



## **environmental affairs**

Department:  
Environmental Affairs  
**REPUBLIC OF SOUTH AFRICA**

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**Ref:02/1/5/2**

**MINISTER (ACTING)**

**QUESTION NO. 179 FOR ORAL REPLY: NATIONAL ASSEMBLY**

A draft reply to **Mr Z R Xalisa (EFF)** to the above-mentioned question is enclosed for your consideration.

**MS NOSIPHO NGCABA  
DIRECTOR-GENERAL**

**DATE:**

**DRAFT REPLY APPROVED/AMENDED**

**MR D A HANEKOM, MP  
MINISTER OF ENVIRONMENTAL AFFAIRS (ACTING)**

**DATE:**

## NATIONAL ASSEMBLY

(For oral reply)

QUESTION NO. 179 {NO3386}

INTERNAL QUESTION PAPER NO. 34 of 2018

DATE OF PUBLICATION: 23 October 2018

**Mr Z R Xalisa (EFF) to ask the Minister of Environmental Affairs:**

Whether, in view of the fact that the proposed N2 Wild Coast Toll Road will pass through and affect areas with rare and endangered species, the Department proposed alternative routes for the toll road that will have a lesser impact on the environment; if not, why not; if so, what are the relevant details?

**179. THE MINISTER OF ENVIRONMENTAL AFFAIRS REPLIES:**

The Environmental Impact Assessment process requires the applicant, which in this case is the South African Road Agency Limited (SANRAL), to lodge an application for environmental authorisation. The applicant then appoints an independent Environmental Assessment Practitioner (EAP) to conduct an environmental impact assessment (EIA), which is lodged on their behalf with the Competent Authority (CA). As part of the assessment process, the EAP is required to, among other things, collect, organise, analyse, interpret and present information on alternatives that are being considered and then make recommendations to the CA for final decision making.

The EAP in this instance presented such information to the Department of Environmental Affairs (DEA) and provided a motivation for each assessed alternative which included, *inter alia*, the location, the type of activity and the technology to be used, as well as the option of not continuing the activity. After a review of the statutorily required assessment report, the authorised option was found to have the least impact relative to the other options that were proposed and assessed. It must further be noted that when alternatives are considered and assessed, the EAP and the CA, respectively, are obliged to submit and consider social and economic factors in addition to the environmental factors, which form the three pillars upon which sustainable development is premised. DEA was not required to propose any alternative routes, but to assess such alternatives in terms of the applicable legal regime at the time. Accordingly, DEA is required to evaluate and adjudicate the proposed and assessed options which would include alternatives.

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