

**Minutes of the meeting of Key Stakeholders held at
Swakopmund on Wednesday, 17 June 2009.**

Date	:	Wednesday 17 June 2009
Time	:	9 am to 11 am
Place	:	Swakopmund Hotel – Boardroom 1
Chair Person	:	Peter Roux – Turgis Consulting
Minutes submitted by	:	Peter Roux
Next Meeting	:	To be announced

In attendance:

Name	Designation
Jack Dempsey	TransNamib Ops GM
Justine Namupala	Chairperson of the Management Committee Arandis Town Council
Colin Namene	Arandis Town Council
Malcolm Lindsay-Payne	External Affairs Manager Areva Resources
Gerhard Coeln	Erongo RED
Victor Uiseb	District Manager – roads
Dewald Duvenhage	Areva
Nuuyoma Hon SS	Governor Erongo Region
Gunther Stubenrauch	Planning Consultants
Linus //Garob	Erongo Regional Council – Chief Regional Officer
Sandra Muller	Areva
Christian Namah	Spitskoppe Community

Peter Roux from Turgis Consulting welcomed all at the meeting and presented a power point presentation on the planned project. After the presentation comments and responses were welcomed from the attendees.

	Commentator	Comment & response
1	Malcolm Lindsay- Payne; Areva	Commented that the railway line to Trekkopje Mine would be an additional 30 km long and from cost perspective would be excessive.
2	Jack Dempsey - TransNamib	The cost of building a new railway line is approximately 7.2 million rand / kilometre.

3		The transport of yellow cake by rail is not a problem in that the product is containerised and therefore in sealed units. There is no chance that uranium or yellow cake will be spilled.
4	Peter Roux – Turgis	The railway siding aspect was looked at in the EIA for Trekkopje Mine but from a cost and infrastructure point of view was not included as an option.
5	Malcolm Lindsay- Payne; Areva	The railway line will be used for the transport of chemicals which does not include acid as the leach at Trekkopje Mine is an alkaline leach.
6	Jack Dempsey - TransNamib	Alkaline and acids transport via rail is not a problem in that they are containerised and therefore do not pose a serious risk.
7	Peter Roux - Turgis	One of the key issues is to get the road transport off the B2 to as quickly as possible. The road from Arandis to Trekkopje is slightly narrower than from Swakopmund to Arandis. The issue with a slightly narrower road is the possibility of accidents involving big trucks; this will include the stretching of the emergency services into outlying areas. This aspect came out strongly with regard to the social impacts.
8	Malcolm Lindsay- Payne; Areva	The Road safety aspects and carbon footprint were key considerations for the construction of the new road.
8	Peter Roux - Turgis	The safety of operation was a key consideration in the trade-off study.
10	Jack Dempsey - TransNamib	The upgrading of Arandis siding is far more preferable than Trekkopje in that other mining operations will be able to utilise the infrastructure. Support services in terms of emergencies will be better at Arandis siding.
11	Peter Roux - Turgis	Another aspect that was looked at for Trekkopje siding was that at mine closure the infrastructure would not be able to be used for other services. At this stage there aren't any other mines that would be able to utilise the infrastructure if it was built at Trekkopje. The infrastructure at Arandis could serve other mines in the area.
12	Jack Dempsey - TransNamib	The infrastructure could possibly serve Valencia mine as well.
13	Peter Roux - Turgis	A big positive for the road starting at Arandis is that currently infrastructure is available in the form of a flyover over the railway line which at this point does not exist at Trekkopje and therefore would have to be built at great cost.

14	Jack Dempsey - TransNamib	The infrastructure serving Rossing mine is currently separate from that at the Arandis rail siding. Rossing has an exchange yard and therefore operate their own trains to the mine. The exchange yard will remain Rossing's infrastructure and the other infrastructure at Arandis will remain public infrastructure.
15	Peter Roux - Turgis	Another factor that was looked at was the availability of managerial staff and people to work at the siding. If the infrastructure was to be built at Trekkopje the people working there would have to be transported to the facility.
16	Gerhard Coeln – Erongo RED	Are the people working at Trekkopje Mine all going to be accommodated in Arandis?
17	Peter Roux - Turgis	Commented that he was unsure what the current planning was.
18	Malcolm Lindsay- Payne; Areva	That is a difficult question to answer in that we are unsure where we will be employing them from. People living at Spitskoppe would remain there in that they are already housed there and would not relocate to Arandis.
19	Gerhard Coeln – Erongo RED	The reason for asking that question is that with people living in those areas and at Usakos would increase the impact of traffic on the B2 main road. It is possible that with this increased traffic the roads would have to be widened.
20	Peter Roux - Turgis	Commented that Rossing has undertaken a traffic study and that Areva would feed the traffic impacts into that study. More than likely a separate traffic study will be undertaken.
21	Dewald Duvenhage - Areva	The Areva traffic information has already been fed into the Rossing traffic impact assessment.
22	Peter Roux - Turgis	Commented that as part of the road access project a traffic impact assessment would possibly be undertaken.
23	Colin Namene – Arandis TC	In principle the town council supports this initiative and just wants to reiterate that it needs to be a consultative process. He was appreciative of the fact that we had already undertaken a consultation with the town council, it is important for the town council in making its future plans for expansion. It is important to them in that they would have to provide services for any possible influx of people into the town.
24	Peter Roux - Turgis	Commented that the consulting team would be in close liaison with the town council.

25	Peter Roux - Turgis	<p>There are two issues that had briefly been discussed, 1) is the need for borrow pits and, 2) is the construction camp required for workers that will work on the new road. There are a number of borrow pits that will be required for this road to provide fill material.</p> <p>One alternative is to construct a borrow pit close to Arandis in order for it to be used as a landfill site for the town. This could be seen as a positive impact in that it would assist in the removal of litter from the surrounding environment. The town council would be able to make the registered landfill available for use by other mines. The intention is to try and have as few borrow pits along the new road is possible.</p> <p>The second issue is that the road is going to require a construction camp and the placement of this camp is going to become very important. The two alternatives for the construction camp are to have it located at Arandis or at Trekkopje Mine. The placement of this construction site will be determined through a detailed social impact assessment. The consulting team had spoken to the Arandis town Council with regard to the placement of the construction camp and the general feeling was that it would be better at around Arandis town. A number of people living in Arandis would be employed during the construction of the road and therefore the construction camp may be a lot smaller than anticipated as the people are already housed in Arandis.</p>
26	Dewald Duvenhage - Areva	It is very important for Areva to integrate the requirements of the road into the requirements of the town council with regard to their plans.
27	Jack Dempsey - TransNamib	What are the timelines with regard to this new road construction?
28	Peter Roux - Turgis	The EIA process is set to run till the end of October. The EIA will be handed in to MET for consideration. The timeframe for the ROD is expected to be a month. Thereafter the construction of the road will hopefully begin in the early part of 2010. The construction period is expected to last approximately 18

		<p>months. The road will be a private road until mine closure and at such time the councillors will need to make a decision with regard to removal of the road or whether it remains as an infrastructure for the community. Key considerations are whether the road is extended to Spitskoppe or to Henties Bay once the mine has closed to allow for tourism potential in the area. The end-use for the road should be taken into consideration at this stage of the project. As the legislation stands now it is a requirement that the road be removed and therefore it is important for Areva to know what the plans are in order for them to make provision for this.</p>
29	<p>The Governor, Hon SS Nuuyoma</p>	<p>It is important that an infrastructure of this sort just cannot be destroyed or left alone or in idle without any maintenance on it. What needs to be done is that a submission to the regional council must be made whereby the future planning for the road can be taken into consideration and to see what will be the best option for the road. The council will be able to motivate that the road be taken into the tourism planning. A submission to the town council will be welcomed so that they can start the planning process.</p>
30	<p>Peter Roux - Turgis</p>	<p>Commented that he had had a discussion with Chief Emmanuel Gaseb in Windhoek, and that he was in favour of the road and that he would like the road to eventually end at the Spitskoppe community.</p>
31	<p>The Governor, Hon SS Nuuyoma</p>	<p>Noted that it was important to take in to account the regional requirements for all the communities.</p>
32	<p>Gerhard Coeln – Erongo RED</p>	<p>Raised a comment regarding fog in the Namib as being an important aspect. The road will be running in a northerly direction and the fog belt will encroach on to the road and it would be important to have safety reflectors on the road to allow motorists and trucks to see the bends.</p>
33	<p>Peter Roux - Turgis</p>	<p>The road will be designed to international standards and will have all the safety measures in place. The road will be designed for post-closure so that it can be handed over for public use.</p>
34	<p>Dewald Duvenhage - Areva</p>	<p>The road will be designed to international standards; it will not have permanent lighting en route as this will increase the visual impact of the road.</p>

35	Peter Roux - Turgis	Commented that the road will cross numerous drainage lines and that the design will take into account all aspects to maintain the ecological integrity of the area and to minimise the impact on the drainage of water as far as possible.
36	Peter Roux - Turgis	Commented that the red line on the presentation represented the route walked with a handheld GPS and that an aerial laser survey was to be taken in order to provide a detailed account of the road which would optimise the route location.
37	Peter Roux - Turgis	The next step in the process is to go into detail design in order to determine the optimal route.
38	Gunther Stubenrauch – Planning Consultants	<p>Commented that an access road to Trekkopje Mine has been allocated in the industrial site planned for Arandis extension 2. They are currently busy with an additional extension of housing which will be fairly close to the new road.</p> <p>Arandis town has the capability to expand towards the east, towards the temporary pipeline route and in such way the new road.</p> <p>All the town planning layouts have included an extension in an eastward direction. It was indicated on a map that the town planning is to extend in an eastward direction which would encroach on the temporary pipeline route along which the new road is being planned. It was indicated that thought should be given to moving the road away from the temporary pipeline in an eastward direction to allow for future expansion.</p> <p>In principle the road is supported and provision has been made for the road to the Trekkopje Mine. From the town council perspective they would like to see the link going through to Henties Bay for increased tourism potential.</p>
39	Peter Roux - Turgis	Commented that it would be important to get the maps depicting the town layouts from the town council in order to take into the final design for the road.
40	Gerhard Coeln – Erongo RED	It will be important to have very good lighting in the industrial, commercial and residential areas to provide for safe road crossing for pedestrians.
41	Peter Roux -	Commented that we are now in the scoping phase of the project

	Turgis	and that the stakeholder issues need to be drawn out and mapped out in order to be taken into the EIA. The intention of this meeting was primarily to allow all the key stakeholders to comment on the initial part of the process and to provide them as much information to them as possible.
42	Peter Roux - Turgis	Stated that his contact details have been made available to all the key stakeholders and that they are invited at any stage to provide any additional comments and information regarding the project. All relevant information regarding the project will be regularly communicated to the key stakeholders.

Peter Roux thanked everyone for attending the meeting especially the governor and the chief executive of the Erongo Regional Council.