

PART A: BACKGROUND INFORMATION

Part A of this report comprises two chapters providing relevant background information, as follows:

- **Chapter 1 – Introduction:** Provides background to the proposed project and the terms of reference for the EIA. The chapter also describes the structure of this document and provides information on how to comment on the study; and
- **Chapter 2 – Study approach and Methodology:** Provides an overview of the study approach and methodology for the EIA, with a focus on the legislative context and guiding principles. It also provides the objectives of the study and summarises the Public Consultation Process undertaken to date and the way forward for the remainder of the EIA process.

CHAPTER 1 INTRODUCTION

This Draft Environmental Impact Report (Draft EIR) has been compiled and distributed for review and comment as part of an Environmental Impact Assessment (EIA) that is being undertaken for the proposed N2 Wild Coast Toll Highway. The proposed project extends over a total distance of approximately 560 km between the N2 Gonubie Interchange (near East London in the Eastern Cape) and the N2 Isipingo Interchange (south of Durban in KwaZulu-Natal) (see Figure 1.1).

Interested and Affected Parties (I&APs) are invited to submit comment on the Draft EIR. The document will then be updated to a Final Environmental Impact Report (Final EIR) giving due consideration to the comments received. Comments will be collated into a Comments and Response Report which will form part of the Final EIR.

This chapter provides background to the proposed project, outlines the Terms of Reference for the current EIA, provides a brief overview of the study process to date, and describes the structure of the report and the procedure for submitting comment on the Draft EIR.

1.1 BACKGROUND

A previous EIA for the proposed N2 Wild Coast Toll Highway resulted in the issuing of an environmental Record of Decision (RoD), on 3 December 2003, which authorised the South African National Roads Agency Limited (SANRAL) to undertake the proposed project. However, numerous appeals were subsequently lodged with the Minister of Environmental Affairs and Tourism objecting to the authorisation granted to SANRAL. On 9 December 2004 the Minister upheld the appeals and set aside the authorisation on the grounds that the appointed environmental consultant did not meet the requirement for independence as contemplated in the EIA Regulations (Government Notice R1183 of 5 September 1997, as amended) promulgated under the Environment Conservation Act, 1989 (ECA, Act No. 73 of 1989). In addition to a number of other items, the Minister's decision also indicated that this did not preclude a new application for environmental authorisation from being submitted.

Following a proposal call by SANRAL in January 2005, SANRAL subsequently appointed CCA Environmental (Pty) Ltd (CCA), in association with NMA Effective Social Strategists (formerly Nomi Muthialu & Associates (Pty) Ltd; NMA), as independent environmental consultant to submit a new application for environmental authorisation and to undertake the required EIA of the proposed project as per the requirements of the ECA EIA Regulations.

1.2 TERMS OF REFERENCE FOR THE CURRENT EIA

The terms of reference for the current EIA includes the following:

- To undertake a thorough review of the previous EIA process in order to identify appropriate and/or adequate information suitable for use in the current EIA;
- To undertake a comprehensive audit of all the issues and concerns raised during the previous EIA's Scoping Study, Impact Assessment and Appeals phases in order to identify key shortcomings and/or gaps that need to be addressed in the current EIA;
- To formulate Terms of Reference for specialist studies in order to update existing, appropriate information and/or to address identified shortcomings and/or gaps;

- To include a formal public consultation process in the study, which specifically addresses the distribution of information to I&APs, provision of opportunities for I&APs to raise any new issues and concerns and the provision of opportunities for I&APs to comment on the EIA documentation; and
- To ensure the study complies with the relevant requirements of the ECA and the National Environmental Management Act, 1998 (Act No. 107 of 1998), as appropriate.

1.3 OVERVIEW OF STUDY PROCESS TO DATE

1.3.1 APPLICATION FOR AUTHORISATION AND PLAN OF STUDY FOR SCOPING

CCA duly submitted the required Application for Authorisation forms and a Plan of Study for Scoping (April 2005), on behalf of SANRAL, to the Department of Environmental Affairs and Tourism (DEAT; the lead environmental authority), the Eastern Cape Department of Economic Development and Environmental Affairs (formerly the Eastern Cape Department of Economic Affairs, Environment and Tourism) and the KwaZulu-Natal Department of Agriculture and Environmental Affairs. DEAT, with due consideration of comments received from the relevant provincial environmental authorities, accepted the Plan of Study for Scoping on 20 June 2005.

1.3.2 SCOPING STUDY

A Scoping Study was undertaken in accordance with the requirements of the ECA EIA Regulations (Government Notice R1183 of 5 September 1997, as amended). The findings of the Scoping Study were presented in the Final Scoping Report (FSR), which was submitted to the relevant environmental authorities for consideration during March 2007.

1.3.3 PLAN OF STUDY FOR EIA

A Plan of Study for EIA (see Appendix A) was submitted to the relevant environmental authorities in April 2007. DEAT accepted the FSR and Plan of Study for EIA during May 2007 and requested that SANRAL submit an EIR which should comply with the requirements of Regulation 8 of the ECA EIA Regulations (see Appendix B).

1.3.4 SPECIALIST STUDIES

Suitable, independent specialists were thus duly commissioned, between May and July 2007, to undertake 13 specialist studies on potential impacts associated with the construction and operation of the proposed project, as per the Terms of Reference formulated in Chapter 9 of the FSR. Specialist studies were undertaken in the following fields: vegetation and flora; fauna; aquatic ecosystems; soils, land use and agriculture; social; tourism; cultural and historical heritage; noise; air quality; visual; traffic; planning/development; and economic. Draft specialist reports were subjected to external peer specialist review, which informed the compilation of the final draft specialist reports.

1.3.5 COMPILATION OF DRAFT EIR

This report primarily serves to present the key findings of the specialist studies undertaken to assess the potential biophysical, social and economic impacts of the proposed project and the alternatives brought forward for investigation in this phase of the EIA. The Draft EIR integrates and synthesises the results of these specialist studies and other relevant, available information and provides an overall assessment of the potential impacts of the proposed project and the identified feasible alternatives. The findings of a comparative assessment of alternative route alignments and toll plaza locations are presented and

recommendations are made in terms of mitigation, enhancement and management measures that would be applicable to the further planning, design, construction and operation of the proposed project (if authorised).

1.4 STRUCTURE OF THE REPORT

The Draft EIR comprises four separate volumes, namely a Main Report (Volume 1) and three volumes (Volumes 2 to 4) containing the Specialist Reports.

1.4.1 VOLUME 1: MAIN REPORT

The Main Report comprises five parts, containing 18 chapters, the contents of which are outlined in Table 1.1 below.

Table 1.1: Structure of the Main Report

CHAPTER	CONTENT
Executive Summary	Provides an overview of the findings of the EIA.
PART A: BACKGROUND INFORMATION	
Chapter 1	Introduction Provides background to the proposed project and the terms of reference for the EIA. The chapter also describes the structure of this document and provides information on how to comment on the study.
Chapter 2	Study Approach and Methodology Provides an overview of the study approach and methodology for the EIA, with a focus on the legislative context and guiding principles. Provides the objectives of the study and summarises the Public Consultation Process undertaken to date and the way forward for the remainder of the EIA process.
PART B: PROJECT INFORMATION	
Chapter 3	General Project Information Presents general information on the legislative framework for tolling of national roads, the rationale for tolling, the motivation for the proposed project and toll sections. Information on operation and maintenance aspects and the empowerment strategy of the proposed project is also provided.
Chapter 4	Project Description Provides a detailed description of the proposed scope of work along the various road sections of the proposed project.
Chapter 5	Consideration of Alternatives Provides a summary of the various alternatives considered in the Scoping Study phase and gives a detailed description of the identified feasible alternatives assessed in the Impact Assessment phase of the EIA.
Chapter 6	The Affected Environment Provides a description of the key characteristics of the biophysical, socio-economic and cultural-historic environment in which the proposed project would be located. Relevant project-related planning, legislative and policy aspects are also discussed.
PART C: ASSESSMENT OF PROPOSED WORKS ALONG THE ROAD SECTIONS	
Chapter 7	Assessment: Gonubie Interchange to Ngobozi Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works, including physical toll plazas, between Gonubie Interchange and Ngobozi.
Chapter 8	Assessment: Ngobozi to Mthatha (Ngqeleni) Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works, including physical toll plazas, between Ngobozi and Mthatha (Ngqeleni).

CHAPTER	CONTENT
Chapter 9	Assessment: Mthatha (Ngqeleni) to Ndwalane Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works, including physical toll plazas, between Mthatha (Ngqeleni) and Ndwalane.
Chapter 10	Assessment: Ndwalane to Ntafufu River Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works, including physical toll plazas, in the greenfields section between Ndwalane and the Ntafufu River.
Chapter 11	Assessment: Ntafufu River to Lusikisiki (Magwa Intersection) Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works between the Ntafufu River and Lusikisiki (Magwa Intersection).
Chapter 12	Assessment: Lusikisiki (Magwa Intersection) to Mthamvuna River Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works, including physical toll plazas, in the greenfields section between Lusikisiki (Magwa Intersection) and the Mthamvuna River.
Chapter 13	Assessment: Mthamvuna River to Isipingo Interchange Describes and assesses the potential impacts associated with the construction and operational phases of the proposed works, including physical toll plazas, between the Mthamvuna River and the Isipingo Interchange.
PART D: ASSESSMENT OF SPECIFIC PROJECT-SCALE AND TOLL FUNDING-RELATED ASPECTS	
Chapter 14	Vegetation and flora, Aquatic ecosystems, Social, Traffic diversion, Noise and Air quality Describes and assesses, as appropriate, specific issues relating to vegetation and flora, aquatic ecosystems, social, traffic diversion, noise and air quality aspects at a project scale and/or in relation to toll funding.
Chapter 15	Tourism and Economic Describes and assesses specific tourism and economic issues at a project scale and/or in relation to toll funding.
PART E: CONCLUSIONS AND RECOMMENDATIONS	
Chapter 16	Conclusions and Recommendations Provides conclusions and recommendations to the EIA. Conclusions on the evaluation of the overall ecological, social and economic sustainability of the proposed project are also provided.
REFERENCES	Provides a list of references used in compilation of the report.
APPENDICES	Supporting Appendices include a copy of the Plan of Study for EIA and correspondence to I&APs after submission of the FSR.

1.4.2 VOLUMES 2 TO 4: SPECIALIST REPORTS

Volumes 2 to 4 contain the Specialist Reports, which reflect the findings of the thirteen specialist studies undertaken as part of this phase of the EIA process.

1.5 COMMENT ON THE REPORT

The Draft EIR will be made available for an eight-week comment period from **Monday 10 November 2008 to Friday 9 January 2009** in order to provide I&APs an opportunity to comment on any aspect of the EIA to date. The Executive Summary of the report has been forwarded to all I&APs on the project database.

Copies of the full report have been lodged in the following public libraries/venues for public review:

Eastern Cape

East London Central Library	Tabankulu Library
Gonubie Library	Port St Johns Library
Komga Library	Lusikisiki Information Centre
Butterworth Public Library	Ingquza Hill Municipal Offices (Lusikisiki)
Dutywa Public Library	Flagstaff Information Centre
Mthatha Public Library	Ingquza Hill Municipal Offices (Flagstaff)
Mhlonto Municipal Offices (Qumbu)	Bizana Library
Umzimvubu Municipal Offices (Mount Ayliff)	Matatiele Library
Nyandeni Municipal Offices (Libode)	

KwaZulu-Natal

Kokstad Public Library	Scottburgh Memorial Library
Harding Public Library	Park Rynie Library
Ezinqoleni Municipal Offices (Izingolweni)	Umzinto Library
Durban Central Reference Library	Pennington Library
Isipingo Civic Library	Hibberdene Library
Isipingo Beach Library	Umtentweni Library
Athlone Park Public Library	Port Shepstone Library
Amanzimtoti Library	Uvongo Library
Kwamakhuta Library	Margate Library
Kingsburgh Library	Southbroom Library
Umkomaas Library	Munster Library
Adams Mission Library	Port Edward Library
Cragieburn Library	

The full report will also be made available on the websites www.ccaenvironmental.co.za and www.nra.co.za.

I&APs are also invited to attend any of the 17 Public Open Days that will be held at central locations along the route of the proposed project during the comment period on the Draft EIR. Relevant details of the proposed project and findings of the EIA will be presented on posters and maps and the public will be given the opportunity to interact directly with members of the EIA and specialist teams, and representatives of SANRAL regarding the findings of the EIA. Details of the Public Open Days are set out below.

DATE	TIME	VENUE
Monday 17 November 2008	10h00 – 19h30	Scottburgh Town Hall
Tuesday 18 November 2008	10h00 – 19h30	Amanzimtoti Civic Centre Main Hall
Wednesday 19 November 2008	10h00 – 17h00	Libode Town Hall
Thursday 20 November 2008	10h00 – 19h30	Mthatha Town Hall
Friday 21 November 2008	10h00 – 17h00	Qunu – Nelson Mandela Museum
Monday 24 November 2008	10h00 – 17h00	TRC Hall, Dutywa
Tuesday 25 November 2008	10h00 – 17h00	Butterworth Town Hall
Wednesday 26 November 2008	10h00 – 17h00	Komga Town Hall
Thursday 27 November 2008	10h00 – 19h30	East London City Hall

DATE	TIME	VENUE
Friday 28 November 2008	10h00 – 17h00	Thombo Community Centre
Monday 1 December 2008	10h00 – 17h00	Lusikisiki Teacher Training College
Tuesday 2 December 2008	10h00 – 17h00	Mahaha Junior Secondary School
Wednesday 3 December 2008	10h00 – 17h00	Baleni Clinic
Monday 8 December 2008	10h00 – 19h30	Wild Coast Casino, Egret Ballroom
Tuesday 9 December 2008	10h00 – 17h00	Holy Cross Community Hall
Wednesday 10 December 2008	10h00 – 17h00	Taleni Community Hall
Thursday 11 December 2008	10h00 – 19h30	Port Shepstone Town Hall

Comments must reach the offices of NMA by no later than **Friday 9 January 2009** to be considered in compilation of the Final EIR. Comments may be submitted at the Public Open Days or may be forwarded via e-mail, facsimile or letter to the contact details given below.

NMA EFFECTIVE SOCIAL STRATEGISTS
ATTENTION: THEO HANSFORD
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BRAAMFONTEIN, 2017
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E-MAIL: theoh@nma.org.za

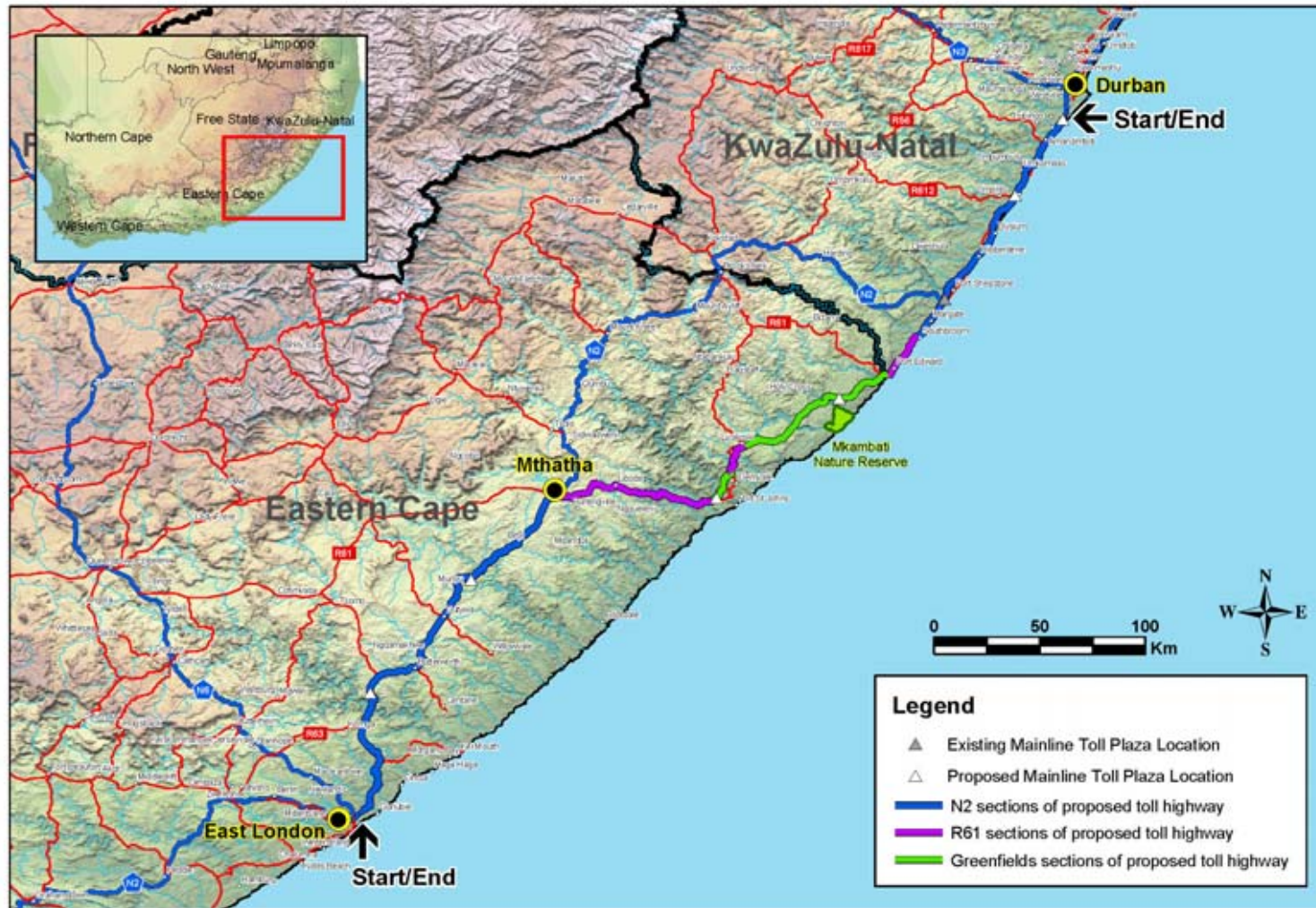


Figure 1.1: The proposed N2 Wild Coast Toll Highway route between the Gonubie Interchange (Eastern Cape) and the Isipingo Interchange (KwaZulu-Natal)