

SOUTH AFRICAN NATIONAL ROADS AGENCY

**PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3
(N3), KWAZULU-NATAL**

**TERMS OF REFERENCE FOR UPDATES OF EXISTING SPECIALIST
REPORTS (BATCH 2 REPORTS FOR SECTIONS BETWEEN
HAMMARSDALE AND PIETERMARITZBURG)**

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1. INTRODUCTION

1.1 Background

The South African National Roads Agency SOC Limited (SANRAL) is responsible for improving, managing and maintaining the network of national roads which act as the “economic arteries” of South Africa. Sections of the N2 and N3 are operating at full capacity and traffic studies indicate a need to upgrade them to accommodate future growth and improve road safety. Therefore, SANRAL (Eastern Region) plans to provide additional lanes along a section of the N2 in Durban, as well as along the N3 between Durban and Cedara. This forms part of the suite of Strategic Infrastructure Projects (SIPs) as described in the National Development Plan, 2011.

During 2012, you were involved with this project as a specialist and you provided relevant specialist reports to ACER. Thereafter, the project was put on hold and the applications to the Department of Environmental Affairs subsequently lapsed. As of May 2016, the environmental work on the project resumed and you have updated reports for two of six Basic Assessments. SANRAL has given the go-ahead to commence with the remaining four Basic Assessments. SANRAL intends to resubmit applications for environmental authorisation, under the National Environmental Management Act, 1998 (Act No. 107 of 1998), for the proposed capacity improvements.

As part of preparation of the required Basic Assessments, it is necessary for specialists to review their original specialist reports to ascertain whether the content correctly reflects current conditions in terms of the receiving environment and scope of works (proposed upgrades). Where changes have occurred that affect the findings and recommendations of the original reports, these changes and any new associated assessment, findings and recommendations need to be presented in updated specialist reports.

Please find below the terms of reference for compilation and submission of your updated specialist reports (for four of the six original upgrades).

2. SCOPE OF WORK - FOUR BASIC ASSESSMENTS

The original Terms of Reference for specialist reports dealt with various road sections according to SANRAL’s Preliminary Design Contracts, which were associated with seven different environmental applications (Basic Assessments). **Your current specialist updates will deal with four Basic Assessments, viz. items 1, 2, 3 and 4 listed below.**

1. N3 Upgrades between the Hammarsdale Interchange¹ and the Cato Ridge Interchange **(BA3)**.
2. N3 Upgrade from the Cato Ridge Interchange to Lion Park (Lynnfield Park Interchange) **(BA4)**².
3. N3 Upgrade from the Lynnfield Interchange to Market Road Interchange including upgrade of the Ashburton Interchange **(BA5)**.
4. N3 Upgrade from New England Road Interchange to Twickenham Road³ **(BA6)**.

¹ An Environmental Authorisation for the upgrade of the Hammarsdale Interchange (only the interchange) has already been issued and construction is underway.

² Metamorphosis, in co-ordination with ACER, is undertaking the BA for this section.

³ This project has changed in extent; previously it was Epworth to Cedara.

For some of the above, there have been changes to the project footprints and some new ground must be covered. The project names in some cases have also changed slightly from the originals. These changes are outlined in Section 3.

Note that SANRAL has awarded contracts for detailed design on the sections listed above. In some cases, one preliminary design section has been split into two or more detailed design contracts. The relationship between the current Basic Assessments, the current Detailed Design Contracts and the original Preliminary Design Contracts is shown in Appendix 1, for your information and (if needed) for reference purposes.

3. REQUIRED REPORT UPDATES

3.1 General

Specialists are requested to update their original reports as follows:

- Make your changes directly in the original report, rather than providing a separate attachment/addendum.
- All changes are to be made clearly visible in the updated report by using track changes or text in a different colour.
- The title page must reflect that this is an updated specialist report and must display the new project name with associated detailed design contract numbers (provided in Section 4).
- Update the introduction, explaining the background and purpose of the updated report.
- In a text box, provide an up-front summary statement as to whether there is/is not any significant change in the updated (2018) findings compared with the findings of the original report. If you are satisfied that the findings and recommendations of your original report still apply in the current (2018) period, with no changes needed, please make a statement to this effect, with a motivation.
- Update the contents of your report where relevant in terms of:
 - Project description (activities and footprints).
 - Receiving environment (including updated maps and graphics, as applicable).
 - Legal environmental requirements.
 - Relevant findings, impacts and associated recommendations for mitigation.
 - Ensure that your report is compliant with the most recent amended 2014 EIA Regulations in terms of the reporting and content requirements. Appendix 2 provides these changes.
- In particular, noting the 2014 Regulations' requirement for mitigation and monitoring measures, specialists are to ensure that updated and (where relevant) site specific mitigation and monitoring measures are provided for inclusion in an Environmental Management Programme (EMPr).
- To assist SANRAL in planning for project implementation, permits that will be required prior to construction must be clearly specified.

3.2 Updates specific to specialist disciplines

The following updates are emphasized for particular specialist disciplines.

3.2.1 Noise

The noise specialist is requested to provide a stand-alone section comprising a noise management plan for the construction phase, which takes into account legal noise limits, the anticipated type, location and timing of equipment used, and location of sensitive receivers for the particular section of road under consideration. The management plan should incorporate a community liaison and monitoring component. This will be appended to the EMPr.

A detailed description of all site specific potential impacts will be required, providing information on potentially high impact activities as well as potentially sensitive receptors. This information will be presented in written and map form. The map must show predicted noise isopleths and the location of sensitive receptors.

The EMPr will include the map, with any additional pertinent information presented on the map. It will illustrate the required (legally acceptable) noise levels for all areas surrounding the working areas (including bridge demolition, access road upgrades, infrastructure relocation etc).

The EMPr will also include a detailed description of all impact management outcomes, i.e. what the effect of implementation of the proposed management actions will be on noise levels, to include specifics relating to impacts which can be avoided and those which must be managed.

Mitigation measures must be described in detail and the geographical requirements (distances) in terms of sensitive receptors and noisy activities must be defined. This will include recommendations with regard to the location of contractors' camps, stockpiles etc. The contractors will need to take cognisance of these recommendations when locating their camps, etc in consultation with SANRAL's Environmental Control Officer.

A detailed noise monitoring programme must be presented, including who monitors, how often, methodology and where. Monitoring must include assessment of implementation of management activities as well as compliance with legal limits. A description of training and communication required must be included. Recommendations for community liaison and compliance reporting must also form part of the EMPr.

The noise specialist is requested, as part of this scope of work, to update the EMPrs provided for BA1 and BA2 to align with those produced for BA3, B4, BA5 and BA6.

It is requested that an agreed EMPr framework is submitted first, in order to avoid potential repetition of required changes and corrections across six different documents. Therefore:

- ❑ Occutech is first to submit an EMPr framework only (i.e. the basic report framework without site specifics), for review and comment, before proceeding further.
- ❑ Once the framework has been reviewed by ACER and any required changes made, Occutech is to populate the EMPr framework with the site specifics pertaining to Basic Assessment 1 and submit back to ACER for comments.
- ❑ Once the EMPr for BA1 has been reviewed and any required changes made, Occutech is to produce the remaining EMPRs for BA2, BA3, BA4, BA5 and BA6.

3.2.2 Riparian/Wetlands

The riparian update report must confirm for each Basic Assessment, what the water use authorisation requirements are (specifically for SANRAL SOC Limited), in terms of Section 39 of the National Water Act (No. 36 of 1998), for Section 21(c) and/or (i) water uses.

This will require (for each BA) desktop screening of an area 500 m from the site of construction to identify which watercourses within this area should be Generally Authorised in terms of Government Notice 509 of 2016. A motivation for those which should be excluded from such an application must be provided. Should it be deemed necessary for motivation purposes, the riparian/wetland specialist must use the Risk Matrix in Appendix A of Government Notice 509 of 2016 to confirm that no watercourses fall into a Risk Class that is Medium or High (and are, thus, excluded from the General Authorisation in GN 509).

Should the specialist be of the opinion that any watercourses require a Water Use License Application, the required ecological information pertaining to the watercourse must be provided in the update report, in a form that can easily be extracted for purposes of applying for a Water Use License.

The riparian/wetland specialist is also required to provide, with the updated reports, an Excel spreadsheet to assist with water use registrations, showing:

- Reference name for water resource (reference pertains to the map in the report).
- Co-ordinates of water resource.
- Type of water resource (river/stream or wetland).

3.2.3 Vegetation

The existing vegetation reports were done by Barry Patrick, who is no longer with ACER. These will need to be reviewed and updated but note that most of the updated figures (maps) will be supplied by ACER. The consultant must check with ACER for these figures so they are aware of any that remain to be updated by the consultant.

The vegetation specialist must pinpoint, on Google Earth images (or other suitable method) and list the areas which will require permits from the Department of Agriculture, Forestry and Fisheries and/or Ezemvelo KZN Wildlife.

The specialist is also required to provide a brief explanation of the process to obtain permits, and an estimate of timeframes and costs.

3.2.4 Cultural Heritage

The heritage specialist must indicate what destruction permits will be required from Amafa. Please provide a brief explanation of the process required to obtain such permits, and an estimate of timeframes and costs.

3.2.5 Social

The disruption to access on the provincial and local roads which will have to be upgraded and/or realigned must be considered. The interruption to services which have to be relocated must also be considered.

The social specialist must attend the Public Open Days and consider relevant issues raised as part of the public participation process.

Potential impacts on and by informal settlements must be considered, as well as protest action⁴ that disrupts construction. Disruption to travellers on the N3 itself is a significant issue for the duration of construction and this must be discussed. General disturbance during construction, noise, dust, access, etc must be taken into account when assessing impacts.

The possible construction of a new interchange near the D12 overpass (Section 5.1.3) will require closure of the eastern ramps of the Cato Ridge IC. This proposal is linked to a proposed private development which would provide linking roads between the two interchanges. Should the development not go ahead, the N3 D12 IC would not be required. **As this proposed private development is not yet in the public domain, information is still confidential (this applies to all specialists)** and the social specialist will be briefed further by ACER, on handling queries related to this matter.

4. ASSESSMENT OF ALTERNATIVES

No alternatives were specifically investigated in the original specialist reports. Where changes in the original (preliminary design) have since been proposed during the current (detailed design phase) (generally relating to interchange layouts), this may or may not result in a changed footprint.

5. PROJECT DESCRIPTION UPDATES

You have been provided with the following resources/descriptions for the four projects:

- Kml file(s) showing the existing road reserve.
- Kml file(s) file showing the proposed current (detailed design) road reserve/footprints.
- General description of project activities (Appendix 3), which apply across all projects.
- New titles of projects and their associated detailed design contracts (provided below).

5.1 N3 Upgrades between the Hammarsdale Interchange⁵ and the Cato Ridge Interchange (Basic Assessment 3)

5.1.1 *New title for Basic Assessment 3*

The new title of this BA is:

Capacity Upgrades to the N3 from Hammarsdale (Km 8.1) to Cato Ridge (Km 19.4).

5.1.2 *Corresponding detailed design contracts (Basic Assessment 3)*

This project is being handled under one detailed design contract, viz:

DETAILED DESIGN PROJECT NO	DESCRIPTION	SERVICE PROVIDER
N.003-020-2017/1	Hammarsdale (Km 8.1) to Cato Ridge (20.1)	HHO Africa

⁴ For example, work on the Hammarsdale Interchange has been stopped for months due to threats by taxi associations.

⁵ An Environmental Authorisation for the upgrade of the Hammarsdale Interchange (only the interchange) has already been issued and construction is under way.

5.1.3 Changes in project footprint (Basic Assessment 3)

It is incumbent on the specialist to compare the original kml files used for the original report, with the current kml files and identify all significant changes in footprint that would require reporting/assessment in the updated report.

Please note the following:

- The Basic Assessment for the upgrade of the Hammarsdale Interchange is complete and construction is underway. During this BA process, the specialist reports for the section N3 Hammarsdale-Cato Ridge were reviewed and updated by each specialist during 2015.
- Wetlands within 500 m of the Hammarsdale Interchange were assessed and applications submitted to the Department of Water and Sanitation for associated Water Use Licenses.
- The above must be taken into account for this (2018) update.
- The Cato Ridge Interchange is not part of this contract (see Section 5.2).
- An additional item to cover is the proposed construction of a new interchange on the N3, 2.5 km east of the existing Cato Ridge IC, at the current D12 road overpass. The existing overpass would be upgraded in order to provide for proposed new adjacent developments, but this would go ahead only if the adjacent developments are authorised. Separate kml files for this project component are provided. [Note that if the D12 IC is constructed, the east facing ramps of the existing Cato Ridge Interchange will need to be closed to traffic. The private developer will provide the linking roads between the two interchanges. **These linking roads will be shown to the specialists for completeness, but they are not included in your scope of work and until otherwise advised, are confidential**].

5.2 N3 Upgrade between the Cato Ridge Interchange and the Lion Park Interchange (Basic Assessment 4)

5.2.1 New title for Basic Assessment 4

The new title of this BA is:

Capacity Upgrades to the N3 from the Cato Ridge Interchange (Km 19.4) to Lynnfield Park Interchange (Km 30.6). This section does not include the upgrade of the Lynnfield Park Interchange.

5.2.2 Corresponding detailed design contracts (Basic Assessment 4)

This project is being handled under two detailed design contracts viz:

DETAILED DESIGN PROJECT NO	DESCRIPTION	SERVICE PROVIDER
N.003-020-2017/4	Cato Ridge (Km 19.4) to Dardanelles (Km 26.6)	Nyeleti
N.003-020-2017/5	Dardanelles (Km 26.6) to Lynnfield Park (Km 30.6)	GIBB

5.2.3 Changes in project footprint (Basic Assessment 4)

It is incumbent on the specialist to compare the original and current kml files, and identify all significant changes in footprint that would require reporting/assessment in the updated report.

The main changes, however, are:

- Fairview Road will be re-aligned.
- Various services must be relocated (including Eskom, Telkom, Umgeni Water, fibre optic cables, RTI cameras and information screens, and Link Africa).
- Upgrading of sections of the R56 to Thornville and Richmond, R103 to Ashburton, and R603 Umlaas Road to Umbumbulu. Also, there are upgrades to all other roads within the road reserve and crossings over and under the N3.
- As mentioned in Section 5.1.3, closure of the east facing ramps of the existing Cato Ridge Interchange would be required, should the proposed D12 IC go ahead. However, the specialists will update their reports based on the full footprint of the IC as per the kmls provided by Nyeleti. Only the social specialist will consider the ramifications of potential closure of the eastern ramps.

5.3 N3 Upgrade between the Lynnfield Interchange and the Market Road Interchange (Basic Assessment 5)

5.3.1 New title for Basic Assessment 5

The new title of this BA is:

Capacity Upgrades to the N3 from Lynnfield Park (Km 30.6) to Murray Road (Km 6.1)

5.3.2 Corresponding detailed design contracts (Basic Assessment 5)

This project is being handled under two detailed design contracts viz:

DETAILED DESIGN PROJECT NO	DESCRIPTION	SERVICE PROVIDER
N.003-023-2017/1	Lynnfield Park (km 30.6) to Ashburton (km 0.8)	NME-Leporogo JV
N.003-030-2017/1	Ashburton (km 0.0) to Murray Road (km 6.1)	Naidu Consulting

5.3.3 Changes in project footprint (Basic Assessment 5)

It is incumbent on the specialist to compare the original and current kml files, and identify all significant changes in footprint that would require reporting/assessment in the updated report.

The main changes, however, are:

Lynnfield Park- Ashburton

- New access roads need to be provided along the R103 to farms and iBhubesi Industrial Park.
- Relocation of portions of Transnet's NMPP pipeline and the Umgeni Water Bulk Water pipeline need to be undertaken.
- Decommissioning of a farm dam is required on the north east side of the Lynnfield Park I/C.

Ashburton IC to Murray Road

- Relocation of a portion of the Umgeni Water Bulk pipeline is required.
- The upgrade of the Ashburton I/C is included in this contract (previously, a separate contract).

5.4 N3 Upgrade between the Epworth Interchange and the Cedara Interchange (Basic Assessment 6)

5.4.1 New title for Basic Assessment 6

Capacity Upgrades to the N3 from New England Road IC (Km 8.8) to Twickenham Rd Underpass (Km 16.5)

5.4.2 Corresponding detailed design contracts (Basic Assessment 6)

This project is being handled under one detailed design contract viz:

DETAILED DESIGN PROJECT NO	DESCRIPTION	SERVICE PROVIDER
N.003-030-2017/3	New England Road I/C (Km 8.8) to Twickenham Road Underpass (km 16.5)	RHDHV

5.4.3 Changes in project footprint (Basic Assessment 6)

It is incumbent on the specialist to compare the original and current kml files, and identify all significant changes in footprint that would require reporting/assessment in the updated report.

The main changes, however, are:

- The length of the section is much shorter. It no longer extends to Cedara but rather ends at Twickenham Road Underpass.
- Note that the current scope of works includes:
 - New England Road I/C upgrade.
 - Dr Chota Motala I/C upgrade.
 - Ohrtmann Road I/C upgrade.
 - Ohrtmann Road I/C bridge to be demolished and replaced, and various work on this IC.
 - New fly-over from Armitage Road and Sanctuary Road.
 - Realign I/C ramps at Sanctuary Road.
 - New bridge at Chatterton Road and a roundabout.
 - Woodhouse Road overpass bridge demolished and replaced.
 - New collector distributor road parallel to the N3, one on each side of N3.
 - The existing Greytown railway link and municipal siding railway link need to be realigned to accommodate the widening of the N3-3 and the proposed new Armitage Road to Chota Motala Link Road.
- It is important to note that some of the designs for the above are subject to change, due to various intervening factors affecting planning and design. **Specialists will be notified of any material changes, should they occur.**

APPENDIX 1

N3 CAPACITY IMPROVEMENTS BETWEEN DURBAN AND CEDARA: PROJECT STRUCTURE FOR ENVIRONMENTAL ASSESSMENTS 2018

ORIGINAL CONTRACT NO	EAP PACKAGE ORIGINAL	DETAILED PROJECT NO	DESIGN DESCRIPTION	SERVICE PROVIDER	BASIC ASSESSMENT (2018)
PARADISE VALLEY TO CEDARA N003-023-2010/1ES	EB CLOETE- PARADISE VALLEY (PRELIM PACK 1) ACER	N.003-010-2017/1	EB Cloete (including portion of N2 North and N3 West)	SNA	BA1 (3 detailed design contracts)
		N.002-250-2009/2D2N2	Upgrade of Solomon Mahlangu IC	SNA	
		N.003-010-2017/2	Westville Viaduct (Km 11.8) to Paradise Valley (Km 17.5) including Westville and Paradise Valley viaduct access roads	SNA	
	PARADISE VALLEY TO KEY RIDGE (PRELIM PACK 2) ACER	N.003-010-2017/3	Paradise Valley to Mariannahill plaza	V3 Consulting / Kabe Joint Venture	BA2 (2 detailed design contracts)
		N.003-012-2017/1	Mariannahill toll plaza (Km 25) to Key Ridge (Km 3.6) including Umhlatuzana Viaduct access road	SMEC	
	HAMMARSDALE TO CATO RIDGE (PRELIM PACK 4) ACER	N.003-020-2017/1	Hammarsdale to Cato Ridge (20.1)	HHO Africa	BA3 (1 detailed design contract) with potential addition of the N3 D12 IC
CATO RIDGE TO LION PARK N003-020-2009/1ES	CATO RIDGE TO LION PARK (PRELIM PACKAGE 5) METAMORPHOSIS	N.003-020-2017/4	Cato Ridge to Dardanelles	Nyeleti	BA4 (2 detailed design contracts)
		N.003-020-2017/5	Dardanelles to Lynnfield Park	GIBB	

ORIGINAL CONTRACT NO	EAP PACKAGE ORIGINAL	DETAILED DESIGN PROJECT NO	DESCRIPTION	SERVICE PROVIDER	BASIC ASSESSMENT (2018)
LYNNFIELD PARK TO MARKET ROAD N003-023-2008/1ES	LYNNFIELD PARK TO MARKET ROAD (PRELIM PACKAGE 6) ACER	N.003-023-2017/1	Lynnfield Park to Ashburton IC	NME-Leporogo JV	BA5 (2 detailed design contracts)
		N.003-030-2017/1	Ashburton I/C to Murray Road	Naidu Consulting	
EPWORTH TO RICKIVY N003-023-2010/1ES	EPWORTH TO CEDARA (PRELIM PACKAGE 8) ACER	N.003-030-2017/3	New England Road to Twickenham Road note this has been shortened – no longer extends to Cedara	RHDHV	BA6 (1 detailed design contract)

APPENDIX 2

REQUIREMENTS FOR SPECIALIST REPORTS - 2014 EIA REGULATIONS (AS AMENDED – ADDITIONS UNDERLINED)

Appendix 6 Specialist Reports

1. (1) A specialist report prepared in terms of these Regulations must contain—
 - (a) details of—
 - (i) the specialist who prepared the report; and
 - (ii) the expertise of that specialist to compile a specialist report including a curriculum vitae;
 - (b) a declaration that the specialist is independent in a form as may be specified by the competent authority;
 - (c) an indication of the scope of, and the purpose for which, the report was prepared;
 - (cA) an indication of the quality and age of base data used for the specialist report;
 - (cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;
 - (d) the duration, date and season of the site investigation and the relevance of the season to the outcome of the assessment;
 - (e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;
 - (f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;
 - (g) an identification of any areas to be avoided, including buffers;
 - (h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;
 - (i) a description of any assumptions made and any uncertainties or gaps in knowledge;
 - (j) a description of the findings and potential implications of such findings on the impact of the proposed activity or activities.
 - (k) any mitigation measures for inclusion in the EMPr;
 - (l) any conditions for inclusion in the environmental authorisation;
 - (m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;
 - (n) a reasoned opinion:
 - (i) whether the proposed activity, activities or portions thereof should be authorised;
 - (iA) regarding the acceptability of the proposed activity or activities; and
 - (ii) if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;
 - (o) a description of any consultation process that was undertaken during the course of preparing the specialist report;
 - (p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and
 - (q) any other information requested by the competent authority.
- (2) Where a government notice by the Minister provides for any protocol or minimum information requirement to be applied to a specialist report, the requirements as indicated in such notice will apply.

**REQUIREMENTS FOR ENVIRONMENTAL MANAGEMENT PROGRAMMES (EMPrs) - 2014 EIA REGULATIONS
(As amended – additions underlined)**

Appendix 4

Content of environmental management programme (EMPr)

- 1 (1) An EMPr must comply with section 24N of the Act and include -
- (a) details of–
 - (i) the EAP who prepared the EMPr; and
 - (ii) the expertise of that EAP to prepare an EMPr, including a curriculum vitae;
 - (b) a detailed description of the aspects of the activity that are covered by the EMPr as identified by the project description;
 - (c) a map at an appropriate scale which superimposes the proposed activity, its associated structures, and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffers;
 - (d) a description of the impact management outcomes, including management statements, identifying the impacts and risks that need to be avoided, managed and mitigated as identified through the environmental impact assessment process for all phases of the development including -
 - (i) planning and design;
 - (ii) pre-construction activities;
 - (iii) construction activities;
 - (iv) rehabilitation of the environment after construction and where applicable post closure; and
 - (v) where relevant, operation activities;⁶
 - (f) a description of proposed impact management actions, identifying the manner in which the impact management outcomes contemplated in paragraph (d) will be achieved, and must, where applicable, include actions to -
 - (i) avoid, modify, remedy, control or stop any action, activity or process which causes pollution or environmental degradation;
 - (ii) comply with any prescribed environmental management standards or practices;
 - (iii) comply with any applicable provisions of the Act regarding closure, where applicable; and
 - (iv) comply with any provisions of the Act regarding financial provision for rehabilitation, where applicable;
 - (g) the method of monitoring the implementation of the impact management actions contemplated in paragraph (f);
 - (h) the frequency of monitoring the implementation of the impact management actions contemplated in paragraph (f);
 - (i) an indication of the persons who will be responsible for the implementation of the impact management actions;
 - (j) the time periods within which the impact management actions contemplated in paragraph (f) must be implemented;
 - (k) the mechanism for monitoring compliance with the impact management actions contemplated in paragraph (f);
 - (l) a program for reporting on compliance, taking into account the requirements as prescribed by the Regulations;
 - (m) an environmental awareness plan describing the manner in which -
 - (i) the applicant intends to inform his or her employees of any environmental risk which may result from their work; and
 - (ii) risks must be dealt with in order to avoid pollution or the degradation of the environment; and
 - (n) any specific information that may be required by the competent authority.

⁶ Note there is no “e” – omitted as part of amendments.

- (2) Where a government notice by the Minister provides for a generic EMPr, such generic EMPr as indicated in such notice will apply.

APPENDIX 3

PROJECT DESCRIPTION (GENERIC FOR ALL SECTIONS OF THE N3)

The proposed capacity improvements, which will provide from 4 to 7 lanes in each direction, will improve safety and accommodate traffic growth to 2047.

Use will be made of the median and existing road reserve to accommodate widening; however, additional land will be required in limited areas where further space is needed. Counter flow lanes will be divided by a concrete barrier and retaining walls will be constructed on the road perimeters where required. Interchanges will be upgraded, bridges will require widening and demolition of redundant structures will occur.

During the planning phase, additional land will be acquired by SANRAL where needed (mainly where interchanges are expanding). Contractors will make use of existing roads for construction access. Should new borrow pits, quarries or batching plants be required, these will be dealt with under a separate application process.

The main construction activities for the capacity upgrades will include the following.

SITE PREPARATION

- Establishment of site camps and stockpile areas.
- Provision for on site waste management – sewage, waste water, solid waste, etc.
- Provision for storage/handling/disposal of hazardous substances (e.g. cement, asphalt, fuels and oils).
- Clearance of vegetation.
- Removal and stockpiling of topsoil and subsoil.

ROAD AND BRIDGE WIDENING

- Accommodation of traffic.
- Demolition of structures (where required).
- Blasting (where required).
- Excavation with heavy plant.
- Stockpiling of spoil for building and leveling on site or other parts of the proposed N3 upgrades.
- Stockpiling of demolition rubble for building and leveling on site or other parts of the proposed N3 upgrades.
- Disposal of excess spoil/rubble to authorized landfill sites.
- Provision of drainage structures where crossing drainage lines and watercourses.
- Haulage and placement of materials with heavy plant.
- Water abstraction from local streams.
- Water spraying.
- Rolling and compaction with heavy plant.
- Bridge jacking.
- Retaining walls/other stabilisation/erosion control structures (as required).
- Erection of lighting, Armco or concrete barriers, road signs, and road lane markings.
- Relocation of existing traffic management infrastructure (cameras, etc).

RE-STATEMENT AND REHABILITATION

- Reinstatement of slopes.
- Reinstatement of topsoil.
- Revegetation.
- Erosion control.
- Alien plant control.