

MINUTES

GENERAL MEETING OF PORT OWEN MARINA AUTHORITY HELD AT THE RIVIERA HOTEL AT 10h30 ON SATURDAY 22 OCTOBER 2022

WELCOME

The Chairman welcomed those present and thanked them for their interest and support shown.

Attendees signed the attendance register.

The Chairman informs the public that the new Directors can't be announced since 2 of the member associations still need to have their AGM's. The current directors will stay as is until nominations were made. POPOA, POYC and AI&PBHOA has announced their nominees, POWA and WAG still need to have their AGM's and announce their nominees.

	<i>Directors</i>	<i>Alternate Directors</i>
WAG	–	AGM to be held
POPOA	– Abe Uys	and Herman Lambrechts
POYC	– Ian Macintosh	and Pieter Viljoen
POWA	–	AGM to be held
AI&PBHOA	– Angelo Foce	

The purpose of the meeting was to present the latest forecast for 2022 and the Budget and Business Plans for 2023/2024/2025.

PRESENTATION OF 2022 LATEST FORECAST; 2023/2024/2025 BUSINESS PLAN

This presentation was done by John de Meillon. The following figures were presented:

- Actual figures for 2021 and 2022
- Forecast 2022 (actual figures to September, Forecast October to December)
- Budget 2023 to 2025

The detailed budget will be available on the website.

PRESENTATION OF 2022 FEES

John de Meillon confirmed the increase assumption of 6% for the next year (2023). The cost of the dredging has been substantially increased which will be presented by Briers van Rensburg. There are variables that aren't defined at this stage that might potentially increase for the year.

Derick Truscott questioned how much is available in the dredging fund. John de Meillon confirmed by the end of the year it will be about R4,000,000. Once the major dredging has been completed the long-term plan is to replace the jetties in the yacht basin.

Ian Macintosh asked what the budget is for the three-year dredging plan. The budget for the next three years is:

- 2023 – R1,900,000
- 2024 – R1,4000,000
- 2025 – R1,500,000

2023 is more than the following years due to certain costs that won't need to be repeated.

Patrick Knobel enquires if fuel is the biggest component of operational cost. John de Meillon confirms it is a major cost but not the biggest. It's the setup of the capital infrastructure plus the environmental monitoring that will cost the most.

Frank Stuyck asked if dredging will be completed by the end of the three years. John de Meillon confirms that it won't be completed as dredging won't ever stop, but the cost will be much less, and it will be at a lower level. Abe Uys commented that the backlog will take about three years and thereafter it will be ongoing maintenance. William Laing questioned the cost over the next three years. Over the three years it'll cost about R5,000,000. That divided by 60,000 cubes will roughly give you the cost per cubes. Abe Uys mentions that it's difficult to determine the cost as there are quite a bit of costs that will not be incurred again however, meticulous records will be kept and monitored.

Vic Jonker questioned if a contractor will do the dredging or if POMA will do it themselves. John de Meillon confirms that it'll be done inhouse. Vic also asked if a contractor won't finish the dredging quicker. John de Meillon explained that due to the conditions on the permits, a contractor might not be the most efficient way to go. He also asked if a quote was received for a dredging contractor, this exercise was done a couple of years ago and it will be more costly to make use of a contractor. Angelo Foce commented that it might be best to ask these technical dredging questions from Briers van Rensburg's presentation.

The hope is that the dredging will bring in more customers to the berthing in the yacht basin.

BOATING LICENSES 2022/23 – CURRENT PRICES UNCHANGED UNTIL 30 JUNE 2023

There is a public participation process, it's usually published during March and during this time the public can comment on it.

UPDATE ON PROGRESS WITH DREDGING AUTHORISATION

Presented by Briers van Rensburg.

Summary of PowerPoint Presentation below.

Port Owen Township/Suburb area consists of the following:

- Elizabeth East – 212 erven
- Admiral Island – 192 erven
- Pelican Bay – 19 erven
- Port Owen Drive & Jocelyn – 90 erven
- Sheila Avenue – 62 erven
- Northwest – 390 erven
- Total – 965 excluding Harbour Lights, Marina Point and the Time Share
 - Additionally, there is:
 - Approximately 30 Guest Houses
 - Russels on the Port

- Charlie's Brewhouse
- Poetic License Distillery
- Chandlery
- Yacht Club

475 new houses were built in the Bergrivier Municipality this past year as per Johan Moolman. Currently it's the fastest growing municipality in the country.

Environmental Studies/Permits that are referred to:

- Ninham Shand 18 February 2000 – Bergrivier Municipality scoping report, Ref 1
- ASP Technology (Pty) Ltd. – Hydraulics laboratory, University of Stellenbosch, November 2006, Ref 2
- Environmental Impact Assessment – Mead 2008
- SEC Sillito Environmental E.M.P 2009, Ref 4
- Anchor Environmental – June 2016, Assessment of currents in the Berg Estuary, Ref 5
- Anchor Environmental – June 2016, Dredging Activities and Macrobenthos Communities, monitoring report, Ref 6
- Aurecon – Site specific Maintenance Management Plan for Laaiplek Harbour, August 2017, Ref 7
- Historic note for the record – F Stuyck, Ref 8
- Proposed Disposal of Marina Spoils – B van Rensburg, April 2019, Ref 9
- WSP Report – Dredging Assessment, February 2022, Ref 15

Permits issued for dredging:

- DEA&DP – 30 May 2000, permission granted to dispose of 60,000m³ into the river "immediately adjacent to the Port Owen Marina". Ref 10
- DEA&DP – 12 May 2009, Erf 923, 1974, 1977, 2367 and 3496. Settling ponds to be established, spoils to be released on outgoing tides. Ref 11
- DEA&DP – Pre-compliance notice, (NEMA), POMA contravening certain conditions of the Environmental Authorisation. 6 November 2015, Ref 12
- Clearing of pre-compliance notice – Dr S Tonin, October 2017, Ref 13a & b
- DEA&DP – Amendment of the Environmental Authorization of 12 May 2009, dredging permit, approved on 7 August 2018, Ref 14
- DFFE – Dumping permit, directly into the river, 29 September 2022, Ref 16
- Approval to dispose of settling dam spoils at Vredenburg Dump site, 2018
- DFFE (ICM) – Coastal Waters Discharge Permit, disposal from a source on land land, 20 October 2022.

Amended Dredging Permit of 7 August 2018, Ref 18 (Read with Permit of 12 May 2009, Ref 11)

- Allows removal of 10,000m³ of spoils/month, dredging permit
- Fine material can be dumped directly into the river, dumping permit
- Course material to be dumped via the settling dam, discharge permit
- Spoils released into the river only during outgoing tides
- Outgoing tides must have minimum velocity of 200m³/s
- Dredging can take place throughout the year
- Dredging can take place between 06:00 and 20:00, Mondays to Fridays
- Surveys of benthos and fish community to be conducted

- No time limit to this permit

Summary of WSP document supporting the application with respect to Dumping Permit, Ref 15

- 30m wide channel throughout for navigation at low tides, page VII
- Annual rate of sedimentation is approximately 5,000m³/year
- Intended to use the West Entrance of the Marina for dumping
- Sediment load in the river from dredging is less than 0.5% of the natural annual sediment load, 1.4cu ton
- Cadmium is naturally much higher on the West Coast, but not excessive
- Proposed to dredge 61,700m³ over 3 years
- Dredging sequence (based on the bathymetric survey):
 - Dredge area 2
 - Channel from Admiral Island bridge to Western Entrance
 - East Entrance
 - East Loop
 - Flamingo Cove
 - East Basin
 - Pelican Bay
 - To end of East Loop channel
 - Dredge area 1
 - West Entrance
 - Slipway cove
 - Harbour Lights cove
 - Rest of West Basin to Yacht Club

“Dumping Permit” conditions, Ref 16

- Start dredging on 1 December 2022
- May only dump into the river on outgoing tides
- No spoils may be disposed of into the river during fish spawning times, September – November
- During April and August, disposal must be reduced to 50% (spawning)
- Use of settling ponds to be preferred
- Disposal only during daylight
- Permit does not exempt POMA from any other legislation
- Valid from 1 October 2022 to 30 September 2023

“Discharge Permit”

- 2 discharge points, one is covered by Dumping Permit
- This permit covers the discharge from land – Discharge Permit
- Spoils to be diverted to the settling dams when the 500-micron fraction exceeds 3%
- Discharged into the river when it flows at 200m³/s
- Discharge when the flow is above 200m³/s is an error, should be 200m³/s
- Discharge location is indicated in the permit
- Quantity may not exceed 333m³ per day
- Table of quality is included in the permit
- Environmental monitoring conditions
- Permit is valid for 5 years

Summary:

- The 3 permits that now cover the dredging are as follows:
 - Dredging Permit (Ref 14) – Amended dredging permit of 7 August 2018
 - Dumping at Sea Permit or Dumping directly into the river (Ref 16) issued on 29 September 2022
 - Discharge Permit, which covers the discharge out of the settling ponds into the river (Ref 17) issue 21 October 2022
 - Which means that POMA is now legally allowed to dredge.

Notes on Presentation:

- 60,000m³ were allowed to be disposed of in the river in 2000.
- Refer to documents that Briers van Rensburg have compiled.
- Pre-compliance notice was received in October 2017.
- 2009 there was a permit issue due to the conditions being extremely constrained, the issues being:
 - Only allowed to dredge from 09:00 to 16:00
 - Only allowed 10,000m³ per year, as per the WSP report the influx of sediment is 5,000m³ per year which would've deemed dredging pointless
- 2018 a contractor was employed to do the dredging but due to permit issues (no dumping or discharge permit), the contractor could no longer continue.
- Dumping permit was received on the 29th of September 2022.
- Discharge permit was received on the 21st of October 2022.
- Amendment to above mentioned permits:
 - Allows removal of 10,000m³ per month.
 - Allowed to dredge throughout the year.
 - The fine material can be dumped directly into the river.
 - Course material to be dumped via the holding dam which is what the discharge permit is for.
 - Spoils released into the river only during outgoing tides.
 - Outgoing tides must have a minimum velocity of 200m³/s
 - There is no time limit to the dumping permit.
 - 61,700m³ over 3 years is what the permit allows
- Along with WSP a supporting document for the permits was submitted with the following:
 - The when, where, and how is what the departments wanted to know
 - Before dredging tests will have to be done of the quality of the material and post dredging as well

John Scudder asks what the likelihood of dredging 10,000m³ per month with the months that POMA is not allowed to dredge. Briers van Rensburg reiterate that POMA is only allowed to dredge 20,000m³ per year.

Abe Uys explains that the whole WSP report started off with how much can be dredged and the first factor used was the ability of the pump on the dredger and that then was multiplied by the available hours. It also depends on how efficient the dredging is. If 150m³ per hour is possible, then the current timeline looks reachable. The calculations were done based on 150m³ per month average and 4 months have been lost as the initial report was based on 12 months. A possible reason for only receiving a dumping permit for 1 year is probably due to them also wanting to see what the effect of the dredging will be on the estuary.

Briers van Rensburg also mentioned that a dumping permit for an estuary in South Africa has never been issued before and this have made them very cautious until they can determine the effect on the estuary.

Gerhard Louw asks if discharge will be in the middle of the river. Briers van Rensburg says no, there was a massive fight with National Department of Public Works. The discharge was right at the entrance of the Port Owen Waterway, it's not ideal in a dispersal point of view but it is ideal in protecting the salt marshes from wind erosion. At this stage there's no intension of moving the discharge point.

William Laing asked what method will be used to determine the flow. He also asked in the dredging process if there's means of actually controlling the viscosity or the density of the flow. Briers van Rensburg answers that the conditions of the permit are fairly restrictive. Abe Uys commented that the dumping permit requires a test of the heavy metals after dredging. The discharge permit requires monthly testing, but the target figures given is based on POMA's testing and what was added in the application.

Gerhard Louw asked what the size of the holding dam and the answer is in the region of 4,000m³. The water is released in a controlled manner, as per the permit conditions He also asked if our staff is taking care of the dredging, who will be doing the day-to-day work? Additional staff will be employed whilst dredging.

Patrick Knobel asked if there's a possibility if the Deutz has the capacity for a bigger pump and it was confirmed probably not, but due to the limitation of the permit it doesn't really matter as, once again, the dredging volumes were determined by the current dredging pumps average m³ per hour.

Vic Jonker asked isn't there a possibility that critical areas can be done first so the yachts can enjoy the use of the marina. The conditions of the permit establishes the plan of dredging. Also, it's difficult to determine which areas are more critical than others and this becomes a political debate.

Abe Uys states that the whole process is very theoretical and when they specified what information they wanted they were very specific in what they want. WSP did a model, and the sequence were done according to this model. It's not easy to change unless it can be proven that another area is more important.

Derek Robinson made the point that once dredging commence the public must remember that dredging has pipes and buoys will be placed all over the marina and they must please be patient whilst dredging is ongoing.

William Laing thanks the Board for their perseverance and hard work for achieving the unthinkable and actually getting the permits.

GENERAL

Abe Uys once again thanked everyone for attending the meeting. He also thanked The Board and personnel for all their hard work.

John Scudder asked about the power reticulation on the Juliet side. In short, they're busy with it and it will be done by the end of the year. The tender has been awarded and POMA is doing the civils in house.

Gerhard Louw mentions the water quality inside the waterways, and that the conditions are excellent at the moment and thanks POMA for all the testing that they've done. Briers van Rensburg mentioned that the information has been invaluable even though he was not entirely on board with the extra

testing. It also showed how high the e.coli count was at Amawandle Pelagic and that it can now be addressed.

George Breeze said that a lot of work is being done and enquiring if the equipment that POMA has is efficient enough to do the job. Abe Uys answered that the equipment is serviced and licenced. All equipment is in the proper condition. The dam has been repaired and the outlets have been rebuilt. He's confident everything is ready.