1. OPEN
Werner Petrick (WP) welcomed the group and introduced members of the project team.

2. PRESENTATION
WP presented the proposed project to MET (DPW) by referring to the BID and the prepared powerpoint presentation:
- Technical aspects of the project, including details on the infrastructure corridor (i.e. access road, water and fuel pipelines, power line and reference to the overland conveyor), pit and waste rock design, plant changes and tailing facilities

RS also presented some details regarding the RopeCon conveyor technology.

WP further explained the steps that will be conducted for the proposed project SEIA and the social and environmental aspects:
- The SEIA process for the infrastructure corridor will be completed as part of the Scoping phase.
- The rest of the project components will be further assessed during the next phase (assessment phase).
• MET should therefore be in a position to make a decision on the infrastructure corridor after the scoping phase.

WP explained that during the screening phase the SEIA Team studied existing information in quite some detail. (i.e. previous SEIAs in the area, Rössing monitoring results, information provided by supplier of the conveyor, etc.). The SEIA Team in liaison with Rössing Uranium agreed that the infrastructure corridor can be subject to a Scoping phase only, taking the following into consideration:
• The potential social and environmental impacts relating to this type of activity (linear infrastructure) is fairly well understood;
• the receiving socio-economic and biophysical environment have been studied and contextualised in detail; and
• Additional input/assessment requirements from environmental specialists have been identified and will be included in the Scoping Report. These will be supplemented (where required) by input from I&APs during the PPP.
• A stand-alone SEMP will be developed for the infrastructure corridor.

3. DISCUSSION
The following issues/comments were made during the meeting:

<table>
<thead>
<tr>
<th>Issue Raised</th>
<th>Raised by</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will traffic to the Z20 mine also travel from the south (C28 and Welwitschia Plains?)</td>
<td>MLR</td>
<td>Some of the heavy vehicles (new haul trucks, etc.) will initially be transported via this south. The proposed new road will only cater for people, maintenance vehicles and parts transport.</td>
</tr>
<tr>
<td>Regarding the powerline and water pipeline, which route will be utilised? And they should be kept within the same corridor.</td>
<td>MLR</td>
<td>The positions of the water- and power lines were indicated on the map. The power line will initially follow the conveyor alignment and then further on run next to the water pipeline and the proposed new road alignment.</td>
</tr>
<tr>
<td>Ensure that there is no diesel leakage into the surrounding environment.</td>
<td>MLR</td>
<td>Noted. The diesel line will have various safety features as part of the design, including a pipe sleeve; flow, pressure and temperature monitoring; and shut off valves.</td>
</tr>
<tr>
<td>What route/road will be used during the construction phase of the conveyor?</td>
<td>MLR</td>
<td>The conveyor and pylons will be erected by means of a helicopter. The foundations will however require some work on the ground and access to these locations will be required. The potential biodiversity impacts relating to these activities were assessed as part of the Scoping Phase and can be found within the scoping report.</td>
</tr>
</tbody>
</table>

4. CLOSE
WP closed the meeting and thanked Parks and Wildlife for their interest in the proposed project. They were also invited to a site visit at Rössing Uranium and the proposed project site.