

APPENDICES

With the Advisory Guidelines on a two-step
Approach for selecting a Bulk Cargo Transport
Option for Southern Gaza Province
- Mozambique -

(appendices 1 to 4)

APPENDIX 1

Advisory Guidelines on a two-step Approach for selecting a Bulk Cargo Transport Option for Southern Gaza Province

- Mozambique -

FROM : DPO4-24FBE21A

PHONE NO. : 002584214570

Date: 08/10/02



REPÚBLICA DE MOÇAMBIQUE

Ministério Para a Coordenação da Acção Ambiental
Direcção Nacional da Avaliação do Impacto Ambiental

Fax

Fax n° + 3130239-0382.

Date: 08 / 10 / 02

The Netherlands (Holland)

To: Dr. Reinoud Post
Executive Secretary
Commission for EIA in the Netherlands.

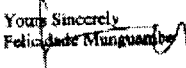
Ass: Cooperation Between NCELA and National Directorate of Environmental Impact Assessment - MICOA

Dear Post,

Following your mission to Mozambique we would like to request your support for the EIA analysis during the period November 2002 and June 2003 of two mega Projects namely hazardous waste facility and Port Development facility in a proposed tourism area. We expect your involvement at the beginning in the scoping phase and later in the EIA revision, including site visit.

We request your first presence in Mozambique in the week 46, and the others will be followed along the mentioned period.

I look forward to your prompt reaction.

Yours Sincerely

Felicidade Munguambe
National Director.

C. C.: Mr. Felício Fernando - IIPP project leader
Mr. Imácio Bucuane - EIA Head of Department.
Mr. Eric Van Woerkom - ITA

APPENDIX 2

Project information

Proposed activity: On 16 September 2002 the Ministry for Co-ordination of Environmental Affairs of Mozambique (MICOA) environmentally licensed the establishment and operation of a heavy mineral sands mining activity in Chibuto in the Gaza province of Mozambique. The activity includes the establishment of a high-tension power connection, the realisation of a rail link to Matola harbour and the establishment of a bulk cargo facility at the Matola harbour. The proponent of the activity is Corridor Sands Limited, a Maputo (Mozambique) based 100 % WMC Resources Limited (Australia) owned mining company.

The proposed mining activity includes in the first phase the establishment of three smelter furnaces. Production is scheduled to start in 2007. Production forecasts foresee export of 375,000 tonnes of Titanium slag, 195,000 tonnes of high purity Iron (in pigs), 30,000 tonnes of Zircon and 12,000 tonnes of Rutile per annum from 2007 to 2010. In the second phase, it is planned that the number of furnaces will increase to 10 and annual export will increase to 1,000,000 tonnes of Titanium slag, 520,000 tonnes of high purity Iron, 110,000 tonnes of Zircon and 32,500 tonnes of Rutile in 2019. In addition, up to 200,000 tonnes of anthracite will be imported per annum as well as diesel fuel.

As an alternative and preferred option for export of the products, Corridor Sands Limited now proposes the realisation of a private Alternative Export Facility (AEF) composed of:

- A 56 km long private haul road from the smelter at Chibuto to Chonguene beach
- A private bulk cargo facility (Materials Handling and Stockpile Facility) behind the frontal dunes at Chonguene beach and
- A open-lattice jetty, built perpendicular to the coast line, which would be 1,5 km long and approximately 20 meters above mean sea level.

Corridor Sands Limited is in favour of the AEF which, it indicates, would generate substantive savings in capital expenditure and operational costs of transportation and exportation of its products and required inputs, facilitate further expansion and minimise risks of down-time, as well as enhance the company's control of the operations (letter to MICOA of 16 January, 2003).

Categories: DAC/CRS codes 21010 transport policy and administrative management, 21020 Road transport, 21030 Rail transport, 21040 Water transport and 21061 Storage

Project number: Netherlands Commission for EIA 051

Procedural information:

Request from MICOA	: 8 October 2002
Visit to Mozambique	: 5 – 11 February 2003
Advisory Guidelines submitted	: 15 March 2003

Significant details:

MICOA has made it clear to the NCEIA that both the rail link option and the alternative transport options are open. The NCEIA has the opinion that considerations and choices of a strategic nature, based on forecasts for economic development of the southern Mozambican region and sound national economic analyses should underlie and substantiate the choices between the transport options. Hence, the NCEIA suggests addressing the issue in a two-step approach. The first step would be a strategic environmental assessment (SEA) that assists in making the fundamental choices of which transport option to develop. This step will also help in defining the optimum corridor for the transport option from a national development and environmental policy point of view. The second step, is project level EIA to support decision-making on the selected transport option's detailed routing, design, and environmental (bio-physical, social and economic) management aspects. If the decision is to develop the rail link as already licensed, no second step will be needed.

Composition of the working group of the Commission for EIA:

Mr. K.J. Beek (chairperson)
Mr. W.G. Been
Mr. J.D. Meindertsma
Ms. S.F. Brownlie
Mr. C. Burden
Ms. S.B. Lane

Technical secretary: Mr. R.A.M. Post

APPENDIX 3

Programme of the mission

Date	Time	Activities	Participants
05/02/03	15.00	Arrival in Maputo	NCEIA
	17.00 – 17.30	Introductory and orientation meeting	NCEIA, DNAIA, Netherlands Embassy
06/02/03	9.45 – 11.00	Introduction to DPCA Xai-Xai	DNAIA, Acting Director DPCA
	10.00 – 12.00	Meeting with Provincial Authorities at Xai-Xai (CDS)	DCPA, proponent, EIA consultant, NCEIA, DAIA, CDS
	12.00 – 14.40	Visit to site of the proposed Jetty and Bulk Handling Facility.	DCPA, proponent, EIA consultant, NCEIA, DAIA, CDS
	14.40 – 16.30	Meeting with local stakeholder groups	DPCA, proponent, EIA consultant, NCEIA, DAIA, CDS, DPTUR, Maritime Administration, CFM representation, District Administrator, DPADR.
07/02/03	6.00 – 10.00	Visit to the site of the proposed road and mine	NCEIA, DAIA, Proponent, EIA consultant
	13.45 – 16.00	Meeting with specific institutions in Maputo	NCEIA, DAIA, CFM, SAFMAR, DINATUR, DNM, DNFFB, DNP, DNAC, DGC, GJ
08/02/03		Preparing draft advice	NCEIA
09/02/03		Preparing draft advice	NCEIA
10/02/03	8.00 – 11.00	Site visit to Matola Port	NCEIA, Port Authority, Port Management, CFM, SAFMAR
	8.00 – 11.00	Meeting with Limpopo Valley SDI organisation	NCEIA, DAIA
	11.00 – 11.30	Report presentation to specific institutions in Maputo	NCEIA, DAIA, specific institutions
	12.00 – 13.00	Report presentation to MICOA	Minister, vice-minister, DAIA, DNGA, DNPOT, DINATUR, CFM, DNM, SAFMAR, DNG, NCEIA
11/02/03	9.00 – 11.00	Visit to Netherlands Embassy	Ambassador, Celia Jordão, Ton Negeman
	11.00 – 12.00	Final arrangements and considerations	NCEIA, DNAIA

DAIA : Department of Environmental Impact Assessment NCEIA : Netherlands Commission for EIA

DINATUR : National Directorate of Tourism DNAC : National Conservation Areas Directorate

CFM : Railways and Port Authority DNG : National Directorate of Geology

CDS : Centre for Coastal Development DNFFB : National Directorate of Forests and Wildlife

SAFMAR : Maritime administration DNP : National Directorate of Fisheries

DCPA : Provincial Environmental Authorities DGC : Coastal Zone Department

DNM : National Directorate of Mines GJ : Law Department

DNPOT : National Directorate of Territorial Planning DPTUR : Provincial Directorate of Tourism

DNGA : National Directorate of Environmental Management DPADR : Provincial Directorate for Rural Development