long-term impact on the affected system(s) or party (ies) that could be mitigated.	Moderately beneficial: A medium to long-term impact of real benefit to the affected system(s) or party(ies). Other ways of optimising the beneficial effects are equally difficult, expensive and time-consuming (or some combination of these) as achieving them in this way.			
1	Negligible: A short to medium-term impact on the affected system(s) or party(ies). Mitigation is straightforward, cheap, less time-consuming and unnecessary.	Negligible: A short to medium-term impact and negligible benefit to the affected system(s) or party(ies). Other ways of optimising the beneficial effects are more accessible, cheaper and quicker, or some combination.			
Significance (S) determined according to the formula:	$[S = (E + D + R + M) \times P]$ <i>Significance = (Extent + Duration + Reversibility + Magnitude) × Probability</i>				
IMPACT SIGNIFICANCE RATING					
Total Score	4 to 15	16 to 30	31 to 60	61 to 80	81 to 100
Environmental Significance Rating (Negative (-))	Very Low	Low	Moderate	High	Very High
Environmental Significance Rating (Positive (+))	Very Low	Low	Moderate	High	Very High

The nature of the impact must be characterised as to whether the impact is deemed to be positive (+ve) (i.e. beneficial) or negative (-ve) (i.e. harmful) to the receiving environment/receptor. A colour reference system has been used for ease of reference. The key objectives of the risk assessment methodology are to identify any potential social issues and associated social impacts likely to arise from the proposed project and propose a significance ranking. Issues/aspects will be reviewed and ranked against a series of significance criteria to identify and record interactions between activities,

aspects, resources and receptors to provide a detailed discussion of impacts. The assessment considers direct, indirect, secondary and cumulative impacts. A significance rating is provided pre and post mitigation.

9 IDENTIFICATION OF IMPACTS

Based on the collected secondary data and expert knowledge, impacts were identified and categorised according to the project phase, in which the impacts are likely to occur. Only the construction and operational phases were considered in the EIA process. It must be noted that this Project is for the establishment of primary, long-term infrastructure with no decommissioning activities anticipated. Should there be a need to decommission the facility at a point in future, a separate permitting process would be followed.

9.1 PRELIMINARY KEY IMPACTS

The proposed Berth 605 project has been selected based on several factors:

- An agreement with TNPA and the operator regarding the preferred CHF of 270 m along the berth by 250 m landward. The total area considered is 6.75 Ha for the CHF, but the apron area is excluded.
- The area is 33 m from the cope line to allow for an apron area considering mobile harbour cranes, as envisaged for the 275,000 TEU operations.
- The area is directly adjacent to the Seafarer's Club property fence line.

The following section analyses the social impacts of the project, identifying the preliminary impact during the facility's construction and operational phases. Cumulative impacts are also considered.

9.2 CONSTRUCTION PHASE

9.2.1 ECONOMIC IMPACT

The PoRB is an important economic centre for the region and the country, serving as a shipping port for coal, aluminium and minerals. The growth and increase in activities at the port could positively and negatively impact the surrounding businesses and communities and social change processes.

There would be an increased demand for goods and services related to the construction phase. This will stimulate growth within the local and regional construction and service sectors.

It is anticipated that a significant portion of the wages earned by construction workers will likely be spent near the project area. This expenditure will increase the revenue flows in the surrounding communities, thus acting as a catalyst for growth in the formal and secondary economy. Additionally, workers sourced from the surrounding communities are foreseen to spend an even larger proportion of their wages within the local communities, further adding to the flow of revenue.

9.2.1.1 Mitigation

- A Public Consultation Plan and complaints register should be prepared and implemented before and during project construction.
- Where reasonable and practical, the project should apply a 'locals first' policy, especially for semi and unskilled jobs. The majority of skilled positions, however, are likely to be filled by individuals from outside the area due to the low skill levels in the area.

- Communities near the Project should be given special consideration regarding the benefits arising from it, as they will be most affected.
- The engineering, procurement and construction contractor should prefer appropriate subcontractors in the surrounding communities, followed by those in the municipal area and those outside the province.
- Resources required during construction should be sourced, preferably from local businesses where possible. Accommodation needed for contractors should favour local guesthouses and hotels.
- Wherever possible, the hiring process should promote gender equality and employment of women employment.
- The proponent should liaise with the ULM or any other relevant body such as business forums regarding establishing a database of local companies, specifically BBBEE companies, which qualify as potential service providers (e.g., construction companies, catering companies, waste collection companies, security companies, etc.) before the commencement of the tender process for construction service providers. These companies should be notified of the tender process and invited to bid for project-related work.

9.2.1.2 Significance rating

As a positive impact, rated as **Moderate** before mitigation, the impact's significance rating is improved but remains **Moderate** after mitigation.

9.2.2 NUISANCE IMPACTS

Construction-related activities, which include moving heavy construction vehicles on and off the site, can create dust, noise and safety impacts and damage to roads. The impacts will be largely local and can be effectively mitigated. These impacts are not expected to be experienced outside the facility's three-kilometre radius.

9.2.2.1 Noise

During construction, noise affects people differently. The new noise will come from the construction of the berth and associated infrastructure as well as dredging activities. There are several other port users close to the site. Road traffic, transportation of materials and equipment and construction activity are expected to generate noise. However, the port is also noisy, and the project is not expected to add significant noise to this environment.

Mitigation

- The neighbouring port users should be consulted when planning construction activities to have the least intrusive impact, i.e. scheduling high-noise activities when they result in the least disturbance, such as during the day.
- Equipment should be maintained to avoid additional noise generation.
- On-site personnel should receive appropriate personal protective equipment, including noise-control hearing devices.

Significance rating

As a negative impact, the impact's significance decreased from **Low** before mitigation to **Very Low** after mitigation.

9.2.3 DUST

The project's construction activities will not generate any significant amounts of dust. Therefore, there is no assessment of this potential impact.

9.2.4 INFLUX OF JOB SEEKERS

There is the potential for an influx of job seekers to the area as news of the Berth 605 expansion project and other projects in the port spreads. Poverty and unemployment drive this influx of job seekers. Influx is mostly experienced during the construction phase but can continue in the operational phase. Influx, in turn, has several associated social impacts, including pressure on municipal services, pressure on housing in the areas sending labour to the port and the potential for the growth of informal settlements. There is also the potential for conflict between newcomers and local inhabitants. There is also the potential for an increase in social ills such as prostitution and substance abuse as most of the people coming to the area might be single men.

9.2.4.1 Mitigation measures

- A preference should be given to the employment of local labour.
- The number and types of jobs need to be communicated clearly.
- There should be no employment at the project gate.
- The ULM should be engaged to prepare for the potential influx of job seekers.
- A complaints register should be implemented to deal with potential issues between project-induced newcomers and local people.
- The site needs to be adequately secured by trained security personnel to avoid criminals accessing the project site. This could be provided by the existing port security as access to the port is already controlled.
- The South African Police Services will need to be engaged if there are instances of crime related to Project personnel who have come to work on the project.

9.2.4.2 Significance rating

As a negative impact, the impact's significance decreased from **Low** before mitigation to **Very Low** after mitigation.

9.2.5 RESTRICTED ACCESS FOR PORT USERS

During the construction of the project, it is unlikely that there will a significant impact on port, users construction of the berth however if there is a need to restrict access this could have an impact on vessels using the port.

9.2.5.1 Mitigation measures

- The TNPA must communicate clearly with the other port users during construction activities. The timing and duration of disruptions will need to be communicated.
- Access to other berths must not be restricted during construction of berth 605.
- A complaints register should be put in place and communicated to port users so that they can raise issues should they arise.

9.2.5.2 Significance rating

The impact is negative and could be during the construction of the berth. The impact rating is **Moderate** before mitigation and **Low** after mitigation.

9.2.6 IMPACTS ON FISHERS IN THE PORT (fishers is the correct gender-neutral term for people who fish)

During the scoping phase the specialists and EAP identified the potential impact on fishers however TNPA has since confirmed that the project area is not a designated fishing area in the port and therefore there will be no impact on fishers. Mitigation measures

There is no impact and therefore no mitigation required.

9.2.6.1 Significance rating

There is no impact on fishers

9.2.7 CONSTRUCTION PHASE – IMPACT SUMMARY

Table 9-1 summarises the impact ratings for the construction phase.

Table 9-1 - Ratings of impacts during the construction phase

Construction Phase Impacts																
Aspect	Character	Pre-Mitigation							Post-Mitigation							
		(M+	E+	R+	D)x	P=	S	Rating	(M+	E+	R+	D)x	P=	S	Rating	
Economic Impact	positive	3	3	3	2	4	44	P3	4	3	3	4	4	56	P3	
Significance		P3 – Moderate							P3 – Moderate							
Noise	negative	2	2	2	2	2	16	N2	1	2	2	1	2	12	N1	
Significance		N2 – Low							N1 –Very Low							
Influx	Negative	3	3	4	2	4	48	N3	2	2	3	2	3	30	N2	
Significance		N3 – Moderate							N2 – Low							
Restricted Access	Negative	2	2	3	2	2	18	N2	1	2	1	2	2	12	N1	
Significance		N2 – Low							N2– Low							

9.3 OPERATIONAL PHASE

9.3.1 EMPLOYMENT AND BUSINESS OPPORTUNITIES

The maintenance and functioning of the facility will create employment. It is assumed that the unskilled labour will be sourced from the local community and that skilled labour, within reason, will also be sourced from the local communities.

9.3.1.1 Mitigations

- During the operational phase, locally employed individuals should receive training and undergo skills development programmes.
- Employees should be allowed to participate in mentorship programmes to further their development.

9.3.1.2 Significance rating

As a positive impact rated **Moderate** before mitigation, the significance remains **Moderate** after mitigation.

9.3.2 TRAFFIC

Traffic and congestion are problems in Richards Bay, especially with the PoRB. The PoRB's growing commercial and industrial activities are anticipated to worsen congestion on the nearby road networks.

9.3.2.1 Mitigations

- Traffic officials should assess the increase in road traffic and make the necessary alterations to traffic management.
- Discussions with the ULM should take place to establish how traffic can be managed.

9.3.2.2 Significance rating

As a negative impact rated **Low** before mitigation, the significance remains **Low** after mitigation.

9.3.3 CRIME

Because ships and people worldwide enter and exit international ports, this presents potential for illegal activities (US Government Accountability Office, 2023). Ports are frequently linked to criminal activity, such as smuggling, the trading of illegal products like narcotics and human trafficking may all rise as a result of the increased cargo activity at the PoRB.

The local community, TNPA staff, port tenants, construction workers and the project itself may all be significantly impacted by increased criminal activity due to increased activities in the port. Illegal activities may directly endanger people's safety and security.'

9.3.3.1 Mitigations

- Security protocols such as patrols and document checking at the port should be adhered to.
- Access to the port should also be controlled by trained security personnel.

9.3.3.2 Significance rating

As a negative impact, the significance is rated **Very Low** and remains **Very Low** after mitigation.

9.3.4 OPERATIONS PHASE – IMPACT SUMMARY

Table 9-2 summarises the impact ratings for the operations phase.

Table 9-2 - Ratings of impacts during the operational phase

Operations Phase Impacts																
Aspect	Character	Pre-Mitigation							Post-Mitigation							
		(M+	E+	R+	D)x	P=	S	Rating	(M+	E+	R+	D)x	P=	S	Ratin g	
Employment and Business Opportunities	positive	3	3	3	4	4	52	P3	4	3	4	4	4	60	P3	
Significance		P2 – Low							P3 – Moderate							
Traffic	negative	2	1	3	2	3	24	N2	2	1	3	2	2	16	N3	
Significance		N3 – Low							N3 – Low							
Crime	negative	4	4	3	4	1	15	N1	3	3	3	4	1	13	N1	

Significance	N1 – Very Low		N1 – Very Low	
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9.4 CUMULATIVE IMPACTS

9.4.1 EMPLOYMENT

One of the positive cumulative short-term social impacts will be creating jobs. Construction activities will create several temporary employment opportunities.

9.4.1.1 Enhancement measures

It is suggested that non-locals should only be hired when specialist skills, which are unavailable locally, are required. The following aspects in this regard should receive priority:

- Residents and communities should be employed wherever possible.
- Local companies should be used whenever possible, especially for unskilled and semi-skilled work.
- Local workers should be used and mentored as far as possible.
- Rigorous and transparent recruitment processes should be followed, and regular audits should be undertaken to establish whether workers are locals.

9.4.1.2 Significance

The project's impact on employment and household incomes will be a **Moderately positive** impact before enhancements and a **Highly positive** impact after enhancement measures.

9.4.2 TRAFFIC

Transportation of construction materials and workers to the proposed site during the construction phase is anticipated to impact the traffic volumes in the area. Additional heavy construction vehicles have the potential to damage roads, create noise and may cause traffic risk impacts for other road users in the area.

Mitigations

- Vehicles will be regularly serviced to reduce exhaust emissions and noise.
- Appropriate traffic signals at intersections to manage traffic flow will be introduced by the appropriate government road agency.
- The site is zoned for industrial use, and only trucks coming to the port will access the site.

9.4.2.1 Significance

The impact on traffic is rated as **moderate** pre and post mitigation.

9.4.3 ECONOMIC BENEFITS

Increased expenditure during the construction of the proposed facility will contribute to the local economy. The workers' income will also increase spending in the local community and thus stimulate the formal and informal sectors and secondary industries, having a positive multiplier effect.

9.4.3.1 Enhancement measures

- TNPA should engage with local authorities and business organisations to investigate the possibility of procuring materials, goods and products from local suppliers was feasible.

9.4.3.2 Significance

The economic impact is rated **Highly positive** before enhancement measures and remains **Highly positive** post enhancements.

Table 9-3 - Ratings of cumulative impacts

Cumulative Impacts															
Aspect	Character	Pre-Mitigation							Post-Mitigation						
		(M+	E+	R+	D)x	P=	S		(M+	E+	R+	D)x	P=	S	
Traffic	Negative	4	3	3	4	4	56	N2	4	3	3	4	3	42	N2
	Significance	N2 – Moderate							N2 – Moderate						
Economic Development	Positive	3	3	3	4	5	65	P4	4	3	3	4	5	70	P4
	Significance	P4 – High							P4 – High						

10 CONCLUSION

The development of the proposed Berth 605 project aligns with South African legislative and policy frameworks. The project will create employment and business opportunities during the project's construction and operation phases. The potential negative impacts of the construction and operation phases can be mitigated.

The proposed development will also represent an investment in infrastructure for the country, offsetting the negative environmental and socio-economic impacts of developing the facility.

Majority of the assessed impacts can be reduced to low in significance post mitigation, however the cumulative impact of increased traffic remains moderate. The impacts to traffic will only be experienced in the construction phase. The CHF when operational will generate additional traffic, however the CHF is outside of the scope of the berth 605 project.

Given the above, it is strongly recommended that the mitigation measures described in this report be incorporated into the proposed project's EMPr. Additionally, measures must be put in place to monitor and assess the implementation of these mitigation measures and take corrective action where necessary. WSP believes that given the implementation of the identified mitigation and enhancement measures, as detailed in the report, there is no reason for the project not to proceed.

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