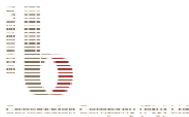





**GAUTRAIN RAPID RAIL LINK  
INTEGRATED WATER USE LICENCE APPLICATION**

**OCTOBER 2011**



 Bombela Concession Company (Pty) Ltd	Gautrain Rapid Rail Link Project	 ILISO consulting
	Bombela Concession Company	

## **EXECUTIVE SUMMARY**

*The purpose of this report is to describe, quantify and motivate the final water uses that will continue into the operational phase of the Gautrain project. This report will list and confirm the existing lawful uses that will continue during the operational phase and will describe and quantify the additional water uses not identified and quantified during the previous application.*

### **Background**

*The Gauteng Department of Roads and Transport (previously known as the Gauteng Department of Public Transport, Roads and Works) initiated the construction of the Gautrain Rapid Rail Link during 2006. The high speed rail link consists of two spines:*

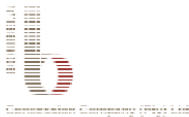

- *A north-south spine linking the cities of Pretoria and Johannesburg; and*
- *An east-west spine linking Sandton and OR Tambo International Airport (ORTIA)*

*The initial Environmental Impact Assessment (EIA) for the proposed Gautrain Rapid Rail Link was completed in 2002. The application for the proposed rapid rail link was approved by the Gauteng Department of Agriculture Conservation and Environment (now Gauteng Department of Agriculture and Rural Development) in 2003. A revised Record of Decision (RoD) was issued by Gauteng Department of Agriculture and Rural Development in April 2004. The rail system alignment defined in that RoD is hereafter referred to as the 'RoD alignment'.*

*During the bidding process certain variations to the Gautrain Rapid Rail Link alignment route were proposed in the areas where changes to the alignment could benefit for the overall project. These "variant alignment" routes as well as additional minor route amendments were the subject of separate, comparative assessments that have been conducted by independent consultants.*

*The Gautrain Rapid Rail Link has both below and above – surface sections. The below surface section falls between Park Station and Marlboro Portal, and is referred to as the southern portion of the alignment, while the above ground section comprises the remaining east-west link to ORTIA, the northern line to Pretoria, and the line that connects Pretoria and Hatfield.*

*The below ground section has been designed and built primarily as a drained tunnel structure. The groundwater ingressing into the tunnel ('tunnel water') is channelled*

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*through the tunnel drainage system into sumps and pumped to the surface. Groundwater will be discharged continuously under the operational conditions. The dewatering and discharge of tunnel water constitutes a water use in terms Section 21 of the National Water Act, 1998 (Act 36 of 1998) (NWA).*

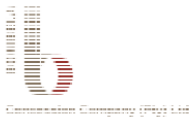

*The above ground section crosses several rivers, streams and drainage lines; and has a stormwater management system that also involves water uses in terms Section 21 of the NWA.*

*Two Integrated Water Use Licenses (WUL) have been obtained to date for the Gautrain Rapid Rail Link project. The first Integrated WUL, dated 17 January 2007, was issued to the Gauteng Department of Roads and Transport based on the information that was available at the time in the preliminary designs. This license was amended by the WUL No 260618877, dated 12 September 2008 based on an additional RoD for the relocation of Centenary Way (Modderfontein) received from Gauteng Department of Agriculture and Rural Development on 17 March 2008, which in turn required an amendment application in terms of Section 50 of the NWA for the partial destruction of a wetland, construction of a bridge across the Modderfontein Spruit and the construction of culverts along the alignment.*

*As the detailed designs and infrastructure construction have progressed, further information became available and the designs have been amended and advanced due to the specific conditions that were encountered during construction that could not have been reasonably envisaged previously. In terms of the NWA these changes require a new water use authorisation and are the subject of this application report.*

*The commencement of operations on the east-west link between Sandton and ORTIA occurred on the 8<sup>th</sup> of June 2010, which marked the transportation of the first paying commuters along the alignment from Sandton Station, through Marlboro Station, Rhodesfield Station to the ORTIA, as well as the operation of the Maintenance Depot servicing both trains and feeder and distribution busses. While the Gautrain Rapid Rail Link has been operating east – west section, construction on the north-south section continued, to prepare for the Phase 2 opening which occurred on the 2<sup>nd</sup> August 2011. This section includes the commuter service from Rosebank Station to Pretoria and Hatfield Stations, passing through Rosebank Station, Sandton Station, Marlboro Station, Midrand Station and Centurion Stations.*

*Currently the only section that remains to be opened to public service is between Park Station and Rosebank Station. Certain additional engineering works are still in*

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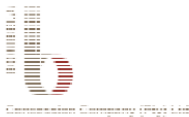

*progress in this area to reduce the flow of groundwater in a localised are to the contractually specified criteria. The flow of the groundwater is already well within the designed capacity of the tunnel drainage system.*

*This technical report addresses the water uses that are authorised in the existing licence as well as new water uses as (defined in terms of the NWA) that will continue during the operations and maintenance phase of the Gautrain Rapid Rail Link project. These new water uses include:*

<b>Water use</b>	<b>Description</b>
21 (c & i) River crossings	Viaduct 15 (Swartspruit) Culvert 10 Culvert 11 Jean Avenue Culvert Road running over the Jean Avenue Culvert John Vorster: Louwlandia storm water channel where the piers are built above the channel Ardeer Road Culvert SW 81
21 (f)	Nelmapius Drive culvert Discharging water to the Sandspruit
21(j)	Sandspruit pump station Sandton Station Shaft E4 Shaft E3 Shaft E2

*The Gautrain Rapid Rail Link is situated in the Crocodile (West) Marico Water Management Area. A number of large streams (i.e. the Sandspruit, Jukskei River, Modderfontein Spruit, Rietspruit, Hennops River and the Apies River) and a number of small tributaries, which ultimately all form part of the wider Crocodile River catchment that flows north out of Gauteng, lie within the study area.*

*The Gautrain Rapid Rail Link runs through various Local Authorities including the City of Tshwane, Ekurhuleni and City of Johannesburg Metropolitan Municipalities with Rand Water, City of Tshwane and Johannesburg Water being the main water service providers. The Department of Water Affairs is the water authority.*

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**Ownership of the property**

*The ownership of the Gautrain Rapid Rail System is vested in the Gauteng Provincial Government.*

*In terms of the contract between the Gauteng Provincial Government and the Bombela Concession Company, the design, construction operation and maintenance of the Gautrain Rapid Rail Link has been conferred to the Bombela Concession Company through a Public Private Partnership concession for a period of 19.5 years.*

**Water uses**

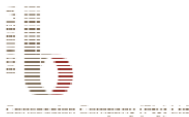

*The abstraction of surface water to cater for construction activities was authorised under previous and existing WUL. The water abstracted was used for dust suppression and rehabilitation purposes during the construction phase. These abstractions were of a temporary nature and commenced at the start of the construction of the Gautrain Rapid Rail Link. The mitigation measures that were implemented ensured limited potential impacts on the water environment.*

*The Gautrain Rapid Rail Link alignment crosses various rivers at viaducts and bridges. These river crossings were designed and constructed to take stormwater drainage into consideration.*

*Culverts, drainage channels and pipe facilities were also designed and constructed to address stormwater sheet-flow. These activities generally fall within the General Authorisations but have been included for mere completeness.*

*Construction at river crossings required, in certain instances, the altering of the beds and banks of various rivers. The river beds and banks have been rehabilitated as part of the construction phase. An individual rehabilitation plan was developed and implemented for each river crossing once construction activities were completed.*

*The Gautrain Rapid Rail Link is constructed underground from Park Station in the Johannesburg Central Business District (CBD) to near Marlboro and the tunnel daylight at the Marlboro Portal in Marlboro Gardens, Sandton. The construction activities required that the tunnel be actively dewatered, during the construction phase, in order to allow for the safe excavation of the tunnel alignment. Water ingress into the tunnel drainage system has been and will continue to be discharged during the Operational Phase. In accordance with the design intent, the presence of water in the tunnel drains does not affect the train operations in any way or the safety of the tunnels themselves. This is confirmed by the independent certification of the entire Gautrain Rapid Rail Link System by the Railway Safety Regulator which*

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*authorised the full operation of the System including all tunnels. This operational phase discharge of water from the tunnel was envisaged and approved by the existing WUL.*

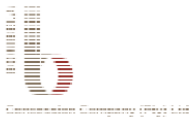

*Studies were undertaken by ILISO (2009 and 2010) which indicated that the water quality discharged from the tunnel drainage system could be expected to comply with the quality standards as set in the existing Integrated WUL as amended on 12 September 2008, if not impacted upon by external factors such as utilities infrastructure failure. The water volume that needs to be discharged from the tunnels drainage system is well within the criteria specified in the contract between the Gauteng Provincial Government and the Bombela Concession Company, with the exception of a localised area between Park Station and Rosebank Station that is currently being addressed. The water volumes however differ from the volumes initially predicted in 2006 based on the information available in the preliminary design of the project. ILISO undertook a further study in November 2010 based on updated water quality and volume data for the entire tunnel which confirmed that overall the volume of water to be discharged from the tunnel drainage system to the Sandspruit Catchment Area amounts to less than half of the volume which the river catchment is able to accept.*

**Impacts**

*Although impact on the receiving water environment was expected during the construction phase, the impacts on the receiving environment existing prior to commencement of the construction of the Gautrain Rapid Rail Link were already of such a nature that the rivers were considered to be critically modified and have lost their basic ecological functionality. Construction of the river crossings resulted, in some cases, in elevated levels of suspended solids at the monitoring point downstream of the activities. However once the rehabilitation of these river crossings and rail reserve are completed there would be no other impacts during the Operational Phase.*

*During the construction of the tunnel there was a twofold impact on the groundwater, the one being the groundwater quality and the other the drawdown of the groundwater table.*

*The measurements of water quality of the water discharged during the tunnel construction indicated elevated levels of ammonia, total suspended solids, nitrogen as nitrate and soaps, oils and greases. These impacts can be ascribed to construction activities and were therefore of relatively short duration. Contingencies were made to discharge the water to the Johannesburg sewer system in accordance*

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*with specified requirements of the utility owner, following the Directive issued by the DWA to the project on the 11 December 2008 (and subsequently amended on the 17 December 2008), and therefore did not have a significant impact on the receiving water environment.*

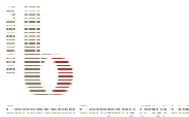

*A study was undertaken by ILISO (2009) to investigate the conditions related to the water discharged from the Gautrain Rapid Rail Link tunnel drainage system between Park Station and the tunnel portal at Marlboro Gardens in order to determine the quantity and quality of the water to be discharged under operational conditions, and to assess potential effects on the Sandspruit Catchment Area based on the data available at the time. This initial study found that the quality of the water discharged complied with standards set in the existing WUL conditions, and indicated that 5.4 Ml/day as measured at the time could be discharged to the Sandspruit without risk to the recommended ecological class for the Sandspruit.*

*On 10 December 2009, the DWA issued a letter authorising the discharge of water from the tunnel drainage system for the Sandton to Marlboro section of the tunnel to the Sandspruit under stipulated conditions. Construction in the remaining tunnel section (i.e. Park Station to Sandton Station) has since reached completion and the quality and quantity of water discharged from the tunnel drainage system has to a large extent stabilised.*

*Two additional studies were undertaken by ILISO in November 2010, to assess the impact of the groundwater drainage in the tunnel section on groundwater users, the dependent ecosystems (draw-down impact), the potential changes in groundwater quality due to the presence of external pollutants, and to assess the potential impact of the tunnel water discharge to the stormwater system.*

*The volume of water discharged from the drainage system of the Gautrain Rapid Rail Link tunnel has been seen to increase since the study conducted in 2009, (which was done for the tunnel section between Sandton Station and the tunnel Portal in Marlboro) and a subsequent study, commissioned in November 2010 and undertaken by ILISO, indicated that the rate of drainage exceeded the rate of recharge in this section of the alignment. This would result in an increased drawdown of the water table levels; however the water level measurements taken with piezometers indicated that water table has substantially stabilized and, in some instances a small recovery was noted.*

*The quality tests undertaken indicated presence of free chlorine in the water from the tunnel drainage system which leads to conclusion that the increase quantity of*

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*drained water cannot be described to natural drainage only, but that some form of ingress from surface water sources occurred. Free chlorine does not occur naturally in groundwater, and can therefore only originate from leaks in the drinking water supply system. Johannesburg Water was requested to undertake tests on their reservoirs to determine the rate of leakage. To date no feedback has been received.*

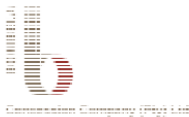

*The study undertaken in 2009 concluded that both the Braamfonteinspruit and the Sandspruit are in a poor condition and are classed as a category E in terms of their present ecological state. In terms of the Reserve the recommended ecological category is a Category D, in line with the rest of the Jukskei River.*

*The Sandspruit is part of the Jukskei River Catchment. The water collected in the tunnel drainage system has a quality that exceeds the requirements for a Category D by a large margin, and in fact complies with the limits for drinking water. There is therefore no limitation for discharging tunnel drainage water with respect to water quality.*

*The resource directed measures that were calculated as part of the study undertaken in 2009, also showed that the conditions in the existing WUL are sufficiently protective of the receiving water body and do not need to be adjusted. The only variable that needs to be changed is the ortho-phosphate from 10 mg/l to 1 mg/l as the Sandspruit is located in the Crocodile River (West) for which the Special Standard for ortho-phosphate applies as defined in GN 399 dated 26 March 2004.*

*Oil traps have been installed at all tunnel water discharge points, and an emergency plan to deal with spillages is in place. The only real risk of contamination by surface water is from leaking sewers. Should the water quality deteriorate to the extent that it can no longer be discharged to the storm water system, measures have been put in place to divert it to the sewage system. The infrastructure to achieve this forms part of the tunnel discharge system design.*

*With regards to the groundwater levels, the study completed by ILISO in 2010 found that the water table was lowered in localised sections and that there has not been enough rainfall for the water levels to recover since the completion of the tunnel, towards the end of the 2009/2010 summer rainfall season. The groundwater flow is generally parallel to and away from the tunnel, rather than towards it as the regional groundwater flows from topographic highs to lows. The implication is that the effect of the tunnel on the surrounding groundwater body is limited to that area where the original water table was above the elevation of the tunnel. Therefore, the recovery of*

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*the groundwater levels is dependent on recharge from rainwater, rather than flow from the regional groundwater body towards the tunnel area.*

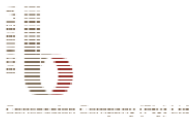

*In general, the following observations were made regarding the drawdown of the water table (ILISO, 2010):*

- In all cases, except for the section constructed by means of the Tunnel Boring Machine (TBM) (3 km south of Rosebank), there was a drop in groundwater levels during the construction of the tunnel. This is due to the tunnel being designed and built as a drained tunnel.*
- The groundwater levels have subsequently either stabilised or indicated a slight recovery, based on the monitoring boreholes studied.*
- In some cases a seasonal pattern of recovery and drawdown can be observed, specifically in the section of the tunnel between Sandton Station and Marlboro.*
- In general the groundwater levels are 10 m to 50 m below ground level, except in the vicinity of the Mushroom Farm Park where the groundwater level is about 5 m below the ground.*

*Monitoring of groundwater levels took place in the form of piezometer readings as shown in the Geotechnical Instrumentation Report dated March 2010, June 2011 and September 2011. At this point in time it seems that there has been an impact on some boreholes, but not on others. ILISO Consulting therefore determined that the drawdown of the water table did impact on water users (ILISO, 2010) however it is still too early to say whether the impact is permanent or to quantify the extent of the impact in future.*

*The dewatering of the tunnel resulted in the lowering of the groundwater table and the reduction in the flow of the stream in Mushroom Farm Park (MFP). The springs estimated flow is approximately 2 litres per second (DWA). The likely causes for the reduction in flow may be attributed to the construction of the tunnel and/or the vertical shaft at MFP which has affected the impermeable nature of the diabase dyke so that groundwater now migrates freely from the southern to the northern side of the dyke, thereby lowering the pre-construction groundwater head on the southern side of the dyke. The impact is not, however, regarded as significant since, per the assessment of ILISO (2010), the affected vegetation consists of a patch of approximately 5 x 5 meters of non-indigenous trees. The Mushroom Farm Park (MFP) pond is also not solely dependent on the spring flow as the majority of the water that is flowing into the pond enters the pond through a stormwater outlet.*

*The studies undertaken by ILISO in 2009 and 2010 established that the quantity rate of the water discharged from the tunnel drainage system at present will not materially*

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*change the flow pattern in the Sandspruit, and will make more good quality water available for irrigation at the Leeukop Prison. It is difficult to accurately calculate a maximum allowable rate of discharge, but a cap of 50% of the median flow in January is thought to be a conservative limitation. This amounts to 15 Ml/day.*

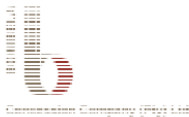

*Bearing in mind the Environmental Impact Assessment study undertaken for the project in 2002 as amended in 2003, which provided for a drawdown of the groundwater table level as the long-term condition where the tunnel construction was to be drill and blast, i.e. drained tunnel; the quantity rates of water discharged from the tunnel drainage system measured to date; and the fact that a period of a number of years of rainfall would be required to ascertain the groundwater levels along the drained tunnel sections, the Integrated WUL application is for the dewatering and discharge of up to a maximum volume of 15 Ml/day to the Sandspruit Catchment Area.*

*Annual aquatic biomonitoring surveys upstream and downstream of all the major river crossings indicated that all the biomonitoring sites were suffering degradation due to habitat transformation through landscaping, solid waste disposal, development encroachment and domination. The majority of aquatic and riparian habitat degradation was noted to be due to poor catchment management rather than from the activities pertaining to the Gautrain Rapid Rail Link. The negative impacts from the Gautrain Rapid Rail Link development on the overall ecological integrity of these systems can therefore be regarded as minimal.*

#### **Environmental impact management measures**

*The following impact management and mitigation measures were implemented throughout the construction phase of the project to prevent and minimise impacts on the receiving environment:*

- River crossings were constructed according to design reports and method statements with the objective of minimising the impact on the river course. Rehabilitation was a key component of the construction EMP;*
- A Directive was issued by Department of Water Affairs and subsequent rehabilitation reports for the Mushroom Farm Park pond / anthropogenic wetland and river crossings that were affected were compiled and implemented;*
- Two additional reports were completed regarding the quality of the water that is being drained from the completed sections of the tunnel. The reports (ILISO: 2009; ILISO: 2010a and ILISO: 2010b) included an evaluation of the water quality against the water quality standards and impact on the overall ecological class of the Sandspruit Catchment Area;*

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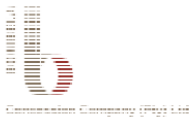

- *A Water Management Plan Guidelines document was compiled for the dolomitic areas (Centurion) recommending the measures to be followed in order to limit the formation of sinkholes which may pose a risk during the Operational Phase of the Gautrain Rapid Rail Link project if the risk mitigation measures are not implemented ;*
- *Attenuation dams were constructed to manage the storm water runoff from the paved areas and roof tops at the Maintenance Depot and the stations at Midrand Station, Sandton Station, Marlboro Station, Rhodesfield Station and also to attenuate and release the volume of 1:5 and 1:25 year rainfall pre-development flows respectively. The attenuation pond at Culvert 15a was designed to attenuate and release the volume of 1:5 and 1:25 year rainfall pre-development flows respectively only. An additional attenuation pond is to be considered at Nelmapius drive to release the volumes of 1:5 and 1:50 year rainfall pre-development flows;*
- *The final Environmental Management Plan for the Operations and Maintenance (EMP O&M) phase of the project was submitted to GDARD and approved on 31 May 2010. This report prescribes Environmental Management during the Operational Phase;*
- *Specific mitigation requirements, per water use activity, were developed for the Operational Phase.*
- *A Water Management Plan has been developed for the Tunnel Water Drainage.*

### **Section 27**

*Bombela Concession Company (BCC or Bombela) holds the 20 year Concession to design, build, part-finance, operate; and maintain the Gautrain Rapid Rail Link.*

### **Strategic importance of the of the Gautrain Rapid Rail Link project**

*The Gautrain Rapid Rail Link project is primarily aimed at supporting economic development and growth in Gauteng, with an emphasis on job creation. The secondary aim of the project is to address transportation needs in Gauteng, particularly between Pretoria and Johannesburg. Gauteng is the economic hub of South Africa, generating more than 36% of the country's Gross Domestic Product (GDP), whilst covering less than 2% of the country's total surface area. Gauteng therefore plays a vital role in the national economy and it is important to prevent this being undermined by traffic congestion. Furthermore, land development in Gauteng has historically been distorted and, in many cases, has not been supported by an adequate public transportation system.*

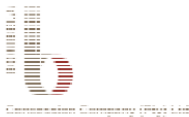

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*The National Land Transport Transition Act (No. 22 of 2000) places an obligation on Gautrans to actively implement national Government's Policy to promote public transport and to give it priority over private transport. It is considered vital that a supportive public transportation system be developed in Gauteng to assist in optimising land-use development, to minimise congestion on roads, to reduce the number of road accidents and to decrease pollution levels from road vehicles, as well as moving towards the more holistic provision of an integrated transport system that includes public transport. The Gautrain Rapid Rail Link is aimed at fulfilling these goals and the proposed project has been included in the Gauteng Provincial Land Transport Framework (Gautrans, 2001-2002) for a number of years. This framework guides the planning of transportation provision in Gauteng Province at the strategic level.*

#### **Ownership of the Enterprise**

*The shareholders of Bombela Concession Company include:*

- **Murray & Roberts Limited** - Murray & Roberts is South Africa's leading engineering, contracting and construction services company. It has created employment, developed skills, installed infrastructure, delivered services, applied technology and built capacity throughout South and Southern Africa for 105 years, making a significant contribution to socio-economic development in the region. Murray & Roberts operates in Southern Africa, Middle East, Southeast Asia, Australasia and North America. Murray & Roberts is based in Johannesburg South Africa with a public listing on the JSE Limited.
- **Bouygues Travaux Publics** - Bouygues Travaux Publics is one of the world's top global design-and-build civil engineering and building contractors with extensive experience in concession projects. Bouygues Construction has successfully carried out over 200 km of tunnel projects and recently completed the world's largest tunnel, excavated with a tunnel boring machine under a design and build contract for the high-speed train in the Netherlands.
- **Bombardier UK** - Canadian company Bombardier is a world leader in the aerospace and rail transportation sectors. Its proud record consists of eight 'Private Rail' projects, two for the London Underground. Subsidiary Bombardier Transportation is the global leader in the field of rail equipment manufacturing and servicing. It has a construction presence in 21 countries and is involved in 46 production sites.
- **Strategic Partners Group** - Strategic Partners Group (SPG), a BEE company, holds 25% of the Bombela Concession Company. SPG participates meaningfully in the Gautrain Project through its involvement in all Bombela entities including the Bombela Turnkey Contractor, the Bombela Civils Joint

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Venture, the Bombela Electrical and Mechanical Works and the Bombela Operating Company.

- **The J&J Group** - founded in February 2000, is a BEE investment holding and management company with investments in a select group of companies. The Group holds investments in companies operating in the financial services, healthcare, information technology and industrial sectors. The shareholding of the J&J Group is broad-based and extends to well over 200 000 individuals and their families. J&J hold 8% of the Bombela Concession Company.

### **Socio economic development**

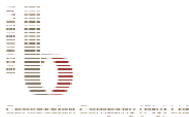

Gautrain has contributed significantly to the acceleration of socio-economic growth, black economic growth, black economic empowerment and skills development within Gauteng. It has created significant job opportunities and has stimulated business activities both directly and indirectly in the construction, manufacturing, services and communications industries.

To date Bombela has achieved the following:

- BEE companies hold 32% of the shares in the Bombela Concession Company.
- More than R 5 200 million was spent on procurement from sub-contracting to BEE companies. More than 380 BEE companies have benefited from the project to date.
- More than R 2 530 million was spent on procurement and sub-contracting to new BEE. More than 110 new BEE companies have benefited from the project to date.
- More than R 1 360 million was spent on procurement and sub-contracting to SMMEs. More than 300 SMMEs have benefited from the project to date.
- More than R3 520 million of South African materials, plant and equipment have been purchased.
- Unskilled staff and semi-skilled staff attended more than 16 330 courses to improve their skills levels.
- Top management, senior management, middle management and junior management of Bombela attended more than 3 410 training courses.

As of the end of May 2011 Bombela had significantly exceeded its obligations with respect to socio economic development. This can be summarized as follows:

- 35 755 jobs were created.
- 31 900 local people were employed, compared to an obligation of 17 940.
- 27 460 HDI's were employed, compared to an obligation of 12 730.

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- 3 090 women were employed, compared to an obligation of 190.
- 202 people with disabilities were employed, compared to an obligation of 158.

*At the end of May 2011 Bombela had already created or sustained more than 31 900 local direct jobs; and an estimated total of 111 700 direct, indirect and induced jobs to date.*

*All of these statistics have been independently verified by the Independent Socio-Economic Monitor (ISEM) appointed in an oversight role on the Gautrain project.*

*Taking the abovementioned into consideration it is of utmost importance that the new IWULA to replace the existing WUL as amended on 12 September 2008, be issued to ensure that the Gautrain Rapid Rail Link project maintains operations with the necessary authorisations.*

*The construction of the Gautrain Rapid Rail Link is essentially complete with some snagging and/or remedial works to be undertaken during the following 12 months. Significant capital expenses have been incurred during the construction phase which include not only the provision of infrastructure but also to ensure that environmental authorisations were obtained, and environmental mitigation programmes were implemented, where necessary, to address problem areas. Impacts that have occurred during the construction phase have been / are being rehabilitated.*

*Limited environmental impacts were identified for the Operational Phase of the Gautrain Rapid Rail Link and necessary mitigation measures have been foreseen and/or implemented to prevent these occurring or reduce the potential effects associated therewith.*

***It is therefore recommended that the water uses be authorised and a new licence be issued for the operational phase of the Gautrain Rapid Rail Link.***