



# **BACKGROUND INFORMATION DOCUMENT FOR ARCELORMITTAL SOUTH AFRICA (PTY) LTD (AMSA): APPLICATION FOR AN ENVIRONMENTAL AUTHORISATION AND ATMOSPHERIC EMISSION LICENCE AMENDMENT FOR THE PROPOSED LOGISTICS HUB AT SALDANHA STEEL FACILITY, WESTERN CAPE**

**DATE: 26 SEPTEMBER 2024**

## **PURPOSE OF THIS DOCUMENT**

The aim of this Background Information Document (BID) is to introduce and provide stakeholders with information about ArcelorMittal South Africa's (AMSA) intention to apply for an Environmental Authorisation (EA) for the proposed development and operation of a Logistic Hub at the Saldanha Steel Facility. This document forms part of the stakeholder consultation process for the Basic Assessment (BA) and the Atmospheric Emission Licence (AEL) amendment process.

This BID provides information about the project, the EA & AEL process, and the role of stakeholders in this process. This document ensures that stakeholders and registered I&APs understand the proposed project and the associated impacts. The relevant activity listed in terms of the National Environmental Management Act, 1998 (Act No.107 of 1998), under EIA regulations is as follows:

*Activity 34, Listing Notice 1 of GNR327: The expansion of existing facilities or infrastructure for any process or activity where such expansion will result in the need for a permit or licence or an amended permit or licence in terms of national or provincial legislation governing the release of emissions, effluent, or pollution.*

The proposed development and operation of a Logistic Hub requires an EA therefore, a Basic Assessment process will be followed as outlined in Regulation 983 of the EIA regulations, 2014 (as amended). WSP Group Africa (Pty) Ltd has been appointed as the independent Environmental Assessment Practitioner (EAP) to manage and undertake the BA process on behalf of the applicant, AMSA.

## **BACKGROUND AND INTRODUCTION TO THE LOGISTICS HUB PROJECT**

AMSA working with Bidfreight Port Operations (Pty) Ltd (BPO and after referred to as Bidvest). Bidvest, was formed in 2004 as a result of the merger of two of South Africa's leading portside companies, Rannies Cargo Terminals and South African Stevedores. These two companies previously existed independently within the Bidvest stable. BPO is one of the largest providers of in-port logistics in South Africa with operations in every commercial cargo port in South Africa. BPO is a member of the Bidvest Group Limited and forms part of the Bidvest Freight division. BPO specialise in warehousing, stevedoring, transportation and terminal operating services.

AMSA is a steelwork focused on the export market, currently under Care and Maintenance (C&M), with the ironmaking operations ceasing in January 2020 and the remaining operations ceasing March 2020 due to challenges in the global steel market. Given this, there are currently no operations occurring on the steelworks site. While steel production remains a challenge due to continued global market challenges, AMSA have been investigating alternatives to enable Saldanha Steel to return a portion of the facility back to economic productivity along with job regeneration at the site. The site's location and installed infrastructure lends itself to receiving bulk cargo for stockpiling and export, given its optimal proximity to the Port of Saldanha.

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## PROJECT LOCATION AND PROPOERTY DETAILS

The proposed Logistic Hub will be situated on the site of the AMSA Saldanha Steel Facility, on remainder of Farm 1132 bordering on the Port of Saldanha under the Saldanha Bay Local Municipality, West Coast District Municipality, Western Cape. The Figure below indicates the existing Saldanha Steel Facility Layout and the location of the proposed Logistics Hub Infrastructure.

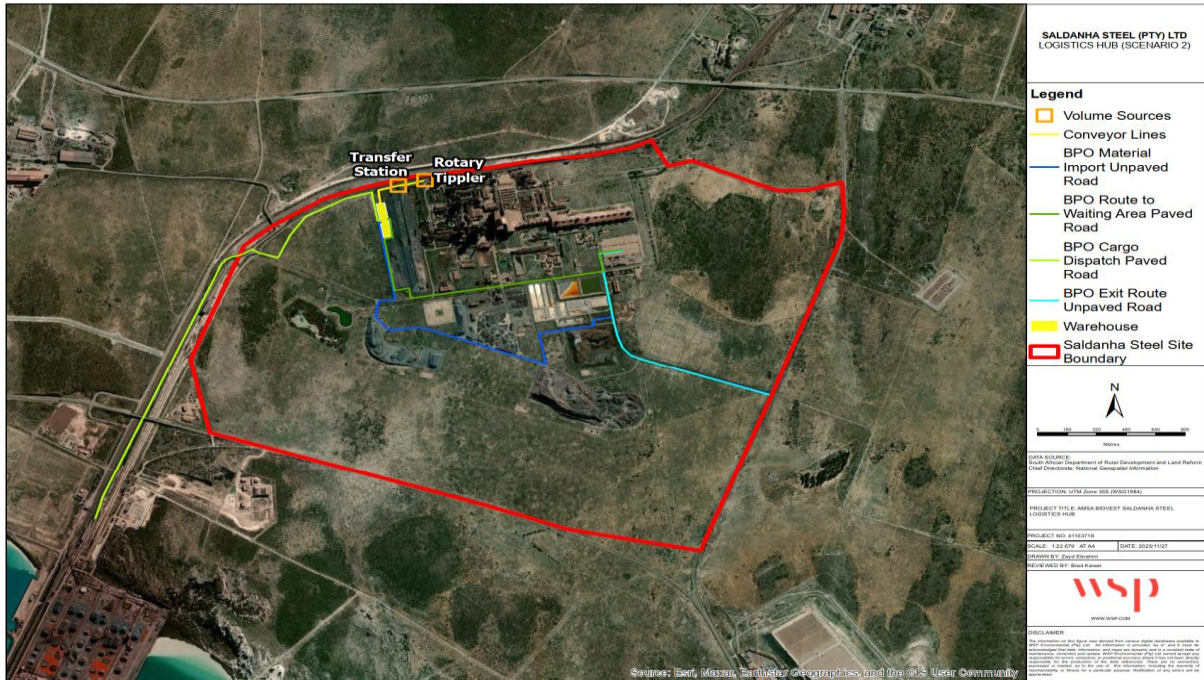


Figure 1: Proposed location of the Logistics Hub infrastructure



Figure 2: South warehouse location



Figure 3: North warehouse location



Figure 2: Existing conveyance system



Figure 3: Haul road weighbridge access



## **PROPOSED PROJECT INFORMATION**

The proposed Logistics Hub will receive material from road and rail and the operations entail the receiving, distributing, and handling of various bulk commodities for local and export purposes. The Logistic Hub envision to handle a maximum of 5 million tons of bulk commodities per annum. Commodities to be handled at the Logistics Hub includes, Manganese Ore, Phosphate Concentrate, Lead concentrate, Copper concentrate, Zinc Concentrate, Garnet sand and Zircon sand. The development and operation of the Hub will in no way impact the potential restart of the Saldanha Steel plant. The Hub shall operate independently of Saldanha Steel itself, such that re-commissioning of Saldanha Steel is not impeded.

Given the fit-for-purpose rail and raw materials handling infrastructure already available on site, it is envisaged that the existing Rail and Rotary Tippler infrastructure will be used for the receipt of cargo, as well as road receipts. The Rotary Tippler connects to the different stockpiling areas through conveyor networks and stacker/reclaimers. The facility will use the existing infrastructure in conjunction with newly designed bulk commodity receiving, handling, stockpiling and storage facilities. A new warehouse will be constructed to house environmentally and weather sensitive cargos, which will be linked to existing handling and conveyancing systems. The size of the warehouse will be approximately 14 000 m<sup>2</sup> excluding associated infrastructure, i.e. Tiplers, rail siding, conveyance systems and transfer stations.

It is envisaged that the operation will serve to also debottleneck the Port of Saldanha and increase the productivity and efficiency of export operations at the Transnet National Ports Authority (TNPA) Multi-Purpose Terminal in Saldanha.

## **THE NEED AND DESIRABILITY FOR THE PROJECT**

The Saldanha Steel Facility placed under 'care and maintenance' resulted in a significant number of job losses which resulted in a negative impact on the local economy. The hardest hit by the closure was the unskilled to semi- skilled workers, who may find it difficult to get new employment opportunities and in turn would have a reduced standard of living through a lack of income. This would further have resulted in a loss of revenue for the local municipality with an increased demand for basic services. The proposed logistics hub would be able to offer job opportunities during both the construction and operation phases, and these opportunities would provide the means to improve the levels of low income and assist in improving the employees' standard of living. Although limited, skills development could occur in the construction phase through the transfer of construction-related skills. This would increase the employability of the local labour and their chances of finding employment opportunities on other construction-related projects once their contract with the proposed development has expired. Should the proposed Logistics Hub re-employ employees who were retrenched, this could result in an improved level of household income and standard of living for those affected.

The proposed Logistics Hub will contribute to both local and national Gross Domestic Product (GDP) during the construction phase because of increased investment and the operation phase because of operational expenditure. This would result in an improved GDP contribution within the Saldanha Bay Local Municipality, especially considering the loss of GDP that resulted in the closure of the Saldanha Bay Steel Works that occurred in 2020. Additionally, the increased exports through the Port of Saldanha would result in economic contribution within the Saldanha Bay Local Municipality. Furthermore, the potential expansion of mining operations which may result due to improved storage capacity of commodities at the Port of Saldanha, would in turn enable an improved level of GDP contribution and growth within the Northern Cape where commodities are sourced.

## **BASIC ASSESSMENT PROCESS**

The proposed Logistics Hub triggers the need for a Basic Assessment. The competent authority for this application will be the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP). The Basic Assessment process includes a statutory stakeholder engagement process. As part of





this engagement process, the public and previously identified stakeholders are notified of the proposed Logistic Hub project and all stakeholders are invited to comment on the draft BA Report. This is to be undertaken through the following mediums:

- Newspaper advertisements.
- Site notices in and around the Project area.
- Notification letters and emails to the landowner or person in control of the land (if not the applicant), occupants of the site or alternative site, adjacent landowners and occupiers, municipal ward councillor, ratepayer's associations in the area, municipality (local and district), any organ of state having any jurisdiction in any respect of the activity, and any other party as required by the competent authority; and
- Distribution of the BID (this document) to surrounding landowners and registered stakeholders.

## HOW TO GET INVOLVED

Interested and affected parties (I&APs) are invited to register as stakeholders on the project through the following:

- Confirm your interest in the Project by responding (phone or e-mail) to our invitation for your involvement.
- By mailing or e-mailing the attached comments form to WSP, the Environmental Assessment Practitioner.
- By telephonically contacting WSP if you have a query, comment or require further project information; and
- By reviewing the draft BA Report and draft Environmental Management Programme report (EMPr) within the relevant review period and sending your comments to WSP. If you register as an I&AP, you will be notified when the draft BA Report and EMP Report are available for review.

By completing and submitting the response form, you automatically register yourself as an I&AP for this project, and ensure that your comments, concerns and/or queries raised regarding the project will be noted.

Registration and comment sheets, and the background information document for the project are available for download from the link and QR code below. Comments should be submitted to the email address provided below. Hard copies of comments may be delivered to one of the library addresses provided below. The Draft Basic Assessment Report (BAR) and EMPr are available for public review and comment from 26 September 2024 until 28 October 2024.

A public meeting is scheduled for 13:00 on Tuesday, 15 October 2024 at the AMSA Saldanha Steel Facility where the proposed project will be presented by the Environmental Assessment Practitioner (EAP) and I&APs will be allowed to comment on the project.

The reports will be available for download from the link and QR code below. Printed copies of the Draft BAR will be available for review at the following venues:

Name of Public Place	Address	Contact Details	Operating Hours
<b>Saldanha Public Library</b>	Municipal Building, Berg Street, Saldanha, 7395	(022) 714 8010	Mon to Fri 10:30am – 5:30pm & Sat 09:00 – 12:00   Sun closed
<b>Langebaan Public Library</b>	Corner of Bree Street and Oostewal Road, Langebaan 7357	(022) 707 5030	Mon to Fri 9:30am – 4:30pm & Sat 09:00 – 12:00   Sun closed
<b>Vredenburg Library</b>	2 Academy Street (close to West Coast College), Vredenburg	(022) 701 6996	Mon to Fri 10:30am – 6:00pm & Sat 09:30 – 12:30   Sun closed



<b>Laingville Public Library</b>	30 Strand Street, Laingville, St Helena Bay	(022) 736-1043	Mon to Fri 9am – 5:30pm   Sat & Sun closed
<b>Online Link</b>	<a href="https://www.wsp.com/en-za/services/public-documents">https://www.wsp.com/en-za/services/public-documents</a>		
<b>In terms of the Protection of Personal Information Act (POPIA), personal information provided by I&amp;APs will only be used for the sole purposes of this project and will only be shared with the relevant Government Departments as per the regulatory requirements and will not be shared with anyone else without their consent.</b>			

## **ROLES AND RESPONSIBILITIES OF STAKEHOLDERS**

Stakeholders have the right to bring to the attention of the competent authority any issues that they believe may be of significance to the consideration of the application. The rights of stakeholders are qualified by certain obligations, namely:

- Stakeholders must ensure that their comments are submitted within the timeframes that have been approved by the competent authority.
- A copy of comments submitted directly to the competent authority must be served on the Proponent or EAP; and
- Any direct business, financial, personal or other interest that they might have in the approval or refusal of the application must be disclosed.



## REGISTRATION AND COMMENTS SHEET

**Applicant: ArcelorMittal South Africa (Pty) Ltd, Saldanha, Cape Town**

**Competent Authority: Department of Environmental Affairs and Development Planning**

To register as a stakeholder and to ensure all comments and queries regarding this project are accurately documented and addressed, please forward your comments and contact details with the attached response sheet to:

**Public Participation Office; WSP Group Africa (Pty) Ltd**

**Post: P.O. Box 2613, Cape Town, 8000;**

**Tel: 021 481 8795;**

**Fax: 086 582 1561**

**E-mail: gld.pp@wsp.com**



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Organisation & Designation:				
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WhatsApp No (if different):				
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I would like to receive my notifications by: (please tick the appropriate box)	Letter (mail) <input type="checkbox"/>	E-mail <input type="checkbox"/>	SMS/WhatsApp <input type="checkbox"/>	Telephone <input type="checkbox"/>
As required in terms of GNR 326 (EIA process regulations) please disclose below any direct business, financial, personal, or other interest that you may have in the granting or rejection of the application for environmental authorisation:				
Please list your project-related comments below:				
Please list your project-related concerns/grievances below:				

Stakeholder Signature

Date