



MOOI MGENI TRANSFER SCHEME PHASE 2 (MMTS-2) Construction of the Spring Grove Dam & Appurtenant Works

[DEA Reference Number: 12/12/20/220]



MONTHLY ECO REPORT : October 2012



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TITLE AND APPROVAL PAGE

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LIST OF ACRONYMS & ABBREVIATIONS

DEA	Department of Environmental Affairs
ECO	Environmental Control Officer
EO	Environmental Officer
EMP	Environmental Management Plan
EM	Environmental Monitor
EMC	Environmental Monitoring Committee
MMTS-2	MooiMgeni Transfer Scheme Phase 2
TCTA	Trans-Caledon Tunnel Authority
RoD	Record of Decision

DEFINITIONS

Auditing

An „environmental“ audit is a methodical examination (including tests, checks, and confirmation) of environmental procedures and practices with the view of verifying whether they comply with internal policies, accepted practices and legal requirements

Environment

The surroundings in which humans exist and which comprise:

- The land, water and atmosphere of the earth.
- Micro-organisms, plant and animal life.
- Any part or combination of a) and b) and the interrelationships among and between them.
- The physical, chemical, aesthetic and cultural properties and conditions of the foregoing that can influence human health and well-being.

Environmental Aspect

Those components of the company's activities, products and services that are likely to interact with the environment.

Record of Decision

The written statement from the relevant environmental authority in terms of the Environment Conservation Act (Act 73 of 1989), with or without conditions, that records its approval of a planned activity and the implementation thereof and the mitigating measures required to prevent or reduce the effects of environmental impacts during the life of a contract.

Environmental Feature

Elements and attributes of the biophysical, economic and social environment.

Environmental Impact

The change to the environment resulting from an environmental aspect (an activity) on the environment, whether desirable or undesirable. An impact may be the direct or indirect consequence of an activity.

Environmental Management Plan (EMP)

A detailed plan of action prepared to ensure that recommendations for enhancing positive impacts and/or limiting or preventing negative environmental impacts are implemented during the life-cycle of a project.

Environmental Objective

Overall environmental goal pertaining to the management of environmental features.

Environmental Target

Performance requirement that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives.

Hazardous Waste

Any waste that contains organic or inorganic elements or compounds that may, owing to the inherent physical, chemical or toxicological characteristics of that waste, have a detrimental impact on health and the environment

Monitoring

„Compliance“ monitoring is a continuous and systematic process to ensure that the conditions in the Record of Decision (RoD) Environmental Management Plan (EMP) are being adhered to.

Pollution

Any change in the environment caused by substances, radioactive or other waves, or noise, odours, dust or heat, emitted from any activity, including the storage or treatment of waste or substances, construction and the provision of services, whether engaged in by any person or an organ of state, where that change has an adverse effect on human health or well-being or on the composition, resilience and productivity of natural or managed ecosystems, or on materials useful to people, or will have such an effect in the future.

1 INTRODUCTION

Nemai Consulting was appointed as the independent Environmental Control Officer (ECO) for the Trans-Caledon Tunnel Authority (TCTA) for the Mooi-Mgeni Transfer Scheme Phase 2 (MMTS-2) project.

The ECO's functions in terms of environmental compliance monitoring are to systematically monitor the processes and activities required for the implementation of each Environmental Management Plan (EMP) and the conditions in the Record of Decision (RoD) (refer to environmental governance arrangements in **Figure 1**).

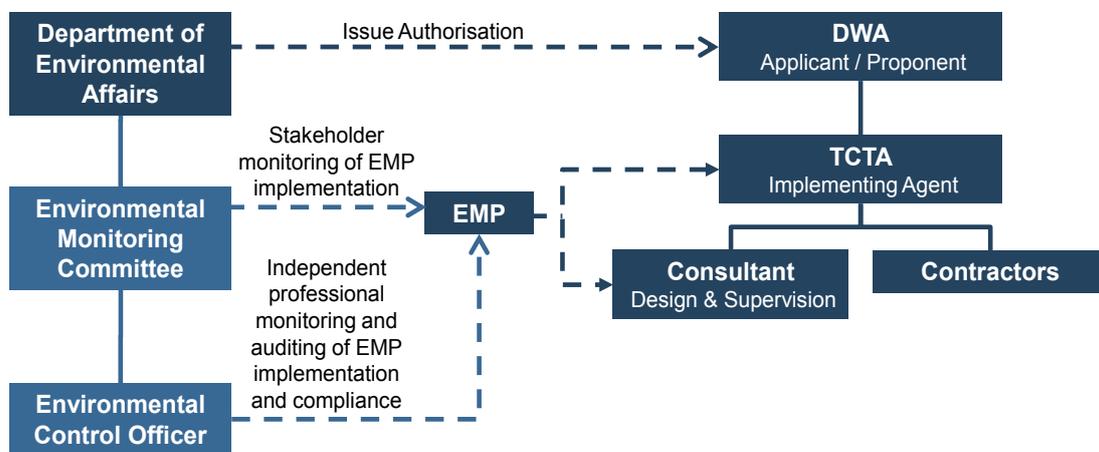


Figure 1: Environmental Governance Arrangements: Lines of Accountability

The RoD requires that a suite of EMPs be prepared for the project. Each EMP comprises two sections, namely a project description and the Environmental Management Philosophy as well as the EMP for a specific activity/phase of construction. To date, the following EMPs have been approved by the Department of Environmental Affairs (DEA):

- Construction of the Spring Grove Dam Wall – approved on 03 May 2011;
- Traffic Management and Mitigation Plan – approved on 16 August 2011 (amendment application approved on 21 February 2012);
- Search, Rescue and Relocation – approved on 07 September 2011;
- Mooi River Gauging Weir – approved on 08 October 2011;
- Mooi River Fish Barrier – approved on 06 February 2012;
- Mpofana River Gauging Weir – approved on 07 March 2012;
- Transplantation of red data species found at Inchbrakie Falls to the Reekie Lynn Falls – approved on 13 April 2012;

- Roads realignment and flood protection of affected sections of the Lower Loteni Road – approved on 07 May 2012;
- Relocation of people living in the dam basin – approved on 09 May 2012;
- Refurbishment;
- Service Relocation & Decommissioning– approved on 24 July 2012;
- Rehabilitation of off-site wetlands– approved on 12 July 2012; and
- Establishment of biodiversity offsets– approved on 12 July 2012.

This document serves as the monthly ECO Report for October 2012. The monitoring event was undertaken on 18 October 2012, and the monitoring period commenced on 28 September 2012.

2 ECO MONITORING APPROACH

2.1 Weekly Monitoring

Weekly ECO monitoring sessions are conducted where a full day is spent onsite to inspect the overall construction domain on a weekly basis. The weekly ECO monitoring reports, which are submitted to TCTA, serve as an overview of the following:

- New or improved areas of good environmental practices and compliance;
- Areas of poor practices or where concerns have been noted;
- Status of previous issues; and
- Conclusions.

The weekly ECO monitoring events are more focused on best environmental practices, rather than regulatory compliance.

2.2 Monthly Monitoring

Monthly ECO monitoring serves to check compliance against the following:

- Conditions of the RoD for the construction of the Spring Grove Dam and Appurtenant Works; and
- EMPs and associated conditions of approval.

The Monthly ECO monitoring reports are submitted to TCTA, the Environmental Monitoring Committee (EMC), and ultimately DEA. The monthly ECO monitoring includes once a month full day site inspections, checking environmental administrative provisions (e.g. documentation, files, registers), analysing monitoring data, checking complaints, interviewing the Environmental Manager, Environmental Monitor (EM) and Environmental Officer (EO) (as required) and completing a detailed ECO Monitoring Checklist. The ECO Monitoring Checklist consists of monitoring items extracted from the EMP and RoD, and are categorised as follows:

- Environmental Authorisation;
- Administration;
- Environmental Education and Awareness;
- Construction;
- Materials;
- Water Quality;
- Air Quality;
- Noise;
- Community Engagement;
- Archaeology and Cultural Sites;
- Vegetation;
- Fauna;
- Traffic;
- Safety and Security;
- Waste;
- Rehabilitation;
- Search, Rescue and Relocation; and
- Relocation of people in the dam basin.

The following Conformance Scores, based on the level of compliance for the overall site, is allocated to each monitoring item in the checklist:

CONFORMANCE SCORES	DESCRIPTION
1	Task not achieved
2	Task 20% complete
3	Task 50% complete
4	Task 80 % complete
5	Task 100% completed in accordance with the EMP

Where non-conformance to the RoD conditions and EMP mitigation measures is encountered (i.e. COMFORMANCE SCORE < 5), the significance of the associated Impact is recorded based on the following guidelines):

IMPACT SCORES	IMPACT
1	Low – mitigation not needed/ mitigation measures to be maintained
2	Medium – mitigation should be considered
3	High – mitigation compulsory

The identified non-conformances and related impacts are also rated based on the following **Penalty Scores**:

PENALTY SCORES	DESCRIPTION
0	Not Applicable / Impact or Non-Conformance occurred in area of low Environmental Significance
1	Moderate – Impact/Non-Conformance occurred in area of moderate Environmental Significance (<i>1% Deduction from total conformance score</i>)
2	High – Impact/Non-Conformance occurred in area of high Environmental Significance (<i>3% Deduction from total conformance score</i>)
3	Very High – Impact/Non-Conformance Occurred in area of very high Environmental Significance (<i>5% Deduction from total conformance score</i>)

The overall compliance score is based on:

- No of items scored for the monitoring event;
- The highest conformance score for the monitoring event;
- The actual conformance score for the monitoring event;
- The conformance percentage for the monitoring event (%);
- Total Penalty Deductions (%); and
- Total Conformance Score Including Penalty Deductions (%).

2.3 Surprise Inspections

It was requested by the EMC that surprise inspections of the site be undertaken on a monthly basis. Such an inspection includes revisiting selected issues identified as part of the previous weekly monitoring event, as well as spot-checks of certain areas within the construction domain.

The findings of the surprise inspection for October 2012 are included in **Appendix A**.

3 CONSTRUCTION ACTIVITIES FOR THE MONITORING PERIOD

Amongst others, the following main construction activities took place during the monthly monitoring period, as identified during the monitoring sessions and from the EO's daily site diary:

- Installation of shutters for the dam base at the dam foundation is ongoing (see **Figure 2**);
- Backfilling of the earth embankment;
- Pipe installation at the earth embankment is ongoing;
- Construction of the Spring Grove Weir is ongoing downstream from the dam wall(see **Figure 3**);
- Construction of Route 2 culvert is ongoing below the dam foundation (see **Figure 4**);
- Construction of a concrete drainage channel adjacent to the permanent access road into the dam basin is ongoing;
- Borrow pit excavation and usage(see **Figure 5**);
- Occupation of offices on the left bank;
- Construction of D146 Road /R103 intersection is completed, minor works still in progress;
- Tree removal operations within the dam basin are on-going (includes burning of brush piles)(see **Figure 6**);
- Search and rescue crew active on site;
- Fencing crew active in basin;
- Construction of the road embankment on Route 13 and use of associated site camp is ongoing;
- Hauling of aggregate and fill;
- Upgrading of Route 9 is ongoing;
- Creation of a stock pile area on Route 11;
- Excavation of borrow pit adjacent to river and Route 13 road embankment;
- Construction activities at fish barrier site are ongoing(see **Figure 7**).



Figure 2: Installation of shutters for the dam base at the dam foundation



Figure 3: Construction of weir downstream from the dam wall



Figure 4: Construction of Route 2 culvert below the dam foundation



Figure 5: Borrow pits



Figure 6: Tree felling – burning of brush piles



Figure 7: Fish barrier site

The following key areas were inspected during the monitoring session:

- Site offices;
- Spoil sites;
- Dam basin;
- Dam foundation;
- River diversion (fish barrier);
- Workshop;
- Route 2 culvert;
- Borrow areas;
- Temporary river crossing;
- Laboratory;
- Stream crossings;
- Spring Grove weir;
- Area designated for waste storage;
- Stores area;
- Eating area;
- Batch plant area;
- Route 13;
- Route 11;
- Fish barrier construction site.

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COMMENTS:

TCTA	
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4 ENVIRONMENTAL ACTIVITIES FOR THE MONITORING PERIOD

Some of the **key environmental activities** on site, which also include areas of good practices and compliance, were as follows:

- On-going activities –
 - Regular dust suppression;
 - Safe storage and use of hazardous substances;
 - Use of mobile toilets;
 - Vehicle maintenance in dedicated area(see **Figure 8**);
 - Management of siltation (see **Figure 9**);
 - Mixing cement on impermeable surfaces;
 - Appropriate signage displayed and barricading;
 - Waste management;
 - Housekeeping;
 - Trucks abiding by speed limit, displaying chevrons, covered loads and numbered;
 - Use of personal protection equipment;
 - Washing of trucks in dedicated areas;
 - Environmental awareness;
 - Flagmen deployed on new routes;
 - Speed management(see **Figure 10**);
 - Fire risk management;
- Activities identified during the monitoring event –
 - Management of concrete waste(see **Figure 11**);
 - Environmental toolbox talks are presented by individual foremen on a weekly/biweekly basis.



Figure 8: Vehicle maintenance in dedicated area



Figure 9: Management of siltation



Figure 10: Management of speeding



Figure 11: Management of concrete waste

*** COMMENTS:**

TCTA

5 WATER, AIR AND NOISE MONITORING

Amongst others, the functions of the ECO include the following:

- Conduct third-party monitoring and auditing;
- Regularly monitor and review the progress towards achieving the specific strategies, objectives and performance targets of the EMP; and
- Review monitoring data and evaluate against performance targets.

5.1 Contractor’s Monitoring Results

The Contractor has appointed Blue Sands to conduct monthly water, air and noise monitoring (refer to monitoring sites, as shown in **Appendix B**). The last set of reports received was for monitoring conducted in August 2012, which is elaborated on in the sub-sections to follow. No raw data was received for the period thereafter.

5.1.1 Air Quality

Dust Fallout

- Dust fallout samples collected on 30August 2012- sampling period = 30 days. Results follow.

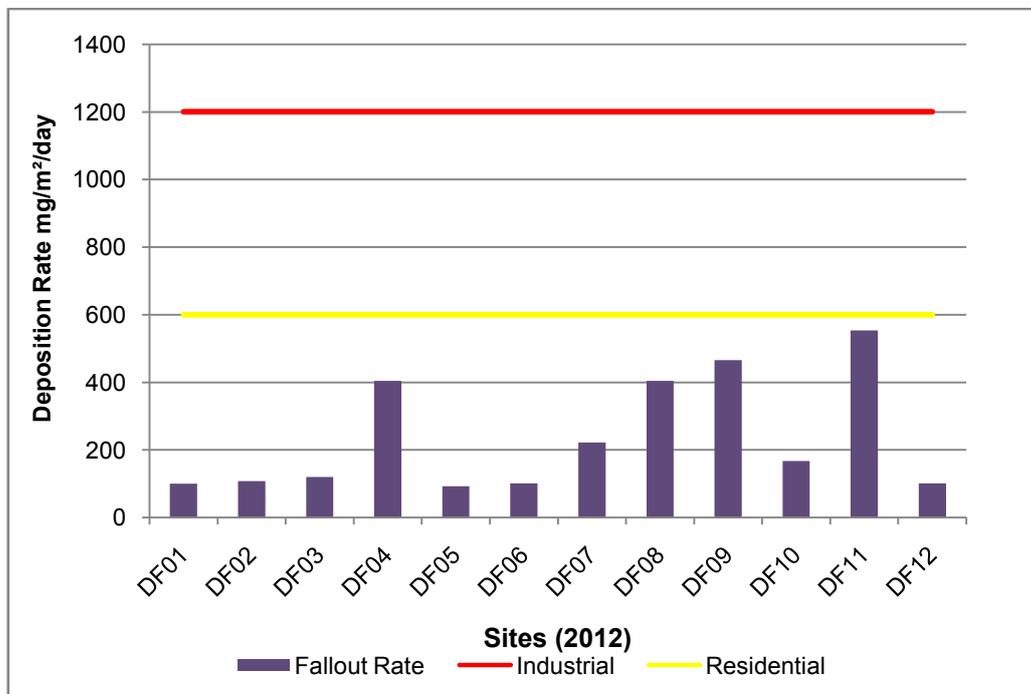


Figure 12: Dust fallout rates for August 2012(Blue Sands, 2012a)

- Dust fallout rates continue to remain within the Residential Band of 600 mg/m²/day.
- Fallout rates show a general increase since July 2012, with DF07, DF08, DF09 and DF11 showing significant increases.
- According to Blue Sands (2012a), increased dust load is being measured as a result of increased hauling, stockpiling, mixing and on-site transport.
- The increase and gross fallout rate at DF11 (Peter Warren’s Property) is most significant.

Continuous Particulate Monitoring (PM₁₀) with Wind Speed and Direction

- The sampling period was from 21 July to 31 August 2012. Owing to the heavy storm on 08 August, the unit was removed on 10 August and returned on 18 August. Results follow.

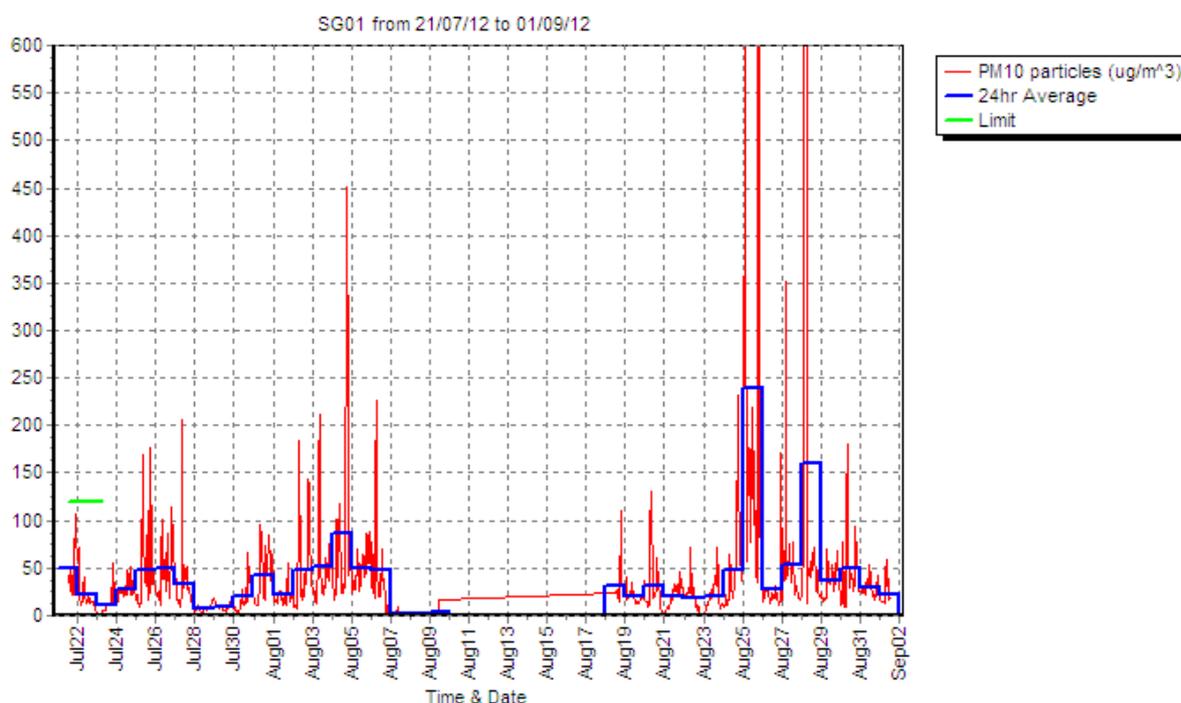


Figure 13: PM₁₀ concentrations for 21 Jul – 31 Aug 2012 (Blue Sands, 2012a)

- The PM₁₀ concentrations exceeded the 24-hour limit of 120 µg/m³ on 25 and 28 August 2012, with concentrations of 240 and 160 µg/m³ respectively – see table to follow.

Table 1: Analysis of PM₁₀ exceedences for August 2012 (Blue Sands, 2012a)

Date	24-hour Concentration	Peak Hourly Conditions	Suggested Source
25 Aug	240 µg/m ³	03h00-05h00 & 18h00-20h00; low wind speeds; south-westerly then northerly	Main gate then stockpiles, batch plant & unpaved car park
28 Aug	160 µg/m ³	03h00-05h00; low wind speeds; northerly	Stockpiles, batch plant & unpaved car park

- The pollution rose (see **Figure 14**) shows that the major contribution to the dust levels recorded came from the north-westerly sector – caused by the Berg winds. There are two sources in this area; one being the aggregate stockpile and the other being the parking area for the office block. Another source emanates from the south-west, which relates to hauling and activities at the dam wall.

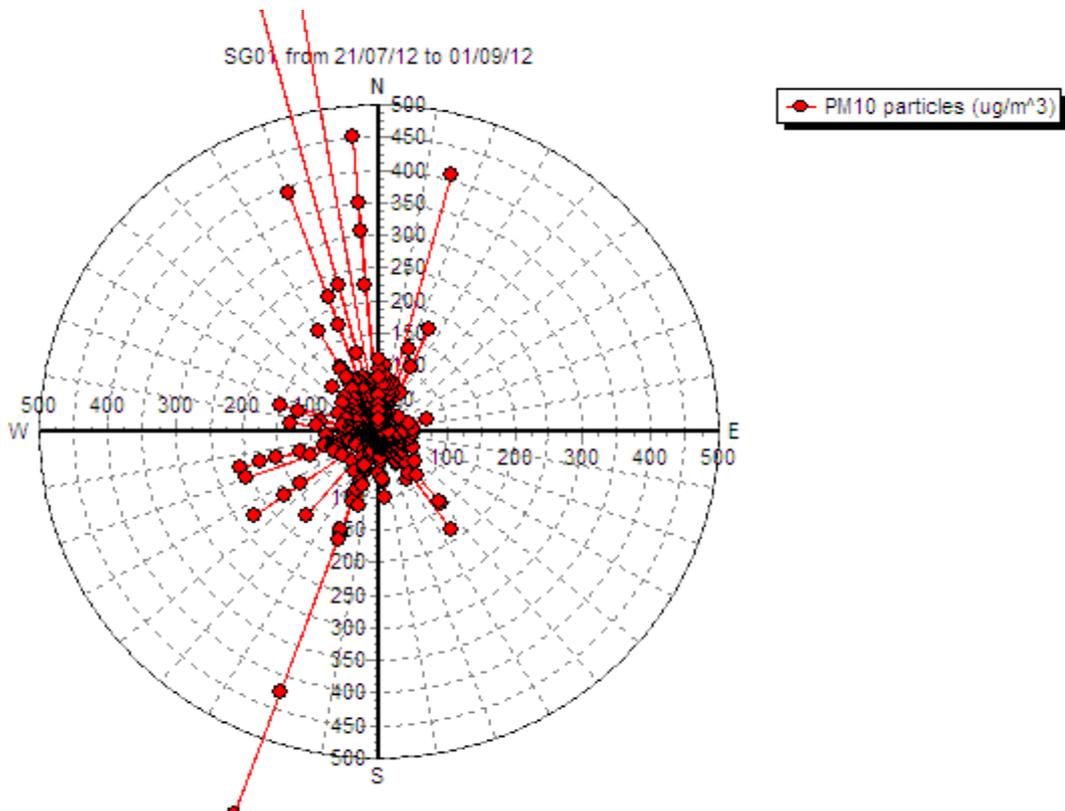


Figure 14: 1-hour PM₁₀ pollution rose for August 2012 at site SG01 (Blue Sands, 2012a)

*** COMMENTS:**

TCTA

5.1.2 Environmental Noise

- Four surveys were undertaken for August. Two daytime surveys were conducted. These ran from 14h30 to 19h00 on 16/08/2012 and 11h00 to 13h30 on 29/08/2012. Two night-time surveys ran from 22h30 to 01h30 on 16 and 17/08/2012 and from 03h00 to 06h00 on 29/08/2012.
- The following exceedences of the L_{Aeq} (i.e. the equivalent continuous sound level, normally measured on an A-weighted decibel scale) were measured, which related to construction activities:

Table 2: Summary of exceedence of L_{Aeq} levels – construction related (adapted from Blue Sands, 2012b)

Site	Date	Time	SANS District	L_{Aeq}	Source of dominant noise
EN02	16/08/2012	14H59	Rural/Sub-urban	57.8	Birds, district road, construction trucks, wind, R103, dogs, people.
EN10	16/08/2012	18H02	Rural/Sub-urban	63.6	Radio, talking, pedestrians, trucks.
EN10	16/08/2012	01H08	Rural/Sub-urban	53.0	Traffic hum in distance, traffic volume normal
EN06	29/08/2012	08H03	Rural/Sub-urban	58.9	Birds, R103 noise, dogs, reverse hooter, train, generator/pump
EN10	29/08/2012	10H36	Rural/Sub-urban	64.3	High traffic volume, Angle grinder, pedestrians, gravel on parking lot
EN06	29/08/2012	04H38	Rural/Sub-urban	59.7	Dog barking, vehicles, faint construction site hum, train
EN07	29/08/2012	04H55	Rural/Sub-urban	40.6	R103, animals, water pump, construction site generator
EN10	29/08/2012	05H42	Rural/Sub-urban	59.9	Sign board across road squeaking, birds, pedestrian on parking lot

- Blue Sands (2012b) noted the following:
 - Road traffic continues to be the largest contributor to noise at the majority of sites. The primary contributors being the R103 and district roads; and
 - Sirens and plant reverse hooters continue to be clearly audible and have a marked effect on the sound levels recorded around the construction site; particularly at night.

* **COMMENTS:**

TCTA

5.1.3 Water Quality

Mooi River Sampling

- Samples were taken on 16 and 30 August 2012.
- Variables at sampling sites associated with construction activities were below thresholds.

Separator Sampling

- Thresholds exceeded –(1) Chemical Oxygen Demand, (2) Faecal Coliform, (3) Fluoride, (4) Manganese, (5) Phenol, (6) Phosphate, (7) Soap, oil and grease, (8) Suspended Solids and (9) Zinc.

- Noted that the raw borehole water is already contaminated beyond certain thresholds.

* **COMMENTS:**

TCTA

5.1.4 Raw Data

No raw data available following the August 2012 water, air and noise monitoring.

6 ENVIRONMENTAL PERFORMANCE

An overview of the environmental performance during the monthly monitoring period is provided in the sub-sections to follow.

6.1 Weekly ECO Monitoring – Status of Issues

Note that only significant environmental aspects and impacts are listed in this section, based on the following qualitative criteria that were used to screen the weekly ECO monitoring Reports:

1. **Hazardous** nature of the environmental aspect or impact;
2. **Extent** of impact (within / beyond the boundaries of the construction domain);
3. **Sensitivity** of receiving environment;
4. **Probability** of aspect resulting in significant impact;
5. **Regulatory** context;
6. **Liability / cost** related to corrective actions;
7. Potential to lead to legitimate **concerns** by interested and affected parties; and
8. **Cumulative** impacts.

6.1.1 04 October 2012

Issue Ref.	Category	Summary of poor practice / area of concern	Status
189	Siltation	Dewatering operations at the river diversion (fish barrier) construction site releasing large amounts of sediment into the river.	Open
191	Hazardous Substances	Hazardous storage container (cage) at left bank does not have adequate bunding.	Open
198	Siltation	Large amounts of sediment being released into the river as a	Open

Issue Ref.	Category	Summary of poor practice / area of concern	Status
		result of construction activities at the river diversion (fish barrier).	
201	Safety	A work area has been placed inside a storage container on the left bank that also houses diesel powered equipment and hazardous storage containers. As this container is inadequately ventilated, it contains high levels of toxic fumes creating an unacceptable work environment.	Open

6.1.2 11 October 2012

Issue Ref.	Category	Summary of poor practice / area of concern	Status
189	Siltation	Dewatering operations at the river diversion (fish barrier) construction site releasing large amounts of sediment into the river.	Open
191	Hazardous Substances	Hazardous storage container (cage) at left bank does not have adequate bunding.	Open
198	Siltation	Large amounts of sediment being released into the river as a result of construction activities at the river diversion (fish barrier).	Open
201	Hazardous Substances	A work area has been placed inside a storage container on the left bank that also houses diesel powered equipment and hazardous storage containers. As this container is inadequately ventilated, it contains high levels of toxic fumes creating an unacceptable work environment.	Open
204	Hazardous Substances	1. Bunding under diesel-powered Rodio equipment at the left bank has been compromised by a crack along its right side. Plastic sheeting used as bunding at Rodio settlement pond at the left bank is slipping.	Open
		2. Lack of drip tray under diesel powered equipment in container at the left bank.	
		3. Unbunded container of petrol at Route 2 construction site	Closed

6.1.3 18 October 2012

Issue Ref.	Category	Summary of poor practice / area of concern	Status
189	Siltation	Dewatering operations at the river diversion (fish barrier) construction site releasing large amounts of sediment into the river.	Open
191	Hazardous Substances	Hazardous storage container (cage) at left bank does not have adequate bunding.	Open
198	Siltation	Large amounts of sediment being released into the river as a result of construction activities at the river diversion (fish barrier).	Closed
201	Hazardous Substances	A work area has been placed inside a storage container on the left bank that also houses diesel powered equipment and hazardous storage containers. As this container is inadequately ventilated, it contains high levels of toxic fumes creating an unacceptable work environment.	Open
204	Hazardous Substances	1. Bunding under diesel-powered Rodio equipment at the left bank has been compromised by a crack along its	Closed

Issue Ref.	Category	Summary of poor practice / area of concern	Status
		right side. Plastic sheeting used as bunding at Rodio settlement pond at the left bank is slipping.	
		2. Lack of drip tray under diesel powered equipment in container at the left bank.	Open
207	Pollution	Inadequate concrete containment measures taken at the river diversion (fish barrier).	open

6.1.4 Conclusions

Issues related to the inadequate management of siltation frequently recorded. Hazardous material needs to be stored in accordance with the regulatory requirements and the MSDSs.

* **COMMENTS:**

TCTA	
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6.2 Monthly ECO Monitoring Checklist

The results of the monthly ECO Monitoring Checklist are summarised in the sub-sections to follow.

6.2.1 Monitoring Categories

The results of the monitoring categories are summarised in **Table 3**.

Table 3: Summary of Monthly ECO Monitoring Checklist categories: Oct 2012

Monitoring Category	Conformance Score (%)
Environmental Authorisation	94.33
Administration	100.00
Environmental Education and Awareness	90.00
Construction	100.00
Materials	91.11
Water Quality	92.50
Air Quality	88.00
Noise	100.00
Community Engagement	100.00
Archaeology and Cultural Sites	100.00
Vegetation	100.00
Fauna	100.00
Safety & Security	100.00
Waste	92.00
Traffic	100.00

Monitoring Category	Conformance Score (%)
Search, Rescue and Relocation	97.33
Construction Camp	90.00

6.2.2 Areas of Non-Compliance

Selected areas of significant non-compliance for October 2012, which (amongst others) influenced the conformance and penalty scores contained in Table 3, are captured in the table to follow.

Table 4: Selected areas of non-compliance: Oct 2012

Monitoring Category	Condition / Mitigation Measure	Comments
Environmental Authorisation	During the construction phase the speed limit of 40km/h on public and other roads within the project area to be adhered to. This include roads and streets within Rosetta and Nottingham Road, sections of the R103, road D146, the access road to the Vaalekop South smallholdings and Riverholm, the Balgowan road for accessing the Mpopana outfall works (N3 Toll 25) and the access road to the quarry site on Springvale Farm 2170	Complaints received regarding speeding.
	Undertake dust abatement measures such as the wetting of construction areas and the application of chemical palliatives on heavily used unpaved roads and the re-vegetation of permanent stockpiles	Dust abatement measures include regular watering of haul roads and D146. Complaint raised regarding dust.
	Security measures to be implemented to ensure the safety and security of the workers, material and surrounding communities	Toolbox talks undertaken. Controlled access to site: locked gate; security guard and access register. Complaints received regarding security and illegal use of roads.
	Provisions of the National Water Act, 1998 (Act 36 of 1998). Silting, demarcation and management of material storage and vehicle servicing areas used by the contractor to be outside of the 1:50 year flood line or at least 100 meters from any watercourses	Vast improvement to silt management from dewatering at fish barrier (see Figure 9). Siltation from construction activities on left-bank at fish barrier (see Figure 15). Daily water quality monitoring results required to assess increase in TDS.
	All public complaints during construction must be adhered to as soon as possible	Issues and Complaints Register maintained. Certain long-outstanding issues.
Environmental Education and Awareness	The concept of "clean site" policy to be explained to all construction workers	Complaints received regarding messy site.
Materials	Spill reporting procedures to be posted at all storage facilities so that the appropriate emergency response can be mobilised in the event of a spill	Additional signage required for all relevant storage areas.
	In the case of a spill, immediate action must be taken to stop and contain the spill. Any observed spills / leakages must be removed and the cause remedied.	Improved turn-around period required for remediating spills. Old spill at Rodio equipment (see Figure 16).
	A record of all types and quantities of hazardous materials on site to be kept	Hazardous material register available, which records fuel. Needs to include hazardous material in containers.

Monitoring Category	Condition / Mitigation Measure	Comments
	Uncontrolled releases of hazardous materials to be prevented	Spillages observed. Suitable clean-up required. Old spill at Rodio equipment.
	Smoking is prohibited in fire hazard areas (i.e. workshops, fuel storage areas)	Cigarette butts found immediately adjacent to hazardous storage containers(see Figure 17).
Water Quality	Silt laden water shall not be directly discharged over land or directly into watercourses and shall be contained in settlement ponds and managed before release. Silt, sand and silt-laden water shall not enter any surface watercourse.	Vast improvement to silt management from dewatering at fish barrier. <ul style="list-style-type: none"> • Silt-laden water released at fish barrier (left bank). • Require daily in situ water quality monitoring results to verify impact to TDS levels. • Runoff from borrow area adjacent to farm dam to be managed (see Figure 18). • Target not achieved – <ul style="list-style-type: none"> ○ Downstream water quality < 10% of upstream water quality per parameter.
Air Quality	Special dust suppression measures to be implemented for batch plants	Aggregate stockpiles and activities at batch plant are contributing to the high PM10 levels.



Figure 15: Siltation from construction activities on left-bank at fish barrier



Figure 16: Spill on left-bank at dam wall (at Rodio equipment)



Figure 17: Cigarette butts adjacent to hazardous storage containers



Figure 18: Runoff from borrow area adjacent to farm dam to be managed

*** COMMENTS:**

TCTA	
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6.2.3 Overall Monitoring Results

A summary of the results of the ECO monitoring checklist follows.

Table 5: Summary of results of Monthly ECO Monitoring Checklist: Oct 2012

Description	Total	Percentage
Number of Items Scored for this Audit	234	
Highest Possible Conformance Score for this Audit	1170	100
Actual Conformance Score	1091	93

6.2.4 Sequential ECO Monitoring Results

A graph indicating the sequential ECO Monitoring Results from May 2011 until present follows.

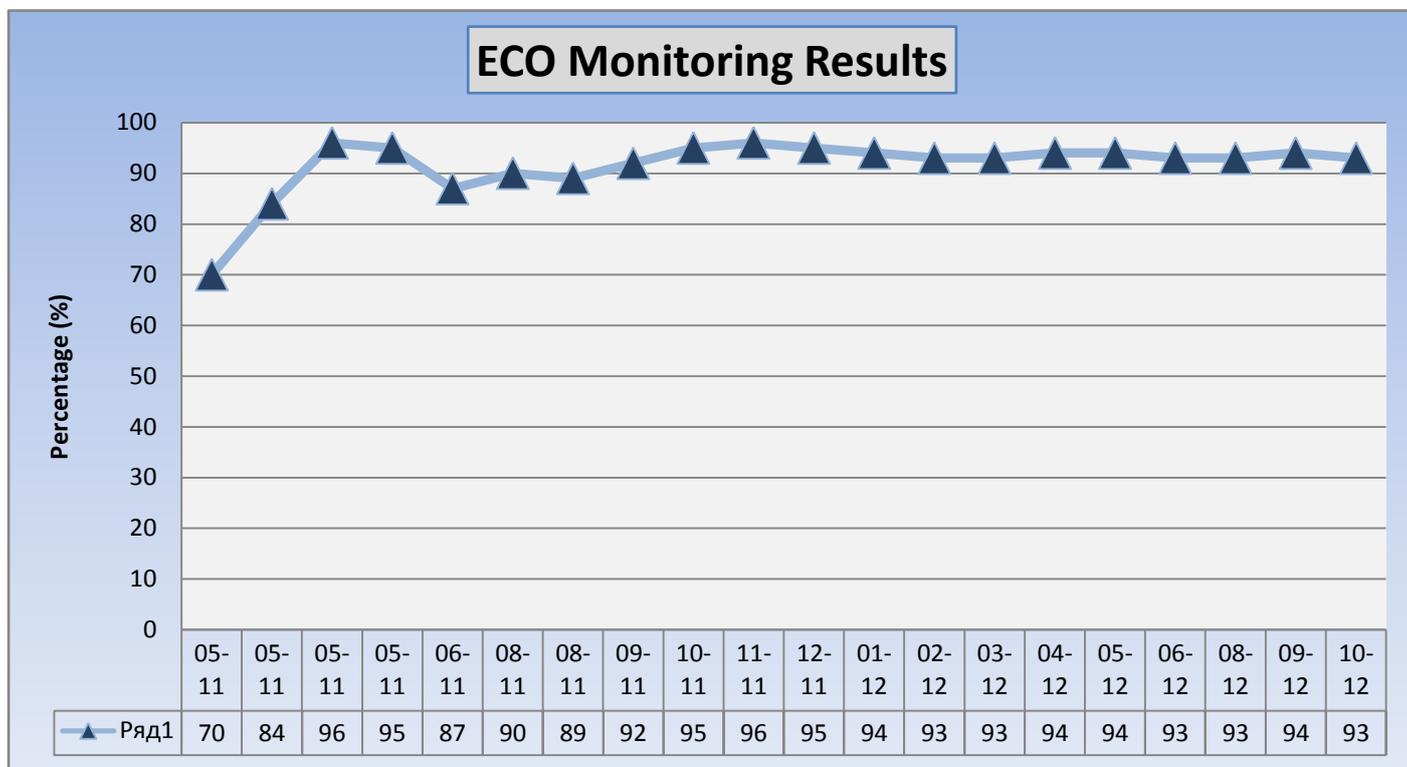


Figure 19: Graph –summary of results of Monthly ECO Monitoring Checklists

It should be noted that without the weighting of the scoring items a full appreciation of the significance of the non-compliance is not conveyed.

*** COMMENTS:**

TCTA

7 NON-CONFORMANCE / INCIDENT REPORTING

The following non-conformances / incidents previously recorded remain unattended to (details omitted):

- NCR/Incident No. J00846-NCR027 (issued on 12-07-12) – Use of defective geotextile socks when dewatering;

- NCR/Incident No. J00846-NCR030(issued on 15-08-12) – The current storage, handling and management of hazardous and flammable materials onsite is in contravention of Section 3.2.1.5 of the RoD. This includes the storage/parking off of Diesel bowsers overnight onsite without any spill prevention in place;
- NCR/Incident No. J00846-NCR031 (issued on 04-09-12) – daily water quality monitoring;
- NCR/Incident No. J00846-NCR032 (issued on 12-09-12) – inadequate waste management;
- NCR/Incident No. J00846-NCR033 (issued on 12-09-12) – unauthorised fire and cut fence; and
- NCR/Incident No. J00846-NCR034 (issued on 20-09-12) – silt-laden water.

New environmental non-conformances / incidents recorded by the EM during the monthly ECO monitoring period are tabulated below.

Table 6: Environmental Non-Conformance / Incident Register entries for Sept– Oct2012

Date of NCR / Incident	Description	Suggested Corrective Action	EM Suggested Deadline	Actual Date Corrected
2012/10/16	Concerns raised by the ECO and EM have not been attended too within the due dates agreed upon by contractor. These are as follows Refer to EM/EO action register 102: Use of Rebar caps 196: Portable toilet to be relocated 197: Safety barricading Refer to ECO report 204: Rodio drip tray needs to be replaced 183: Housekeeping 191:Pollution prevention 199 (1): Waste management (2): portable toilet to be relocated 201 safety	Contractor to provide photographic evidence/or submit documentation as proof that the above issues have been adequately addressed.	2012/11/05	Pending

Note: Wording directly extracted from Environmental Non-Conformance / Incident Register

*** COMMENTS:**

TCTA

8 ISSUES AND COMPLAINTS

Appendix C contains the issues and complaints (55 entries) that were recorded by the Social Monitor during the monthly ECO monitoring period (up to 27 September 2012). The following issues (apart from matters pertaining to expropriation) remain open, based on the Issues and Complaints Register, which require feedback / action from the project team:

- Open issues from current monitoring event –
(Note: recurrent issues highlighted)
 - a) Issue no. 388(30-09-12) – speeding, use of road, Sunday work;
 - b) Issue no. 389(01-10-12) – relocation of power line;
 - c) Issue no. 390 (02-10-12)& no. 398 (04-10-12)– artist’s impression of weir;
 - d) Issue no. 391 (02-10-12) – cattle on construction site;
 - e) Issue no. 392 (02-10-12) – heavy vehicles on Loteni Road;
 - f) Issue no. 393 (02-10-12), no. 396 (03-10-12)& no. 400 (04-10-12)– repairs, rehabilitation, use of road, security, borrow pit, Sunday work, construction end date;
 - g) Issue no. 394 (03-10-12) – tree felling, clean-up;
 - h) Issue no. 399 (04-10-12) – rehabilitation;
 - i) Issue no. 402 (05-10-12) – use of road, damage to lawn;
 - j) Issue no. 403 (05-10-12) – signage, speeding;
 - k) Issue no. 409 (06-10-12) – speeding;
 - l) Issue no. 414 (09-10-12) – damaged fencing;
 - m) Issue no. 415 (10-10-12) & no. 420 (10-10-12) – illegal access to construction site;
 - n) Issue no. 416 (10-10-12) – driveway;
 - o) Issue no. 417 (10-10-12) – water supply;
 - p) Issue no. 418 (10-10-12) – access;
 - q) Issue no. 419 (10-10-12)& no. 445 (22-10-12) – road drainage;
 - r) Issue no. 421 (11-10-12) – water supply – broken water pipe;
 - s) Issue no. 423 (12-10-12) – traditional crossing point;
 - t) Issue no. 424 (12-10-12) – submersion servitude;
 - u) Issue no. 425 (12 & 13-10-12) & no. 426 (13-10-12) – driving on road verge;
 - v) Issue no. 427 (13-10-12) & no. 437 (17-10-12) – use of private road;
 - w) Issue no. 430 (15-10-12) – non-attendance of members at EMC meetings;
 - x) Issue no. 436 (17-10-12) – access;
 - y) Issue no. 438 (18-10-12) – clean-up required.

* **COMMENTS:**

TCTA

9 PROPOSED AMENDMENTS TO THE ROD AND EMP**9.1 Proposed Amendments to RoD**

An application for an amendment to the RoD was submitted by DWA to DEA on 15 August 2011. Proposed amendments or matters for clarification related to the RoD are contained in **Table 7**.

Table 7: Proposed amendments / matters for clarification related to the RoD

Condition No.	Description	Comments / Amendment
Amendments Previously Recorded		
3.2.1.22	Indigenous vegetation removed from the dam basin must be kept in a temporary nursery to be used for rehabilitation	Addressed in EMP for Search, Rescue and Relocation, which was approved on 07 September 2011.
3.2.1.23	The wood from exotic and/or invasive species removed from the dam basin must be made available to the local community free of charge	Decision pending from Contractor regarding the way forward for the disposal of the cleared vegetation. RoD condition may prove to be costly.
3.2.3.1	Daily monitoring by ECO	ECO was not appointed as a daily monitor. Daily monitoring is undertaken by the EO on behalf of the Contractor and by the EM on behalf of the Engineer. Weekly ECO monitoring conducted.
3.2.3.3	ECO's quarterly environmental performance audits	Environmental performance audits undertaken by the ECO every six months.
3.2.3.4	Submission of environmental compliance report every two months by the ECO.	Environmental compliance report submitted monthly.
3.2.3.5	ECO to maintain – a) Daily site diary b) Non-conformance register c) Public complaints register d) Register of audits e) Copies of method statements f) Material Safety Data Sheets (MSDS) g) Monitoring reports of the contractor/s h) Compliance and audit reports i) Training registers j) Copies of the RoD and EMPs k) Waste disposal certificates l) Copies of all permits required during construction	ECO to ensure that these documents, registers, reports and permits are maintained. Documentation to be maintained by Environmental Monitor. MSDSs to be kept between the OHS file and Environmental Monitor's file, due to a split function.
3.2.3.6	ECO to remain employed until the end of	ECO to remain employed until the end of

	rehabilitation	defects liability period
3.2.6.1(d)	Provisions of the National Water Act, 1998 (Act 36 of 1998). Silting, demarcation and management of material storage and vehicle servicing areas used by the contractor to be outside of the 1:50 year flood line or at least 100 meters from any watercourses.	Mobile toilets to be situated at least 50m away from a watercourse.
New Recommended Amendments		
N/A		

*** COMMENTS:**

TCTA

9.2 Proposed Amendments to EMP

In accordance with the RoD condition no. 3.2.4.4, EMPs will be regarded as dynamic documents and any changes to the EMPs must be submitted to DEA for acceptance, which is to be accompanied by recommendations of the EMC.

An EMP Amendments Register was submitted by TCTA to DEA on 21 September 2011, which records the proposed amendments to the EMP for management measures that are deemed to be ineffective or redundant. These amendments were discussed with the EMC on 03 August 2011.

Proposed amendments or matters for clarification related to the EMP are contained in **Table 9**.

Table8: Proposed amendments / matters for clarification related to the EMP

No.	Description	Comments
Mitigation Measures identified during previous ECO monitoring events		
Existing Mitigation Measures contained in EMPs		
1.	EMPs to provide rehabilitation measures for areas to be disturbed during the construction phase [RoD condition no. 3.2.4.3(b)].	EMP for the Construction of the Spring Grove Dam Wall to make provision for rehabilitation of areas affected by construction work outside of dam basin (e.g. access roads).
2.	EMPs to include implementation measures aimed at controlling invasive plant species and weeds [RoD condition no. 3.2.4.3(f)].	Addressed in EMP Register.
3.	Cover vehicles transporting spoil, topsoil or other dust generating materials.	Addressed in EMP Register.
4.	Dust suppression measures must be implemented on dry weather days.	The spoil area opposite Erika Millican's property is considered a working area and will not be watered down for dust suppression. Instead, visual inspections will be undertaken and if dust is a nuisance the area will be

No.	Description	Comments
		watered down.
5.	For each waste type create a MSDS that is always available to accompany the waste.	Addressed in EMP Register.
6.	All waste containers designated for off site transport to be secured and labelled with the contents and associated hazards, be properly loaded and be accompanied by a shipping paper (i.e. manifest) describing the load and its associated hazards	Impractical for all waste containers. Suitable for hazardous waste.
7.	Transporters of hazardous materials to ensure that: vehicles transporting hazardous materials are registered for this purpose; clearly display in English the nature of materials being transported; what to do in the event of an emergency and an emergency telephone number (24 hour) of a responsible person who can provide advice in an emergency	Bulk fuel transporters comply with this measure. However, requirements are too onerous for sub-contractors (e.g. mechanics). EMP deviation to be discussed.
8.	The quantity of hazardous material used each month is to be documented	Requirement is more feasible in terms of fuel usage. Necessity of measure to be explored further in terms of other hazardous material used on site, such as material used for the maintenance of vehicles, material used at the laboratory, etc.
9.	Monitor the number of project related vehicles travelling off site per day	Trucks are being monitored through GPS tracking system. Monitoring of other construction-related vehicles is an onerous task, and the practicality thereof needs to be investigated further.
10.	Phase 2 of social monitoring is monthly local area monitoring where in-depth research will be done in all the local „communities“ identified in the MEP as constituting local social environment. These areas will be covered over 12 months and comprehensive narrative reports will be compiled. The first round of longitudinal survey will be conducted. A sample of households will be interviewed every four months until the project completion to determine how they experience social impacts related to MMTS2	Need to consider how current social monitoring conforms to original intentions of the associated mitigation measure.
11.	Phase 3 of social monitoring is in-depth investigation and participation appraisal where the focus shifts from area monitoring to specialist investigation of themes and participatory appraisal and planning with project communities to determine whether social changes claimed by respondents have significance in the project social environment, the level of significance, what they involve and what responses are required	Need to consider how current social monitoring conforms to original intentions of the associated mitigation measure.
12.	Specify targets for minimum numbers of each species to be relocated; the selected destination and the party responsible for post-relocation care	Specialist feedback: Impossible to set target numbers because we don't know population sizes or even if the species occur or not. Preference is to relocate within the basin and post-relocation care of animals is impossible -

No.	Description	Comments
		we can only manage their habitat.EMP amendment.
Additional Mitigation Measures to supplement EMPs		
13.	Working within watercourses and safeguarding the characteristics of the watercourse, including flow, water quality, habitat (morphology) and aquatic biota	
14.	Borrow pits (e.g. stormwater management). It is noted that certain of the existing categories of the EMP for the Construction of the Spring Grove Dam Wall make provision for managing the environmental aspects and impacts associated with the borrow pits	
15.	Mobile toilets to be situated at least 50m away from a watercourse.	
Mitigation Measures identified during last ECO monitoring event		
N/A		

*** COMMENTS:**

TCTA	
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10 REFERENCES

Blue Sands, 2012a. Air Quality Monitoring. August 2012. Spring Grove Dam Construction. Prepared for Group Five (Pty) Ltd.

Blue Sands, 2012b. Environmental Noise Surveys. August 2012. Spring Grove Dam Construction. Prepared for Group Five (Pty) Ltd.

Blue Sands, 2012c. Water Quality Monitoring. August 2012. Spring Grove Dam Construction. Prepared for Group Five (Pty) Ltd.

APPENDIX A

SURPRISE ECO INSPECTION REPORT

MOOI MGENI TRANSFER SCHEME PHASE 2 (MMTS-2)**ENVIRONMENTAL CONTROL OFFICER (ECO)****MONTHLY UNSCHEDULED INSPECTION REPORT**

DATE:	15 October 2012
REPORT NUMBER:	03
TARGET LOCATIONS:	River diversion (fish barrier); Route 13 road embankment; Left bank; Spring Grove Gauging Weir; Spoil site adjacent to farm dam on Route 13.
DURATION:	Two hour inspection
PURPOSE:	Unscheduled ECO Inspection
ATTENDANCE:	ECO (Nemai Consulting – A. Burke); Environmental Monitor (BKS – S. J. Narain, T. Moloba)

PHOTOGRAPHIC RECORD – PREVIOUS ISSUES FROM 11 October



...f last weekly inspection), erosion at the river diversion (fish barrier) was



Fig. 2: During this inspection conducted at this location (barrier).



...ered Rodio equipment at the left side. A crack along its right side.



Fig. 4: During this inspection, the equipment had not been



...ip tray was present under diesel storage container.



Fig. 6: During this inspection, powered equipment in the storage area was not properly stacked.



2, portable toilet at Route 13



Fig. 8: During this inspection, a portable toilet was placed on one side of the embankment and its front



discarded geo-textile sock present at



Fig. 10: During this inspection, a discarded geo-textile sock remains at the Spring Grove

PHOTOGRAPHIC RECORD – GOOD PRACTICES



dam foundation.



Fig. 2: Use of drip tray under equipment below dam foundation.



Fig 1: Proper signage, bunding and Fire extinguisher at hazardous container cage at Spring Grove Gauging Weir.

PHOTOGRAPHIC RECORD – POOR PRACTICES



Fig 1: Placement of top soil stockpiles immediately adjacent to a water body (Route 13).



Fig 2: Lack of concrete slurry containment immediately above Mooi River (below the dam foundation).



Fig 3: Non-removal of full geotextile sock at Spring Grove Gauging Weir leading to unnecessary sediment release into the Mooi River.



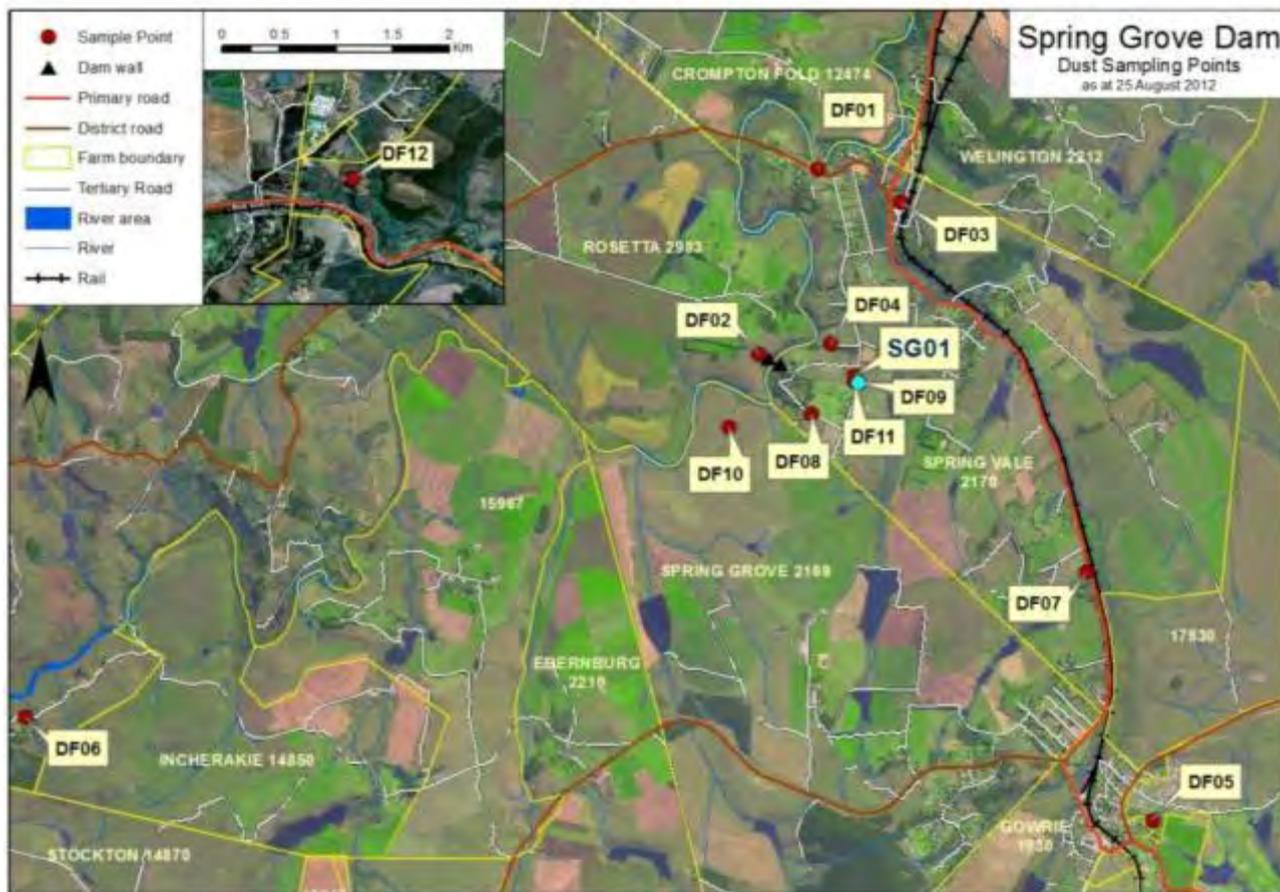
Fig 4: Lack of drip tray under diesel-powered equipment at Spring Grove Gauging Weir.

APPENDIX B

MONITORING SITES

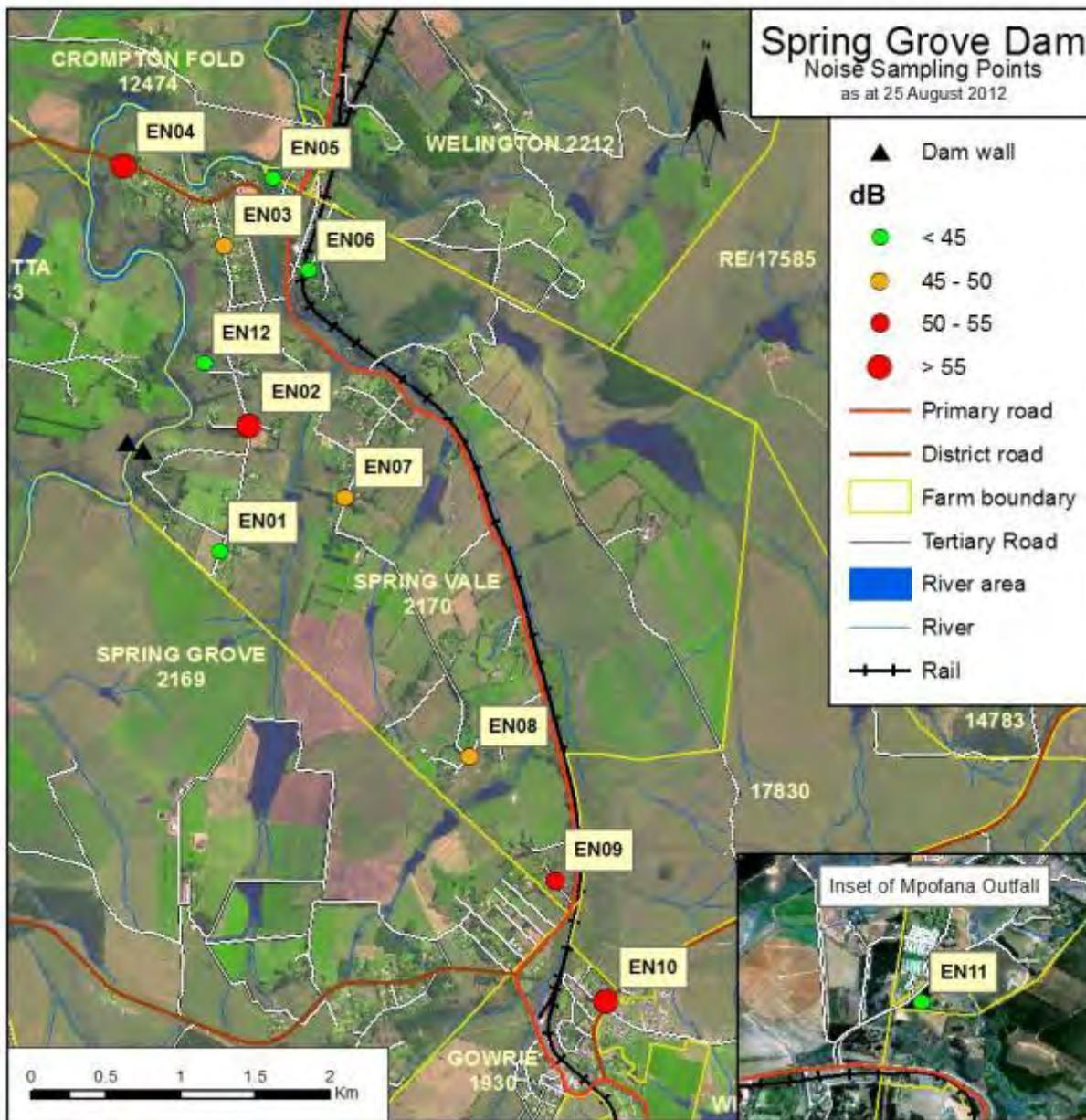
Dust Sampling Points

Blue Sands (2012a)



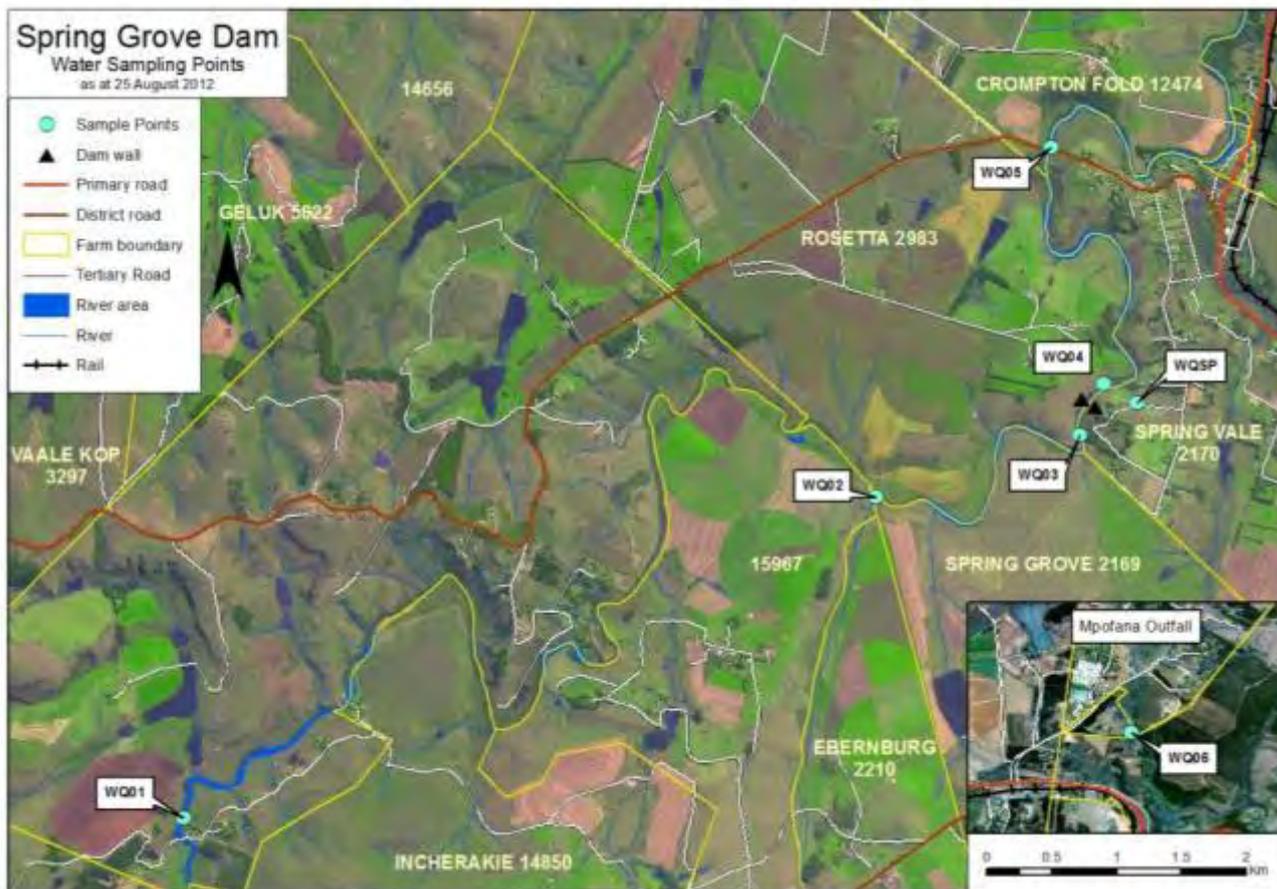
Noise Sampling Points

Blue Sands (2012b)



Water Quality Sampling Points

Blue Sands (2012c)



APPENDIX C

EXTRACT FROM ISSUES AND COMPLAINTS REGISTER

ISSUES AND COMPLAINTS REGISTER: SEPT – OCT 2012

No	Date	Submitted by	Description of Issue	Response to Issue	Date Resolved
387	30-Sep-02	Mary Lund	<p>22h26, Sunday night: Dear Katy, Unfortunately we have had unnerving incident this evening. Andy went down to start our pump sometime between 5 and 6pm only to meet a very drunk individual on a quad bike who had come across the river from Ballina on the construction road. On being questioned he became aggressive and refused to go back from where he had come. The security guard arrived a few minutes later and said that he would contact his boss as said drunk headed off shouting that he would be coming back the same way later. What is really concerning is that in his drunken tirade this man stated that he had always used this road and that Andy had no right to tell him to get off the land as it was now owned by the government. For the record , over the past few years we have had very few locals crossing the river on our property. Since the construction team has put in the river crossing all local foot traffic is now using this regularly – the most frequent being a woman who always has a crate of beers on her head which seems to be going to and from one of the properties on the river. Whilst we have been concerned about the foot traffic, vehicles crossing the river is just completely unacceptable. From a security point of view it puts us at risk, and tonight is this first time since moving here that I suddenly felt unsafe. As a starting point could I please have a meeting as soon as possible to discuss how we are going to manage this situation. We would like our fences which have been knocked down repaired immediately, and some sort of lock and key on the gate to the access road. (We would obviously need access to the gate ourselves) We would also like the gate on the Ballina side to be locked every night and the adjacent fence extended to the water level....the cows were just walking around it tonight so I am sure a quad bike could get around. It is a situation which needs to managed delicately as we do not wish to put ourselves in a compromising situation by triggering animosity of those using the road towards us. Whilst I realise it is an easy option for those who wish to cross the river I, I am now concerned that should they continue using this option for the next 6 months or so , when the weir is in and there is no longer a crossing we will suffer the backlash. What started as a stroke of good luck for a few months is turning into a year of easy access and will then be seen as a right which has been taken away. As it is quite a substantial road that has been put in it would be unsurprising if the general impression in the area is that this is to be a permanent crossing. I do feel that some communication with all the staff on both sides of the river needs to be put in place so that they are clear as to what is being built and that they realise that the land with the road is still private – and not government owned and therefore free for all to use. Sincerely Mary Lund</p>	<p>viasms: Hi Mary and Andy, I've received your comments about the incident and have spoken to Andrew Smith about it. When everyone's back on site on Tuesday Ryan will sort out the increased siet security, control and access. What colour was the quad? Call to Mary 02 Oct 2012: gates will be locked, fence will be tied in with Peter Kidd's fence, fence will be extended down to river, and talk will happen with staff members who are using this route to vsiit friend and neighbours. We will revert once the fences and gate locks have been provided. Gates and fences provided by end 5 October, and locks provided by 8 October, with keys provided by 10 October. Mary indicated that, while none of this is the ideal situation, this makes her feel a lot safer and happier.</p>	Y

No	Date	Submitted by	Description of Issue	Response to Issue	Date Resolved
388	30-Sep-12	Pippa Huggins	<p>Hi Katie , Donald and Ryan, Thanks for getting back to us re these issues. I have one correction to the responses and a few related points to raise. Point 1: The max speed limit on our road is not 40km /hr but a reluctantly agreed to 30 km / hour. As you will recall the landowners originally requested that heavy vehicles traverse the road at a max speed of 10km/hr. The contractor objected to this , and the landowners agreed (with reservation) to a max speed for trucks of 30kph (except between the Huggins and Kidd properties where it is 20kph.) Allowing heavy trucks with large loads to travel along our road at 40kph is tantamount to suicide if not homicide! It would be impossible for a laden truck to stop quickly travelling at that speed . I know this to be a fact as I was recently involved in such an incident with one of the contactor’s haulage trucks. The driver was travelling far over the speed limit and with a large load. The points person had indicated for him to stop as I had right of way, but clearly the high speed/large load/dodgy brake combination prevented him from stopping as instructed. He nearly immortalised the points person and had I not had the reliable vehicle and efficient brakes that I do , I would have rapidly been dispatched to the hereafter. Katie was informed of the incident, which was a very near miss. A child on a bicycle or a dog on the road would not have been so fortunate. Charles and I, and several of the residents in this constituency have repeatedly stressed the need for safe speeds. If Mr Affleck has indicated in the tool box talk that the max speed is 40kph , please can he re-run the toolbox talk and emphasize loudly and clearly that on no account may trucks travel over 30kph. There have been enough tragedies in Nottingham Road in the last few weeks – we do not need to add to the statistics! We consider speed violations to be a serious offense with regard to health and safety on our road! Thulani remains a mystery man to me- I have yet to see him on our road. He would do a roaring trade in traffic fines should he visit us. Points 3 and 6 – The road is considerably wider than the original servitude agreement. Surely there is adequate space for trucks to move alongside each other (slowly) or at least to wait till the oncoming vehicle passes by. I too have seen the tracks in the grassland and on the verges where trucks have gone off road – clearly indicative of impatience on their part . I think it is important to note that all the landowners have worked hard at eradicating alien invaders in our grasslands – this is an on-going and expensive task, but as custodians of our lands we have embraced this labour. Over the years , we have seen a big reduction in the amount of bramble and other undesirables, and a re-emergence of naturalised grasses and indigenous flora along our verges. It is therefore heart-breaking to see the destruction of this part of our landscape ! Adjacent to the concrete strips (or where they used to be – can’t see much of them anymore), several wildflowers including Brunsvegia, Diarama, Watsonia and certain Leucodendrons would come through during their various growing seasons. I doubt that these bulbs would have survived the onslaught of the graders and dozers. I do hope that a thorough, and extensive rehabilitation plan is in place for these sections – in fact I would be interested to read it . As Charles correctly noted – this road is our driveway and the entrance to our homes. I very much doubt that the contactor or any of their staff would take kindly to having their drive way ploughed up. A little thought, courtesy and common sense would go a long way in sustaining a co-operative relationship between the landowners and the contactor. Sunday work- this is a new point but one that I feel needs clarification. Several of us have noticed Contractor use of the road early on a Sunday morning and construction at the Fish Barrier site on a Sunday. Originally we were informed that there would be occasional Saturday work. However the boundaries have shifted somewhat and there now appears to be Sunday work too. This was not part of our agreement as it is the one day of the week when residents do not have to listen to or look at construction work. Please can we have some indication why Sunday work is taking place, and for how long it will continue.</p>	<p>From response to all affected landowners: 1. The limits on your road are definitely 30 kph on most sections and 20 kph on the Huggins” and Jonsson’s properties. Thank you to Pippa for clarifying this. I was referring to site roads with the 40 kph, and didn”t compose the sentence properly. Gavin Elliott has mentioned that we could put more speed bumps in, along the entire length of private road, from Route 13 to the Fish Barrier, if you feel that it would help with speed? G5 has been made aware of the discussion during last night”s EMC, and will up speed enforcement on private roads in particular. Thulani has spent the bulk of today on your road. Please let me know if you do experience any speed violations, and take down the number of the vehicle if possible, or at least a description.</p>	<p>N</p>

No	Date	Submitted by	Description of Issue	Response to Issue	Date Resolved
			Looking forward to your response. Kind regards, Pippa		
389	01-Oct-12	Carl de Heer	Hello Katie, Any news on power line relocation, please advice! Regards	Hi Carl, Our surveyor has pegged out the boundary line between your property and Allan Charmichael's property. Eskom will take a look at this route, and advise regarding any clearing needed. We will then be able to communicate this to you for your decision/agreement. We have a meeting with Eskom this Wednesday, after which I will be in touch with you. Kind regards, Katie. 09 October 2012: meeting held between Eskom and BKS	N

No	Date	Submitted by	Description of Issue	Response to Issue	Date Resolved
				regarding alignment. Proposal that a meeting be held with the de Heers on Wednesday 10 October 2012.	
390	02-Oct-12	Peter Kidd	Hi Katie, 1.I don't wish to clog your email unnecessarily, but would it be possible to issue a set of plans for the weir, to interested parties? We have only ever seen provisionals, which I believe have now been revised. What we really need is an artists impression of the completed project, with special regard to the issues regarding aesthetics and rehabilitation, viewed from downstream looking up towards the wall. We have never been provided with anything like this. 2.Regarding your reply about "point 4" of Charles's email, I await this with eager anticipation. Obfuscation seems to be a very strong point with the "engineers". Chucking more substrate and sand on this little bridge structure, which has already collapsed outwards, won't be acceptable. It should have been prepared for heavy vehicles beforehand, as I originally requested months ago. DETAILS PLEASE. Details, details. A further problem here is that I've laid a water pipe and power line close to the bridge to my employee's house, so work done on it now will have to be in liason with myself. This is a 300 metre heavy duty cable, and if it is ruptured will be very expensive to replace, as well as probably sending an unsuspecting grader driver to the promised land. Themba will be able to point it out. 3. I assume there is a completion date for the project. Can we have it please? Regards, Peter Kidd.	1. Dear Peter, Thank you for your response. Please find the revised design drawing attached. I have requested that the Pretoria office provide an artist's impression of the visual mitigation, from both the upstream and downstream perspectives. I can tell you that the upstream face will be protected with rip-rap (large rocks), and that the outer side of the downstream training walls (that guide the water back into the river) will have compacted earth fill placed and will be grassed. Perhaps we could discuss this further when the artist's impression is available? Kind regards Katie 2. details awaited, and information noted (also during a phone conversation) regarding the water pipe and powerline. 3. Contemplated completion date provided in group e-mail (Feb 2013 for bulk of fish barrier structure).	N
391	02-Oct-12	The Contractor	Good Afternoon Katie, I have a serious concern regarding Mr Pete Pelser and his cattle on our land. The cattle destroy our pegged-out warning signs. These signs surround the more dangerous areas of our works in the basin so that there is a visible boundary for the locals and their children. We have communicated this to them. Now when one of those children , or more likely a visitor, falls into that clay-mud pond and drowns the question will be asked _What measure were in place to protect them? (and after our explanation the following argument would be) _ Why did those measure fail? Mr Pelser will be held accountable. In some way or another. He needs to understand the collateral severity of his actions. His ignorance will lead to an incident. Please have a word with him. Thank you, Douglas M Affleck	SM called PitePelser to report issue and describe the situation. Conversation not satisfactory. Mr Pelser not willing to accept responsibility.	N
392	02-Oct-12	Charles Jonsson	Bell Rock Vehicles using the Loteni Rd access. This is contrary to our agreement.	e-mail from Ryan: I have once again informed Neil Veestra and his driver that they are not to use that road. Charles is not happy with this; he says "too late" and that he expects the road to be upgraded now that we've used it.	N

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393	02-Oct-12	Charles Jonsson	<p>Dear Katie, Thank you for your reply but I would like more detail and dates as to when these issues will be addressed, as detailed below. I will retain the numbered points and would like to add 2 additional points. 1. Accepted. 2. I would like a date by when the repairs to the broken concrete pipe will take place as it is hazardous with exposed wire. I need an amended copy of the road useage draft including this section so that there is no dispute post construction. See also point 9. 3. A date by when this can be done. 4. A date by when this can be done. 5. A date by when this can be done. 6. Your reply is totally unacceptable as this was one of the agreed conditions. Do you expect me to simply allow another track to be carved across my field by your trucks, more than 10 meters from the existing road? How would you propose to rehabilitate this? 7. I need a written undertaking by TCTA to replace the IRF's stockpile of quarried shale, of a comparable quantity or quality, from wherever, and deposit it at a site we stipulate. Failing which, we need to agree on the value that was removed, and be re-imbursed. This issue has gone back and forth and we need a written agreement. 8. Mary Lund raised a serious security issue with you via an email on Sunday evening. We all agree with her and would like to know what steps TCTA is taking to prevent the fish barrier site from being used as a causeway and by when these steps will be implemented. 9. I will send you a photo taken earlier today showing a procession of construction trucks using our private IRF road pass Mrs King's on a stretch not forming part of the agreement. I have on numerous times passed your contractors on this road despite the agreement stating that they would use the basin road, but now heavy vehicles as well. This stretch now also needs to be included in point 2. I also hear through the grapevine that the fish barrier construction may well take until June 2013 to complete. If this is indeed the case, we were seriously misled initially as to the impact this would have on us and we will need to be in some way compensated for the additional 6 months of inconvenience and negative impact on our lives and properties. Regards, Charles Jonsson</p>	<p>Dear all, Thank you so much for your communication so far. I'm going to respond to Andy and Mary's letter about security first, then go through Charles' points (I'll address Pippa's at the same time) and then go on to respond to any other points, and provide new information that we have to add. Not all answers are going to be satisfactory, but we will keep the questions open in the social monitoring register and be in contact with you as soon as the situation allows us to provide better answers. Security: It must have been an absolutely nightmarish Sunday evening for you. I'm so sorry that you have experienced this kind of intrusion. We've spoken about it a couple of times this week, and I understand the seriousness of the situation. Thank you for your suggestions about securing the site. The action that has been taken/will be taken before the weekend is: Fences to be secured. Tie-in between Lund and Kidd property to be fixed and secured. Fence to be extended into river on left bank to prevent access around this fence. Gates to be locked. Main site entrance gate to be locked, and Lunds to have key for access to their pump only. Left bank gate to be locked. Signage to be improved. More visible signage, in English and Zulu (not by this weekend). Education about access to site. G5 has been instructed to approach residents and neighbours to explain that the site domain is not public land, and cannot, under any circumstances, be used as a thoroughfare or for recreational activities. Included in this communication will be information about how the Fish Barrier will function and operate. The guys on site note that they have already spoken to staff on Ballina. Charles' list:</p> <ol style="list-style-type: none"> 1. The limits on your road are definitely 30 kph on most sections and 20 kph on the Huggins' and Jonsson's properties. Thank you to Pippa for clarifying this. I was referring to site roads with the 40 kph, and didn't compose the sentence properly. Gavin Elliott has mentioned that we could put more speed bumps in, along the entire length of private road, from Route 13 to the Fish Barrier, if you feel that it would help with speed? G5 has been made aware of the discussion during last night's EMC, and will up speed enforcement on private roads in particular. Thulani has spent the bulk of today on your road. Please let me know if you do experience any speed violations, and take down the number of the vehicle if possible, or at least a description. 2. We agree that a wide variety of vehicles have been using the private road section between Route 13 and Route 11, which was not the original agreement/concession. The appropriate rehabilitation measures will be undertaken on this stretch of road. You have noted that this needs to be included in our original agreement. I have done that and the agreement is with the relevant parties for 	N

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				<p>approval/additions/edits before I send it to you. I will send it out on Monday morning, 08 October. 3. We're waiting for the right machinery to be available. It should be done before 19 October. 4. Peter spoke to me about this today, and reminded me that he needs a commitment, in writing, to the remedial action to be taken. I await this from the engineering team for inclusion in the agreement. They're confident that the structure is secure enough to be used for the duration of construction, with rehabilitation/re-installation to take place next year. In the mean time they're going to clear material from either side of the bridge, that could block flow of water. 5. Mike Forsyth has just sent me a draft of the servitude agreement, which I will send on to you now, for your input please. Mike has indicated, as you will see from his e-mail, that he is happy to meet with you individually to discuss any queries. 6. Noted. Our reply doesn't seem very courteous. It is an oversight on our part; it had just been assumed by the team that trucks would pull off the road to pass one another at points other than designated lay-byes, and that this would be acceptable. We don't expect you to accept that a track will be carved through your property at all. But, we do expect the contractor to rehabilitate any damage that he causes. We have a particular contractual specification for rehabilitation work. Rehabilitation involves topsoiling of the damaged area, and hydro seeding of the topsoil with indigenous grasses. Pippa has provided information about the wildflowers on your properties, which may not have survived our use of your road, and our environmental team will respond. These project specs are available on site; I will send scanned copies to you on Monday. 7. Understood. It was your borrow pit, and your quarried material, and it will be replaced. We need clarity about a few things. Does the new borrow pit need to be located in the road reserve? Why is the borrow pit near the gabion not used anymore? Would this be a suitable place for material to be deposited? Would this be a suitable borrow to exploit again? Who supplied the blue shale/aggregate for your last major road upgrade? There will be a machine available next week to do the test pits for a new borrow area to be developed. 8. See answer to Andy and Mary above. These security measures, minus the translated signage, will be in place by this weekend. Also, Fritz will deploy one of his more assertive guys to guard the site; he has been instructed not to allow anybody on to the site at all, except for the Lunds who need access to their pump. 9. Thank you for sending the photo. G5's tree felling contractor, Neil Veenstra, you may have heard of him, doesn't always observe protocol. He's been issued with a warning about use of your road from the Lower Loteni Road. Sunday work:</p>	

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				<p>I am aware of two Sundays during which the contractor has, very sneakily, worked at the Fish Barrier. The agreement states that he will work Monday to Friday, 07h30 until 17h00, and Saturday 07h30 until 15h00, but not on Sundays. Sunday work should not take place, unless you have given permission for it to happen on the odd occasion. You may be asked by the contractor to permit Sunday work when a piece of hired equipment has been unable to work on a Saturday due to rain, in order to meet deadlines (as was the case two Sundays ago). I understand if this is not acceptable to you. Pippa raised a valid point at yesterday's EMC about noise generated on site on Sundays potentially contravening standards, and the ECO will look into this. Grapevine: Your grapevine sounds interesting, and not entirely incorrect. G5's contract ends in June 2013, which means that they retreat from site by then. This also means that they must have all rehabilitation activities finished by June 2013. So, for many people, this is the "completion" date for the whole project. Fish Barrier Construction Programme: A few very large boulders were left after the last blast, and these need to be "popped". This means that small charges will be used to shatter them, in order for the contractor to be able to remove them safely from the excavation. This is not a typical blasting occurrence, but I will receive warning of it and will in turn be able to let you know. It has been decided that rollcrete will be used in the construction of the main part of the fish barrier/weir. Regular ready mix structural concrete is being used for the rest of the weir. Rollcrete/RCC is what we're using for the main dam, and it is an extremely efficient way of pouring concrete. G5 would like to get going with the RCC in the latter part of October. . RCC is expected to be completed before Christmas, and all construction work, including the earth works, is expected to be completed by February 2013. This will all, obviously, need to form part of the amended construction agreement with you. In this we will detail desired working arrangements. I will send this agreement to you on Monday for your comment. I hope that I've been able to cover most things. Please don't hesitate to be in contact with me with any questions, or to point out what I've neglected to cover. Kind regards, Katie</p>	
394	03-Oct-12	Sue Marshall	1. Please remember that no trees are to be felled on our property unless we're present. This was agreed to, and seems to have been ignored; the fencing team obviously just cut and cleared trees that were in their way. 2. The demolition team, and then the team cleaning bricks, has left a huge mess. There are wheelbarrows, and clothes lying around. Are they coming back? If not, they need to clean things up properly.	Hi Katie, I was not aware that any trees had to be cut for the fence or had been, sorry that that had to happen. I will speak to Richard Quinn re the clean up. Regards	N
395	03-Oct-12	Baden Smythe	Please be reminded that you must set up a meeting with Andrew Olden about reclamation of certain assets on the expropriated portion of my property. Also, can we agree that the ryegrass	Andrew to confirm that he is available for meeting on Friday 12 October 2012. Meeting successful for all involved.	Y

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			seeds can be harvested?		
396	03-Oct-12	Charles Jonsson	Too many points are dragging on. Whose responsibility is the shale pit? Security issues are serious. The road from the Loteni Rd is being used; procession of vehicles using it. Martin Pet has been chatting to an engineer on site about timeframes, and it seems construction is no where near on time.	Response: thanks for your call; I appreciate that we have taken some time to respond to the points, but there are a lot of people involved in giving answers. I will get on to it as soon as possible. Gavin has indicated that he will look at the shale pit issue. I note your concern about the Loteni Rd being used. I'm not sure what engineer you're referring to, but I'll also find out re timing. Thanks for your patience. I will respond as soon as I can. (AT THIS POINT THE ISSUE WAS ELEVATED TO DAVID COOK, BY CHARLES JONSSON)	N
397	03-Oct-12	Charles Jonsson	1. Dear Katie, Further to our earlier conversation today, and as no further written response regarding the cattle grids has been received, I trust that 2 people will be provided tomorrow for the day to prevent my cattle wandering off my property while they graze my top field. This will need to continue every day until the grids are provided. As my grazing was reduced by half over the past several months while we wait for the grids, please tell me where I can claim compensation for the cost of feeding. Please also note that the fence currently being erected along the river, is not in the correct place. How do we rectify this? Regards, Charles Jonsson. 2. Dear Katey, Thanks for the herds-woman, it's a huge help as my grazing on the bottom half of my property is finished after being overgrazed through winter without relief. She need only be there during normal working hours. I will ask my bookkeeper to put together all my feeding costs and send them to you.	Site Instruction to G5 re the provision of a herds-woman for the duration of construction. 1. Dear Charles, We are hoping that Hlengiwe will be able to manage your cattle on her own. We'll check with both you and her before we unnecessarily re-distribute another person to assist. The site instruction to the contractor indicates that Hlengiwe must be available every day to assist with cattle, until the grids are replaced. I'm going to sound stupid now. Do you need this herds-woman 24 hrs a day, and on Sundays too? Or do your cattle move into a different camp at night, and have enough other grazing for Sundays? Please let me know. If you send me a claim for the feed to-date I can give it to BKS to assess.	Y
398	04-Oct-12	Peter Kidd	12h09 phone call, and then follow-up e-mail: Fencing; artists impression; bridge. Hi Katie, Thanks for your comprehensive report. Please don't forget about trying to get us new structural drawings, and an artists impression. regards, Peter Kidd.	Dear Peter, Thank you for your response. Please find the revised design drawing attached. I have requested that the Pretoria office provide an artist's impression of the visual mitigation, from both the upstream and downstream perspectives. I can tell you that the upstream face will be protected with rip-rap (large rocks), and that the outer side of the downstream training walls (that guide the water back into the river) will have compacted earth fill placed and will be grassed. Perhaps we could discuss this further when the artist's impression is available? Kind regards, Katie	N

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399	04-Oct-12	Tiff Whitehouse	<p>Katie. I agreed to pay the electricity and then claim at your request as after submitting the bill to you - and group 5. This was because after a month it was still not paid and only on following up did it appear that it would take a whole process and a delay to get me registered as a vendor by which time the farm would have probably been disconnected. It appears that again I have got caught up in the group 5 bureaucracy and non delivery!! The reason that I insisted that the construction operational plan was documented and signed in May was to avoid these issues. It seems as if I have no option but to carry the costs until the project is complete and ALL the refurbishment is complete and will then finalise a total to be paid - if it was not worth registering for the few months then I assume that it is not worth registering for the last month or two. I really do hope that Donald and his team will live up to their commitments in the refurbishment, and even demonstrate a little goodwill as I have here. Tiff. Katie, I am sure the instrumentation hut is a lot bigger than on the original draying – I remember especially asking about it - too late to change things now!! If we plant trees to screen it it also screens the view of the river and top of the waterfall. I will have a close look when it is built. New location of bridge is OK. To document standards of rehabilitation I have referred to our original agreement – see marked up version attached. I have tried to be pragmatic to reduce workload and to reduce costs – but the quid pro quo is that you get Group 5 to operate in the spirit of the relationship and do a decent and through job with a bit of give and take. If I am not happy with the rehabilitation effort as described in the attached I reserve the right to enforce that the whole farm is rehabilitated to its “original condition” which will only be completed when every trace of the project is removed, excluding the actual weir. It is in both our interests that there is a positive and co-operative approach is implemented – deeds and actions not words as in the past. Please see attached. I am coming down on Fri 19 October for the weekend – should we schedule a meeting/sign off of remediation as you should have made significant progress by then. Regards, Tiff</p>	<p>Dear Tiff, That structure is the instrumentation hut. Gavin's suggestion about camouflage is for trees to be planted to screen it? Are you amenable to that? I've received your e-mail about the electricity fiasco and will respond as soon as I can. I'm seeing Gavin and Donald at 12h30. The soak-pit, which I also understand has been a serious problem, can be dug as soon as the earthworks team is on site with the correct equipment. I look forward to seeing your comments about refurbishment and agree that we must all meet in order to draft the second agreement in which our commitments regarding rehabilitation and retreat from site must be detailed. Kind regards, Katie. Hi Gavin and Donald, Tiff is going to be here on the weekend of Friday 19th of October. Should I try to set up a Friday afternoon meeting with him, for us to confirm rehab measures? It would be good if we'd gone ahead with some of the ones that we're sure of by then. Kind regards, Katie</p>	N
400	04-Oct-12	Charles Jonsson	<p>Dear Katie, Our irritation and frustration comes from the engineers and contractors who are pretty much doing as they please, and will not commit to any time frames on any of our issues that we have put to them via you. They appear to have little or no regard for their intrusion into our peaceful way of life nor do they feel obliged to adhere to the agreed procedures which allows them a temporary right of way over our private land. Apart from being daily inconvenienced by the unresolved issues, should they show as much regard to written agreements post construction as they currently display, we as landowners will end up with a huge mess on our hands. That is the main reason that I insist that time frames for completion, and or resolution, to our concerns are given so that the inevitable doesn't happen. I will set up a meeting with David Cook ASAP to discuss our issues further and he too will be requested to assist to have our issues suitably resolved. Regards. Message 2: I had a long chat to David and will follow his advice and allow a few more days to get answers. Should definite answers still not be forthcoming and satisfactory, I will follow a different path, lodge a dispute, and commence litigation.</p>	<p>Hi Charles (cc Pippa and David) I am re-writing the agreements, as I have indicated to you, at the same time as doing a lot of other work with many other landowners. I must get input from the engineering team on your questions which I am doing as fast as I can. I understand how important the honouring of agreements is to you and all other landowners. We are, after all, using your private road. You have been very generous and patient so far, which we appreciate. If you feel that I have not satisfied your request for information about timeframes/dates, sent to me two days ago, to which I responded verbally that we could try to get some indication by the end of this week, but that our engineering team is not willing to commit to dates right now, I apologise. We spoke this morning and I noted that I will sit down with the team later to see what dates we can get a handle on. As soon as I have something definite to communicate to you I will respond to all points in Tuesday's mail in writing. Hlengiwe has been in position on your land to look after your cattle since 10h00 this morning; I hope that this arrangement works well for everyone concerned. I'm sorry that it has taken such a long time to resolve. Please let me know in a couple of days time, or sooner, if you are happy with the way that</p>	N

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				the cattle-herding is happening. I understand that it has been recommended to you that David Cook is the best person for you to speak to, and that he will be able to solve these matters for you?	
401	04-Oct-12	Pippa Huggins	Phone call: we need to know who is responsible for signing-off on the agreements made to-date, and we need definite commitments please.	e-mail sent in response to all queries that have been raised in the last week. Meeting set for Wednesday 10 October, with the engineers and contractor.	N
402	05-Oct-12	Andrew Williams	3rd heavy truck today, driving all the way up the dead end of the D146 and turning all over my land! Messed up lawn and road!	Response from contractor is that it cannot be proven that the trucks belonged to the site.	N
403	05-Oct-12	Peter Scott	Dear Katie, Trust this e.mail finds you well. I would just like to place on record 2 complaints. I was at the farm this week end and would like to report as follows: 1. Our large directional sign coming from Mooi River (tourism approved brown sign) "shonalanga cottages" on the R103 at the D146 turn off, has been removed with yrroadworks. I want this sign returned to us/ re erected immediately. This cost us a lot of money through the roads department. Why was it not put back? 2. I was coming to my house at the resort driving slowly (per the lower speed limit) had my indicator on to turn right, and one of yr work bakkies came flying past me and almost hit me side on. He didn,t even attempt to stop. Apparently this is a regular with our farm vehicles facing this behavior on a daily basis. 3. I will also be speaking to the traffic authorities and the police in this regard. 4. You enforce the speed limits/ but only for outside parties it seems. Why do yr staff not adhere to the rules of the road and observe safety measures. Can you not enforce disciplinary measures. Please let me know what is happening and let us have some answers, or if I need to take the matter up at a higher level. Kind regards, Peter	Dear Douglas (cc Andrew and Gavin) Please see below. We need to talk about these complaints today, so that I can get back to Peter Scott ASAP. Kind regards, Katie. Response 1: Morning Katie, Statement 2 and 4 are unfounded. Statement 1 I am sure Fynn James/ Oom Bennie will follow up and respond to you. I can understand Mr Scott's frustrations. If he feels differently on my comments he is welcome to pop in.	N
404	05-Oct-12	Rob and Bev McKenzie	Hi Katie, Trust all is well your side. I am sorry to harp on about our cattle grid - 5 poles were dropped off about two weeks ago and chunks of concrete have been pushed into the cattle grid so vehicles can continue to drive across. The problem is that the grid now does not act as a deterrent to the cattle and they are all firm believers that the grass is greener on the other side of the grid. Two weeks ago the bull was found on the Kamberg road near Sheltered Vale, he has been grazing a couple of times in the Winckworth's garden, and the whole herd have been found umpteen times on Tonkinson's. Please will you follow-up again with the powers that be. Many thanks. Kind regards Bev	Hi Bev, I am so sorry that it's in an even worse state than it was two weeks ago! That's terribly frustrating for you (and for us actually, since we asked that it be looked at), so thank you for having a sense of humour about it. Gavin's going to inspect it on Monday and make a decision then about fixing/replacing. I'm sorry that not enough attention was paid to this earlier. Kind regards, Katie. Hi Ryan, Thanks for getting the gum poles cut in order to replace the broken ones in the cattle grid on the McKenzie's property. I appreciate your action. Please not that we didn't see the gum poles anywhere near the grid today. Please let me know when the grid will be repaired. The cattle were found on Sheltered Vale last week...Kind regards, Katie. Ryan Phelan fixed the grid, in the presence of Rob Mckenzie, on the 13th of October.	Y
405	06-Oct-12	Charles Jonsson	09h43: James NE 12888 doing about 50 past my house	Hi Dumisani, Douglas, Andrew. See following messages just in from Charles Jonsson. I expect some sort of proof of disciplinary action. Unacceptable! Message "James NE 12888 doing about 50 past my house". Toolbox talks were conducted, which were sufficient.	Y
406	06-Oct-12	Charles Jonsson	09h54: There is absolutely no way that the fence is in the ocrrect place. I need it signed off by a surveyor or I will bulldoze it down on Tuesday night when I return from Lesotho. 10h02: phone call re fence being in the wrong place, and query about when Hannes could attend to it.	Hannes can't attend to it until a surveyor has been to check the position of the pegs against the position of the fence. Charles was informed that a surveyor would visit his property on Monday 08 October 2012, in order to re-survey the fenceline. Charles was not happy with the outcome and so the SM, the surveyor and the	Y

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407	06-Oct-12	Charles Jonsson	11h41: How come the road is being used today without havin been wet? We are getting showered with dust.	landowner walked the fenceline on Wednesday 10 Oct, and it has been agreed that the whole fence must be re-placed. I've called the contractor and they'll send the tanker now. He's going to call me when it is watered so that I can keep tabs on them. Katie. Hi Douglas and Ryan, Just a reminder that I need some sort of proof of disciplinary action taken against the following drivers, observed speeding on the road to the Fish Barrier on Saturday 6 October: 09h43: James NE 12888, doing about 50 past Jonsson's house, in a 20 zone. 12h03: White Quantum panel van going so fast, and generating such a cloud of dust, that the registration number could not be picked up. 14h46: Hannes racing long the road, at which point we almost lost our right to use the road at all! It is completely unacceptable that drivers from our project team continue to believe that they don't need to abide by the rules and regulations set for the use of the privately owned road. We are just short of losing the right to use the private road, due to our continued lack of respect for the conditions. Please remember the following: A dedicated tanker must be available for dust suppression on the road whenever work takes place, or whenever the road is used by our project team, Saturdays included, even if only light vehicles use the road. The speed, at all times, is 30 kph. The only exception to this rule is when the speed is reduced to 20 kph on the Huggins and Jonsson properties. If work is to happen on a Saturday speed enforcement measures must be in place. Kind regards, Katie	Y

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408	06-Oct-12	Charles Jonsson	12h03: White Quantum panel van going so fast I couldn't get the registration	<p>Noted, thank you. Hi Dawid, following message from landowner near fish barrier: "White Quantum panel van going past so fast I couldn't get the registration." I need proof of disciplinary action. Katie. Hi Douglas and Ryan, Just a reminder that I need some sort of proof of disciplinary action taken against the following drivers, observed speeding on the road to the Fish Barrier on Saturday 6 October: 09h43: James NE 12888, doing about 50 past Jonsson's house, in a 20 zone. 12h03: White Quantum panel van going so fast, and generating such a cloud of dust, that the registration number could not be picked up. 14h46: Hannes racing long the road, at which point we almost lost our right to use the road at all! It is completely unacceptable that drivers from our project team continue to believe that they don't need to abide by the rules and regulations set for the use of the privately owned road. We are just short of losing the right to use the private road, due to our continued lack of respect for the conditions. Please remember the following: A dedicated tanker must be available for dust suppression on the road whenever work takes place, or whenever the road is used by our project team, Saturdays included, even if only light vehicles use the road. The speed, at all times, is 30 kph. The only exception to this rule is when the speed is reduced to 20 kph on the Huggins and Jonsson properties. If work is to happen on a Saturday speed enforcement measures must be in place. Kind regards, Katie</p>	Y

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409	06-Oct-12	Charles Jonsson	14h46: Hannes just raced down our road. Game over. Meeting Wed at 8 with TCTA people who can make decisions.	Hi Charles, I've forwarded your messages to Kogi Govender and wait her response. It is NOT that I cannot make decisions!!! It is that our contractor does not always get it. There is no point in my doing this work if you can't give me a chance to handle things. Katie. Hi Douglas and Ryan, Just a reminder that I need some sort of proof of disciplinary action taken against the following drivers, observed speeding on the road to the Fish Barrier on Saturday 6 October: 09h43: James NE 12888, doing about 50 past Jonsson's house, in a 20 zone. 12h03: White Quantum panel van going so fast, and generating such a cloud of dust, that the registration number could not be picked up. 14h46: Hannes racing long the road, at which point we almost lost our right to use the road at all! It is completely unacceptable that drivers from our project team continue to believe that they don't need to abide by the rules and regulations set for the use of the privately owned road. We are just short of losing the right to use the private road, due to our continued lack of respect for the conditions. Please remember the following: A dedicated tanker must be available for dust suppression on the road whenever work takes place, or whenever the road is used by our project team, Saturdays included, even if only light vehicles use the road. The speed, at all times, is 30 kph. The only exception to this rule is when the speed is reduced to 20 kph on the Huggins and Jonsson properties. If work is to happen on a Saturday speed enforcement measures must be in place. Kind regards, Katie	N
410	08-Oct-12	Merewyn de Heer	07h07: Hi Katie, I believe there is a meeting with Eskom on site at our property today? Why didn't we receive a notice!? Could you let us know what time please.	Hi Merewyn, there is no meeting. Neil is just inspecting the boundary line to give advice about clearing/cutting trees. I let you all know in an e-mail last week, for your information only, as an update. Kind regards, Katie	Y
411	08-Oct-12	Charles Jonsson	07h34: Please ensure that the cattle herder pitches today as my cattle are now on Mrs Kings land after escaping last night. Thx	Oh dear! I'll let Hlengiwe know. Message passed on to Donald Davies, who acknowledges receipt.	Y
412	08-Oct-12	JenayJonsson	10h15: phone call: why is the fencing guy on the property?	The man is Dennis Ritchie, who is the surveyor that Charles has requested we send to check the fence line, and who I said would be coming to your property today to do his work. Thank you for accommodating him and introducing yourself to him. He won't be long.	Y
413	08-Oct-12	Charles Jonsson	11h30: We leave the farm gate open for half an hour so we can herd the cattle back, next thing the surveyor is crashing through the field like he owns the place. Absolutely no manner or respect. 11h43: And why couldn't he have just walked? 13h24: I wouldn't drive across his garden, in fact I don't drive anywhere on my land.	1. Charles, you have requested that we check the fence! Apologies if Dennis "crashed" though your property. He is a surveyor, not a fencing contractor! You need to let us get on with the work. I think we've attended to your request to check the fence quite quickly; I'll let you know in writing what the verdict is. Katie 2. Charles, Dennis is a professional and very good surveyor, and deserves just as much respect as you do! Why should he walk???	Y

No	Date	Submitted by	Description of Issue	Response to Issue	Date Resolved
414	09-Oct-12	Peter Scott	<p>Hi Katie, This is a reminder as I have had no responses from you. Also, in addition Andrew was involved with the erection of our boundary fence, so he knows the history. We now see this fence has now been dropped again, and is non existant. Should our security be compromised or our livestock come onto the construction site, or go missing, you will be held liable. Plse ensure this fence is re erected to a proper standard immediatly. I would welcome some response from you. Regards, Peter Scott. HI Katie, Thank u . I look forward to the other responses also. The portion of the fence that has been destroyed is from the gate entrance to the resort (next to my house) and then down to the river, by the blue gum trees.. Brett can advise you exactly. Plse let me know. Rgds Peter. 10-10-12: Thanks for yr help Katie. Brett will check the fence and the sign today. Kind regards, Peter</p>	<p>Dear Peter, Apologies, I passed your e-mail on to some other team members for action and response, and await feedback. However, I can respond to your points as follows: Fencing: thank you for alerting me to this situation. Our team will take a look at your fence to identify the section that has been dropped (could you give me a short description of the location, please?) and then we will ensure that this section is fixed immediatly. 1. I have spoken to DumisaniDube, who has been involved in the road upgrade, and he assures me that the roadwork team has kept all signs for re-use. I will follow-up on this and let you know as soon as there is a plan to replace the sign. I understand that this needs to be done as a matter of urgency, and I apologise that it has not yet been attended to. 2. I'm so sorry that you had this experience. We have very strict controls on all drivers associated with the project, and this is disappointing to hear. However, we have no way of identifying which driver this was, or whether it was a project vehicle. Please can I ask that you take down a registration number, or pass on some identifying feature of any vehicle that misbehaves in future? In the mean time we can send out another warning to all of our staff about speed and conduct on the roads. 3. Noted. Blake Mackenzie attends out monthly EMC meetings and so is aware of all the complaints that I receive about traffic related matters. Please be reminded that your representative at these meetings is John Wetton, and that if you have any concerns that you have registered with me and that you feel have not been responded to they can be raised through him. 4. We cannot enforce any of the speed restrictions on outside parties; we have absolutely no authority to do so. However, since the speed limit of 40 kph was demanded by the residents on the D146, and since we then expect all roads users to adhere to this restriction, I do occasionally send out friendly reminders to the residents regarding the speed limit. Our traffic monitor has recorded that most of the transgressions of the limit are by vehicles other than project ones. Project vehicles caught speeding are given warnings and the thirds in a series of 3 warnings results in a disciplinary hearing. G5 has this system firmly in place. Please don't hesitate to be in touch if you have any further queries. Kind regards, Katie. Dear Peter, It's a pleasure; team effort so not just me. Ryan visited Brett and has identified the dropped fence. He'll take a proper look at it this afternoon and we'll catch up then. I'll get back to you with more news about your Shonalanga sign. Kind regards, Katie. 18h00: Hi Peter, Ryan called about an hour ago to say that the fence is fixed. And, Dumisani called about half an hour ago to say that he has located your sign board and that it will be installed by midday tomorrow. Kind regards, Katie</p>	N

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415	10-Oct-12	Ryan Phelan	Pelser son using internal site/basin/haul road, at great speed. Please issue reminder re trespassing. Hi Katie, Following our discussion this morning regarding, Pete Pelser's son being found well inside the basin on Clive Garlick's land opposite the Karg's. I investigated what he was doing there, only to find approximately 40-50 head of cattle. This is now the 5th time we have reported this issue to BKS. His cattle have on a couple of other occasions destroyed our warning signs placed around the borrow areas, they have interrupted the traffic flow on the haul roads and generally made a nuisance of themselves. All this despite the fact that he has been expropriated. He is illegally driving on site at ridiculous speeds, no permission, no amber light, no induction etc. We cannot be held responsible should something happen to his cattle, himself and family and or his vehicles, and secondly we are trying to let the grass grow so we can bale it for rehabilitation and this effort is being completely nullified by this problem. Please can something actually be done about this issue so it does not continue in future. I would appreciate some positive feedback on this. Kind Regards	Hi Katie, My understanding is that you are scheduling an appointment with Pelser regarding Eskom issues (following the meeting with Tente, Nobuhle and yourself). When is this meeting between Pelser and BKS taking place? These issues should be discussed at this meeting. However, if the meeting if is not successful then refer to Liza's e-mail of earlier today and in particular the two points listed below: 1. However, the important point is that this issue may under no circumstances hold up construction activities to the detriment of our programme. In terms of the Expropriation Act – the rights we took are fully ours and compensation disputes are to be settled in due time. 2. Should you or the Consulting Engineer at any time feel that you are being hindered from access to the property – please request the Engineer to inform TCTA of same in writing so that we can consider following legal means of ensuring access. This can take the form of a letter from our attorney to Mr Pelser's attorney pointing out to him the error of his ways or alternatively getting an interdict against the landowner to enforce our rights as per the Expropriation Notice. Thanks, Kogi	N
416	10-Oct-12	Brendan Grealy	viasms: Hi Katie, are u going to fix the pipe level at my front gate? The water is still refusing to flow up hill. Rgds Brendan	Hi Brendan, just seen your message now (this is my 3G card number). The road upgrade is still in the process of being finished, but I will remind Gavin about your driveway again tomorrow, and ask him to give me something in writing regarding the action to be taken. Kind regards, Katie (0833874604)	N
417	10-Oct-12	Stuart Winckworth	Hi Katie, When are we going to get a response about our water supply. The last we heard that a survey would take place in September. It is now October so can we have feedback? Yours, Stuart Winckworth. E-mail two: 16 Oct 2012: Hi Katie, When we had our meeting on site it was agreed that time is of the essence. To now say that there is ample time is nonsense. There is only about six weeks left before work more or less closes down. How long is it going to take to get plans drawn up for a reservoir, approved by the local council, submitted for tender and then constructed before February, remembering that the builders' holiday is from about 16 December to early January? Unless, of course, a decision has been made to not go that route - in which case we should have been informed. From what you say the geohydrological survey has not even started. I don't like to cause problems but I think it quite likely that there will be an urgent court order to stop the dam if this matter is not brought to a conclusion by the beginning of February. By this I mean the new water system in place and working as is required by law before impoundment can take place. There has been plenty of time in which to carry out all the investigations needed. What we need now is action. Yours, Stuart Winckworth	16 Oct 2012: Hi Stuart, I haven't responded yet because I can't get any definitive answers out of the team in charge of this. It seems as though the appointment of a consultant to do the geohydrological survey has taken much longer than hoped for. So, you're right, it is now October and you haven't been contacted by anyone. I am assured by our site team that there is ample time left this year to do the work. I will get back to you, and all other affected parties, as soon as there is anything new to communicate. Kind regards, Katie	N
418	10-Oct-12	Mary Lund	Hi Katie, Sorry, but we can't agree to such limited access to our own land. Not sure if you have seen the area which has been fenced off for our access adjacent to the Shorts – don't think we could even turn a vehicle in that area and yet there is plenty of space which is not being used by construction vehicles. I have sent some comments on our section of the road via Pip and Charlie for your meeting this morning. I presume that the meeting is to discuss the road and that we will be invited to any meetings concerning the weir site and the impact it may have on us. Andy has	Response to Mary, verbally: we need to both be in contact with TCTA's expropriation team about your access. Our understanding is that the contractor (construction site) has a temporary right to use the land that is under the servitude of submersion, and your undersatdning is that this is your land and that you should have free and easy access to it. The area that we have fenced off for	N

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			placed a post to indicate where we would like the corner post for the fence at the entrance placed – we would appreciate it if someone would ensure that the fencing contractor is aware of this. Thanks, Mary. Hi Katie. Thanks for bringing out the key and having a look at the road. Andy has agreed somewhat reluctantly that the fence can be left as it is ONLY on condition that we get something in writing this week to assure us that this will be replaced before the end of Feb 2013 with a fence that meets our specifications and that when the fence is erected we will be consulted with by the fencing contractor to ensure that it is placed correctly. Will send this again in email tomorrow. Thanks.	you has been enlarged; this was sorted out last week by the SM and the Fish Barrier site agent and is being implemented today. The meeting this morning was called for by Charles Jonsson, and you would have been welcome to attend. We will set up another meeting with you and Andy to address your concerns. The corner post is in a temporary position, and cannot be finally placed until the cattle grid is installed, which will only take place in Feb 2013. Other issue that was to have been brought up at the meeting: culvert under road not suitable	
419	10-Oct-12	Chris Beith	Drainage on road still hasn't been sorted out. Quite a big puddle...	viasms: Hi Chris, the original plan to direct the water to the drainage line on your verge stands. However, we must mobilise a team to do this, and there are a few things ahead on our priority list. Sorry! Kind regards, Katie	N
420	10-Oct-12	Ryan Phelan	Hi Katie, Following our discussion this morning regarding Pete Pelser's son being found well inside the basin on Clive Garlick's land opposite the Karg's. I investigated what he was doing there, only to find approximately 40-50 head of cattle. This is now the 5th time we have reported this issue to BKS. His cattle have on a couple of other occasions destroyed our warning signs placed around the borrow areas, they have interrupted the traffic flow on the haul roads and generally made a nuisance of themselves. All this despite the fact that he has been expropriated. He is illegally driving on site at ridiculous speeds, no permission, no amber light, no induction etc. We cannot be held responsible should something happen to his cattle, himself and family and or his vehicles, and secondly we are trying to let the grass grow so we can bale it for rehabilitation and this effort is being completely nullified by this problem. Please can something actually be done about this issue so it does not continue in future. I would appreciate some positive feedback on this. Kind Regards	Response from Gavin Elliott: Hi Ryan, I understand your frustration with the flagrant trespassing of the Pelser family, but I don't see what the client can do in this instance. As the domain is the Contractors' responsibility you should resort to the legal route and impound his cattle in consultation of the police. Regards. Response from Kogi Govender: Hi Katie, My understanding is that you are scheduling an appointment with Pelser regarding Eskom issues (following the meeting with Tente, Nobuhle and yourself). When is this meeting between Pelser and BKS taking place? These issues should be discussed at this meeting. However, if the meeting if is not successful then refer to Liza's e-mail of earlier today and in particular the two points listed below: 1. However, the important point is that this issue may under no circumstances hold up construction activities to the detriment of our programme. In terms of the Expropriation Act – the rights we took are fully ours and compensation disputes are to be settled in due time. 2. Should you or the Consulting Engineer at any time feel that you are being hindered from access to the property – please request the Engineer to inform TCTA of same in writing so that we can consider following legal means of ensuring access. This can take the form of a letter from our attorney to Mr Pelser's attorney pointing out to him the error of his ways or alternatively getting an interdict against the landowner to enforce our rights as per the Expropriation Notice.	N
421	11-Oct-12	IdahMajola	Hasn't had water for a few days; has tried to fix the pipe but can't.	The BKS SM was in contact with Peter Swindon (plumber), and all involved met at the broken pipe on the evening of the 11th. The pipe was temporarily fixed that day, and the damaged sections must be further fixed. The Majolas must have an uninterrupted supply of water, and the pipe has been damaged by fire breaks and vehicles. SI sent to G5 re this work.	N
422	12-Oct-	Charles	Fencing contractor has left a huge mess on Charles' property. Charles sent picture of the	Ryan Phelan arranged for a TLB to remove the huge pile of	Y

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	12	Jonsson	discarded fencing and barbed wire with the following caption: "Hannes's mess. To be removed immediately"	barbed wire from the property. The pile of barbed wire was not on Charles' property, it was below the purchase line on TCTA property. Hi Charles, The mess was removed on Saturday morning. Thanks for chatting to Ryan about access requirements; they went along your boundary fence as you indicated. The mess was below the purchase line fence line, so on TCTA property, but I understand that it was an eyesore, so thank you for alerting us to the fact. Kind regards, Katie	
423	12-Oct-12	Pippa Huggins	Query re traditional crossing point, and the future use of this pathway/route.	Dear Tente, Kogi and Liza. I've just had a call from Pippa Huggins, on behalf of her domestic worker Sibongile. The query relates to a traditional crossing point on the Mooi River. Sibongile, and many other people who work on the southern side of the Mooi and go home to Bruntville for weekends, cannot find reliable taxi services to take them back to Nottingham Road and up the Lower Loteni Rd on Sunday evenings. Their solution is to catch a taxi that is destined for the Kamberg, hop off at the entrance to Ballina Farm, walk the short distance down to the Mooi, and cross the river at the point shown on the map (see attached). This query has been raised before, in the Fish Barrier location debate. The main question from Sibongile is: will she and others still be allowed to cross the river at the traditional point, even though the crossing falls into the expropriated area? She wants assurance that she won't be stopped from using this route. Please could you let me know what your view on this is? Kind regards, Katie. Response from Tente (15 Oct 2012): Dear All, To me this does not appear to be an unreasonable request. As TCTA we try as much as its practically possible to leave matters as they were. The requirements for the purchase area to be fenced off came from DWA. We have two options either to have gates at the crossing point or not to have fencing at all in the area between the FSL and the fish barrier. I will have to consult with DWA about the fencing but the people would still be allowed to cross the river as per nom. Regards Tente	N
424	12-Oct-12	Mary Lund	Dear Katy, We would like to request a meeting with yourselves and the contractors before we agree to any of the changes in The Construction Operational Management Plan. Andy and I are both offended and angered in the manner in which these changes have been approached. Might we remind all the parties concerned that there was absolutely no provision made for any construction sites on the Servitude of Submersion in the expropriation agreement –an omission and error which TenteTente acknowledged at our meeting prior to construction starting. I consented to allowing the site on our land on the understanding that we could come to an agreement with the contractors which would enable them to access this land for their site on the terms and conditions which had been laid out at that meeting. For them to now simply send us an email dictating the changes to this agreement is unacceptable. By all means approach us and let us come to a mutual agreement that suits all parties, but to simply send us an email is not how we	Meeting arranged with the Lunds for Tuesday 16 Oct, at 15h00, at their home, to discuss outstanding issues and concerns.	N

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			do business with people. I did agree via sms last night that the temporary fence at our entrance can be left as it is until February 2013, when it will need to be replaced. This together with some other points in respect of the road we would like included in the management plan. To further anger us, the expropriation team are not even returning our emails. We specifically reminded them prior to our payout that VAT needed to be included. Needless to say our email appears to have been ignored. We have been promised that our request for some sort of inconvenience payout is being considered. Before we agree to restricting our access to a large portion of the land included in the submersion servitude we will need a definite answer from the expropriation team. Sincerely, Mary Lund		
425	12 Oct 2012 and 13 Oct 2012	Pippa Huggins	Hi Katie, As you are aware from my call to you yesterday, the notion of private land remains a foreign concept to the drivers of the construction vehicles. I was led to believe at the meeting on Wednesday that there would be a toolbox talk on respecting private property and correct use of the road- has this talk been given? If it has, then clearly the driver of the vehicle that traversed the grassy verges of our property did not attend it. Should he be allowed on the road if he has not attended the toolbox talk? Or maybe he did indeed attend the talk and has decided to drive recklessly anyway. I would like to know what form of disciplinary action is going to be taken against him. I would also like you to arrange a meeting on Monday – I would like to meet you, Solona, Ryan and the driver of the vehicle so that I can get an explanation of why this occurred, and what steps will be taken to rectify the damage and prevent such further incidents. I am available most of Monday and we can meet at the site of the damage. For your information, I have studied the tyre markings – they appear to be made by a vehicle that runs on tracks . The tracks are about 50cm wide and the distance between them is about 1.5m. I am very annoyed – especially after all the assurances Charles and I received at Wednesday’s meeting , which had seemed so positive. Should these so-called “drivers” not be able to restrain from bundu bashing across our property, I will insist that the contractor places a temporary 5 strand fence on both sides of our road, from the concrete strips to the entrance to our house. Once use of our road is complete , the contractor will need to remove this fence. I can see no alternative but to treat these drivers like children who require a play pen around them. Please could you call me to discuss the meeting time. Thanks and regards, Pippa	Dear Pippa, Thanks so much for bringing this to our attention, and for being willing to accept the responses during the weekend and over the phone today. The tracks were made by an excavator that had been sent specifically to the Fish Barrier to do some work. No earthworks were taking place on site due to wet weather, and so a toolbox talk had not yet been held with the earthworks team, which includes excavator drivers. The driver assumed that his tracks would do more damage to your road than the grass, and so drove off-road instead. The tracks will be back-raked, with the idea that the grass should recover during the next rain. The situation can be reassessed closer to rehabilitation time. After Wednesday’s meeting Andrew Olden and James Mbongwa drove your road to look at speed hump positions (to be done when the road has dried out; I believe it is being done today), and to discuss private property issues, which were to be communicated to the team over the following few days. Please find evidence of this morning’s toolbox talk attached, for your information. The talk was conducted by James Mbongwa from Fynn& James, targeting issues related to the use of the private road, and was with all operators. Phakamani (5th name down on the left), the excavator driver, was one of these operators; his example of bad driving was specifically noted. Pippa, thank you for being amenable to metal droppers being knocked in along the road to marking the private road servitude. The spaces between the droppers cannot be strained with wire, because it can not be pulled taught. However, we’re confident that the droppers will be enough of a deterrent. Kind regards, Katie	N
426	13-Oct-12	Charles Jonsson	Dear Katie, After Wednesdays discussions, this Fridays cross country excursion by an errant driver, coupled to the mess left by Hannes on my property, is simply a bridge too far for me. I have asked the Huggin's to lay a criminal charge of trespass and malicious damage to private property and if they don't, then I will on their behalf, in an effort to prevent further such transgressions. I have made an appointment to see my attorney on Thursday to ascertain what exactly our rights are to recourse in such instances as I can no longer rely on assurances made that our properties and interests will be respected. We are several months into this intrusion into our lives, with several more to go, and yet the verbal commitment from the top is not happening on the ground.	Ryan Phelan: Hi Katie, As discussed on Saturday, the issue re the excavator driving off the road. The Toolbox talk had not been done yet as it was raining and there was no earthworks taking place. That excavator was an exception and was specifically brought it for a task up there, he was thus unaware of his wrong doing. He thought that his tracks do more damage to the road and thus it was better to drive on the verges. Attached is a Tool Box talk done this morning by James Mbongwa himself with all operators	N

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			The rules of engagement have now changed. Regards	regarding issues related to the use of that road. Kind Regards, Ryan Phelan	
427	13-Oct-12	Charles Jonsson	via sms: "Just passed a Bell Rock contract vehicle driving past Mrs King's on our private road NMR 6514."	Dear Charles, Thank you for your message on Saturday morning, about the Bell Rock vehicle driving past Chris King's entrance. Please see attached a warning letter to Bell Rock, regarding the use of your private road from the Lower Loteni Road, just for your information. Kind regards, Katie	N
428	15-Oct-12	Peter Scott	e-mail one: Hi Katie, Just some feedback. The fence that was flat has been put up, but in all honesty is a pathetic effort. The fence itself is not straight or taught to a professional standard. There is another section some 17 metres where the fence has had rubble put against it and is approximately ½ metre high. Brett could walk over it with ease. If our cattle cross this fence, our staff will be coming onto the construction site/ without hardhats to collect our stock, and they are not to be met with any resistance, if the standard of the boundary fence is compromised by your own staff. I would recommend with urgency, that a manager or senior person inspect the fence from the D146 down to the river and repair and maintain it completely, to an acceptable standard, as it was when they first came to site. Secondly, our sign on the main road that was to be erected by 12.00 on Friday, has NOT been erected as promised. Thirdly, any feedback on the road behavior complaint? Plse revert Peter Scott 0833753836. e-mail two: Morning Andrew, Thanks for yr intervention. I am sorry to drag u into what seems a "petty" problem, compared to what you have on yr plate. I really appreciate your input in this regard. Re- the speeding, it was a single cab white ISUZU bakkie with a orange light on the roof. In future if this repeats itself I will get you registration numbers etc. Thanks again Andrew. All the best. Peter 083 375 3836	Response from Andrew Olden (15 Oct 2012): Morning All, Ryan please check the fence with Brett and give feedback. Signage , I presume the reason for the signage not going up on Friday was that the responsible teams were off due to the rain, James please install today. Regarding speeding the monitoring is on-going and when caught a warning is issued. Peter regards the speeding on that particular weekend please give some more info on type of vehicle as the site was closed for the off weekend except for a small team, security and the batchplant maintenance so with some detail we can address the issue with the person responsible. Regards. Response from Ryan Phelan: Hi Katie, I have just chatted with Duncan Woods from Afrisam re the lowered section of fence and he has agreed to repair any damaged sections asap. Regards. Reply to Peter: Dear Peter and Andrew. Andrew, thank you very much for your responses. Peter, thank you for providing the feedback. I know that you were going to chat to Brett about whether or not things had been done to your satisfaction, so I was expecting a mail from you. I've been assured that the sign will be installed by the end of today, machinery and weather permitting. Ryan has spoken to Duncan Woods from Afrisam, and the lowered section of fence will be repaired ASAP. Please do send me registration numbers/any identifying features of offending vehicles. Kind regards, Katie. Hi Peter, thanks for your response. I manage what we call an "issue register" on site, the contents of which are audited. So, the mails that you have sent to me, and then to Andrew when you were not happy with my response/action, are filed in that register. In order to close an issue I must have positive feedback from a landowner. I'll look out for feedback from you and Brett within the next two-three weeks. Kind regards, Katie	Y
429	15-Oct-12	Andy and Mary Lund	Water quality is not good. Can we still drink it? We don't want to be drinking concrete.	Donald Davies and Dawid cleaned the pump filter. Water remains murky, but the Lunds say it often is at this time of year. The agreement is that if there are to be large quantities of sediment released into the river we alert the Lunds and they are able to fill their JoJo tanks the night before. Otherwisle, water is perfectly safe to drink.	Y

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430	15-Oct-12	Stuart Winckworth	Hi Katie, I would like to make an official complaint about the non-attendance of certain committee members at EMC meetings. Another factor is the lack of courtesy in not even bothering to apologise, in many/most cases, for the lack of attendance. These people are elected/mandated to attend on behalf of a community. If they do not attend then the interests of their communities are not represented. I would like to propose that the offending individuals - I am not sure how many this applies to - should be summarily be thrown off the committee and that the bodies involved with their election/mandate be asked to elect/mandate another representative. Their non-attendance is an insult - deliberate or otherwise - to our committee. Yours, Stuart Winckworth. e-mail two: Thank you. Please add me to the agenda. I will try to be brief. Can Kogi? please provide me with statistics of non attendance and/or apologies so that I can speak fully to the matter rather than just on one individual. Yours, Stuart	Dear Stuart, Thanks for your views on what I have always regarded - with some disappointment I can assure you - as gross disrespect for the whole process of public engagement. I shall bring this to the attention of our Contractual Committee when remedial action can be discussed but I more than happy that you to speak to this item when the EMC meets on the 7th. Nov. to find out how your colleagues feel about the issue. Many thanks, Regards, David Cook	N
431	16-Oct-12	Erica Millican	Impossible to sleep, trucks go all night past her property. Who can she talk to about financial loss? Loses a few thousand a day because she can't take guests! Guests cannot be expected to put up with the noise and activity. Actual site noise not too bad, but the trucks moving from batch plant to the wall are terrible, and never stop! When will site close?	Site will close on Dec 21, and reopen on Jan 7. Apologies about the noise but there is nothing that can be done about the trucks carrying RCC to the wall, the pours will be 24hrs a day 7 days a week between now and Dec 21. Suggest you take this up with TCTA.	Y
436	17-Oct-12	Piet Pelser	Road out of property blocked by huge truck that slipped due to wet conditions. Not acceptable! If this happens again Piet Pelser will block the road! Until he has his new access road this road must be usable, and trucks must yield to him.	Truck stuck due to rain. Noted, no other way to go, the road that the contractor uses is in the expropriated area.	N
437	17-Oct-12	Pippa Huggins	Bell Rock bakkie, NMR 6514, using private road to Chris King's property	The project will consider upgrading/fixing this section of road. Thanks for keeping an eye on the movements.	N
438	18-Oct-12	Sue Marshall	Mess, such an eyesore, when can the foundations be demolished and buried?	Contractor's response is that this is not a priority.	N
440	18-Oct-12	Fran Winckworth	Hi Katie, I have just been working in the garden with my chap Sifiso , and he says that the chap in the black "bakkie" who stole the wood - and there was quite a lot of it- never paid them or replaced the wood. This chap is up and down today moving out of Edmonds old house. Can something be done about this? I feel strongly that the poor locals - and they are really poor - who spent time and energy collecting and cutting the wood should not be sidelined by arrogant outsiders who have jobs and more money that these people can imagine. Perhaps he should spend a day with a hand saw cutting wood to replace it and see what it feels like! Thanks, Fran	Hi Ryan, I am surprised this is still an issue, I thought this situation was dealt with long ago. This is my account of what happened: I, Rudolf and Wendy went helping the lab guys when it snowed in August. We loaded my pick up full of wood at the lab house itself. We drove off, we saw a small pile of wood in a field, approximately 15m from an old fence it was not next to a house as such so we thought it belongs to no-one. The wood was almost not visible because of the snow. Me and Rudolf walked and picked up 4 logs and 4 logs only, it was about 20m walk. Dogs started barking, and we said lets leave, as we climbed in the bakkie only then did an African man come out shouting at us, he said we must pay for the wood and it was his, I asked him were he got this wood from (believing it to have been G5 wood)... I said this in a joking manner and we left. Douglas informed me within an hour regarding the wood complaint, myself and Rudolf went back within an hour and dropped off the 4 pieces of wood we had taken, there was no one to witness us returning the wood as we called for the African man and only his dog barked. I would like to point out that the African man might have thought we had taken more wood than we had as we already had wood loaded from the Lab House that had been	Y

No	Date	Submitted by	Description of Issue	Response to Issue	Date Resolved
				chopped down by G5. Note: The main reason why we starting loading the wood was: It was smaller than the ones we collected. It did not appear to belong to anyone. We were under the impression that G5 had chopped this wood and we were able to take it, therefore. But honestly, when the dog started barking, we went to the bakkie. I have two witnesses, ask Sifiso where he was when myself and Rudolf called him. May you please also communicate with Rudolf to get his account of what happened. Kind regards, Louis	
441	18-Oct-12	Stuart Winckworth	The issue of the tree felling contractor damaging Idah's car does not seem to have been resolved.	The contractor has offered R3000.00 to Idah, which she has accepted.	Y

Note: Wording directly extracted from Issues and Complaints Register