

MEETING AGENDA

Meeting/Project Name:	Public Hearings on The Waste Tyre Management Plans		
Date of Meeting: (MM/DD/YYYY)	04/06/2018	Time:	09h00
Meeting Facilitator:	Chairperson: Ms. N Ngcaba	Location:	East London International Convention Centre [ELICC]

Meeting Objective

- To give an overview of Extended Producer Responsibility in relation to Tyre Industry Plan
- To provide equal opportunity to all plan owners to present an overview of their submissions
- To provide equal opportunity to all interested and affected parties to engage on the submitted plans
- To provide a forum for open dialogue in order to clarify ambiguities and challenge plan owners on the sufficiency of the plan in line with overall national environmental strategy
- To provide an update from the Waste Bureau and information on the current network of tyre operations, infrastructure and participants with due compliance to Promotion of Access to Information Act (PAIA) and Personal Information Act (POPI)

Meeting Agenda	
Topic	Owner
Opening and Welcome	Nosipho Ngcaba, Chairperson, Director General, DEA
Apologies	Nosipho Ngcaba, Chairperson, Director General, DEA
Purpose of the meeting	Nosipho Ngcaba, Chairperson, Director General, DEA
DEA Presentation on regulations and the S28 notice	Tsholofelo Chiloane, Senior Legal Advisor, DEA
Presentation on litigation and liquidation: REDISA	Mark Pearce, Director of Litigation, DEA
Presentation–EPR vision and outlook for the tyre industry	Mark Gordon, Deputy Director General, DEA
Presentations on the proposed Waste Tyre Management Plans	
SATRUCO	Hugh Mtshali, CEO
Question and answer session	Interested and affected parties, plan proponents
TWAMISA	Zuzana Hegerova, Plan Owner
Question and answer session	Interested and affected parties, plan proponents
JPC Energy	Not in attendance
Question and answer session	Interested and affected parties, plan proponents
Evergreen Pty (Ltd)	Ayub Patel, Engineer
Question and answer session	Interested and affected parties, plan proponents
Waste Management Bureau operations	Nolwazi Tetyana, Specialist Advisor
Discussions	Interested and affected parties, Waste Bureau
Way forward	Nosipho Ngcaba, Chairperson, Director General, DEA
Closure	Nosipho Ngcaba, Chairperson, Director General, DEA

MEETING MINUTES

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		Location:	East London International Convention Centre [ELICC]
Attendance at Meeting¹			
Name	Role	Department/Division	
Nosipho Ngcaba	Director General	Department of Environmental Affairs	
Kgauta Mokoena	Chief Director	Department of Environmental Affairs	
Tsholofelo Chiloane	Senior Legal Advisor	Department of Environmental Affairs	
Vanessa Bendeman	Chief Director	Department of Environmental Affairs	
Mark Pearce	Director of Litigation	Department of Environmental Affairs	
Nolwazi Tetyana	Specialist Advisor	Waste Management Bureau	
Hugh Mtshali	CEO	SATRUCO	
Nathi Gaisa	Chairperson	SATRUCO	
Nomathemba Khubeka	Board member	SATRUCO	
Johann Lehmann	COO	SATRUCO	
George Mapuma	Director	Evergreen	
Ayub Patel	Engineer	Evergreen	

¹ Attendance register captured is not exhaustive. This list therefore only contains the names of the presenters and Department representatives.

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Summary of presentations			
Topic	Owner		
<p>Opening & Welcome</p> <p>Purpose and background for an industry waste management plan:</p> <ul style="list-style-type: none"> The Minister made a call for Industry Tyre Waste Management Plans with a deadline of 31 December 2017, in terms of NEMA Waste Act, S28. Minister received 4 plans from the following organisations <ul style="list-style-type: none"> SATRUCO, submitted on the 31st December 2017 TWAMISA, submitted on the 30th December 2017 JPC ENERGY, submitted on the 11th December 2017 EVERGREEN ENERGY, submitted on the 16th November 2017 The Minister's notice, published 7th May 2018, called for public hearings; accordingly the 4 plans were made public Sessions have been arranged in 7 provinces within the period of 30 days, taking into account the geographic spread The Department is required to follow due process and thus the sessions are recorded <p>Communicated purpose of the sessions:</p> <ul style="list-style-type: none"> To give an overview of Extended Producer Responsibility in relation to Tyre Industry Plan To provide equal opportunity to all plan owners to present an overview of their submissions To provide equal opportunity to all interested and affected parties to engage on the submitted plans To provide a forum for open dialogue in order to clarify ambiguities and challenge plan owners on the sufficiency of the plan in line with overall national environmental strategy To provide an update from the Waste Bureau and information on the current network of tyre operations, infrastructure and participants with due compliance to PAIA and POPI 	Nosipho Ngcaba, Chairperson, DG, DEA		
<p>Facilitators introduced themselves and the house rules. They communicated that:</p> <ul style="list-style-type: none"> Questions open to the floor shall be limited to ONE question per person per round, in order to allow as many participants as possible to voice their views When asking a question or presenting a statement, please state your name and organisation for the record Times allotted to tea breaks and lunch shall be respected to maintain all objectives of the programme Please respect speakers and plan owners as they speak – allow them to make their point 	Lindiwe Gadd, Independent Facilitator		

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<p>DEA Presentation on Regulations and the S28 Notice</p> <p>DEA presented an overview of regulations for an industry waste tyre management plan:</p> <ul style="list-style-type: none"> • The National Environmental Management: Waste Act No. 59 of 2008 (NEMWA) regulates waste management in South Africa. • S28(1) empowers the Minister to require a person or category of persons that generates waste to prepare and submit an industry waste tyre management plan. • In terms of this section the Minister called on tyre producers, any other person, category of persons or industry that generates waste (and by implication persons who have the support base of waste generators) to submit waste tyre management plans. <p>DEA communicated the terms and process for the public consultations:</p> <ul style="list-style-type: none"> • Based on section 32 (5A) of NEMWA, provisions are made for a consultation process • Section 31 (1) allows the Minister to: <ul style="list-style-type: none"> ○ approve a plan in writing on certain conditions and give directions on the implementation of the plan ○ require additional information to be submitted ○ require amendments to be made to the plan ○ reject the plan with reasons or if it does not meet the requirements of the notice published in terms of section 28 <p>DEA communicated regulatory provisions for a transitional plan:</p> <ul style="list-style-type: none"> • Regulation 12 provides for transitional arrangements in the event that a waste tyre management plan expires, is withdrawn or is terminated and at the time there exists no other industry waste management plan • In this case, the Waste Management Bureau shall be responsible to facilitate, supervise and control the management of waste tyres in the interim until a new industry waste tyre management plan is approved. • The Bureau may issue instructions for the management of waste tyres; such instructions must be complied with within the timeframe stated in the instruction. • All participants registered with the previous waste tyre management plan shall in the interim register with the Bureau. • All tyre producers must submit to the Bureau the same declarations that they submit to SARS in respect of the quantity of tyres produced or imported, on a quarterly basis. • The Bureau must establish a waste tyre forum with all affected industry to deal with governance and operational matters pertaining to the management of waste tyres during the interim, until a new industry waste tyre management plan is approved. 			<p>Tsholofelo Chiloane, Senior Legal Advisor, DEA</p>

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<p>Presentation on litigation and liquidation: REDISA</p> <p>DEA presented the series of events with regards to REDISA's liquidation and litigation status:</p> <ul style="list-style-type: none"> • On the 1st June 2017, Minister brought an application to provisionally liquidate REDISA • On the 8th June 2017, Minister brought an application to liquidate Kusaga Taka Consulting (KTC) • Both companies were placed under provisional liquidation on the respective dates • On the 9th June 2017, Minister obtained a provisional liquidation order against the Product Testing Institute (PTI). The return date has been extended, by agreement, to 12 October 2018 pending the finalisation of the appeals lodged with the SCA on REDISA and KTC • On the 15th September 2017, High Court placed both REDISA and KTC under final liquidation • REDISA and KTC applied for leave to appeal to the Supreme Court of Appeal (SCA) against the entire judgement and order • The SCA granted the leave to appeal on 14th February 2018. The matter has not yet been allocated a date for hearing by the SCA <p>DEA communicated the performance of the plan between June and September 2017, under the care of the liquidators:</p> <ul style="list-style-type: none"> • Record of active participants as at June 2017 is as follows: <ul style="list-style-type: none"> ○ 499 micro-collectors ○ 78 transporters ○ 20 depots ○ 15 processors • Total tonnages collected between June and September 2017: <ul style="list-style-type: none"> ○ 29 203.50 tonnes ○ 16 886.66 tonnes • Cash resources of REDISA at date of provisional liquidation were R 178 547 943 (1st June 2017) • Cash resources of REDISA at date of cessation of operations (30th September 2017) were R 82 451 332 <p>DEA communicated status of assets in line with the liquidation process:</p> <ul style="list-style-type: none"> • All REDISA's assets are securely stored, except those which are being used by the WMB as per the interim arrangement • Provided the final liquidation order is upheld by the SCA, provisional liquidators begin disposal of assets and finalising creditors' claims • Provisional liquidators will lodge a liquidation and distribution account with the Master of the High Court in relation to the administration of REDISA 		<p>Mark Pearce, Director of Litigation, DEA</p>	

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<p>Extended producer responsibility (EPR) vision and outlook</p> <p>DEA communicated summary of the vision:</p> <ul style="list-style-type: none"> • Problem statement identified: <ul style="list-style-type: none"> ○ Opportunity cost of waste, missed opportunities due to poor infrastructure and skills and underfunding ○ Unsafe and unhealthy outcomes imposed on society due to waste produced ○ Pervasive underpricing in the waste economy • Value statement introduced: <ul style="list-style-type: none"> ○ Introduced to begin concerted efforts in waste valorisation (extracting value from waste) ○ Incentivising a recycling economy ○ Creating and promoting jobs in the waste economy ○ Diligence in service delivery ○ Governance and revenues in the waste economy • The desired outcome would be: <ul style="list-style-type: none"> ○ Less waste ○ Diversion of waste ○ Jobs created and sustained ○ The existence of a circular economy ○ Direct benefits to society ○ Streamlined regulatory process • What the circular economy would imply: <ul style="list-style-type: none"> ○ The need for sustainable growth in the context of the growing pressure of production and consumption on the world's resources and environment. ○ Resources kept within the economy when a product has reached the end of its life, so they can be productively re-used repeatedly to create further value • Models for government, industry-managed EPR plans and revenue collection: <ul style="list-style-type: none"> ○ Financial instruments to pass on the burden of waste to producers and consumers; and incentivise waste management efforts by the same groups ○ Instruments include incentives and fees for recycling, taxes on extraction of resources, product taxes for consumers, disposal taxes and EPR fees collected from producers • Provided case studies of EPR policies globally: <ul style="list-style-type: none"> ○ European countries are early adopters and practices contributed to increased recycling rates ○ EPR schemes contributed to reductions of public spending on waste management • EPR role players include PROs, which are individual schemes mostly applied in business-to-business contexts that organise and finance collective producer responsibilities towards waste management 			<p>Kgauta Mokoena, Chief Director, DEA</p>

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Question			Owner
<p>Question 1: <i>Directed at Mark Pearce</i></p> <p>What are the details of the arrangement for the interim usage of equipment belonging to REDISA?</p> <p>Answer 1: I think the Waste Bureau would be best positioned to answer that question. <i>Waste Bureau to address question after their presentation</i></p>			Lebogang Selepe, Waste Tyre Management Forum
<p>Question 2: <i>Directed at Tsholofelo Chiloane</i></p> <p>Why are we discarding the REDISA plan which made sense operationally? Why don't we take on the plan, perfect it and award it to a new manager?</p> <p>Answer 2: The REDISA plan is not renewed. In terms of the law, the plan lapsed and was not renewed and we are required to look for a new plan. Additionally the Minister has the mandate to incorporate many inputs into the new plan so there is room to carry over all the positive aspects from that plan.</p>			Lyndon Johnson, MRT
<p>Question 3:</p> <p>Please explain how you incorporated new participants and managed participants from REDISA under the Waste Bureaus's operations.</p> <p>Answer 3:</p> <p>A. Neither the Department nor the Bureau could onboard any participant from the private sector without a procurement plan because of regulations imposed by Treasury. We presented a plan to the Minister of Finance to help stabilise the industry with funding. The Department got approval for the Waste Bureau to contract for a period of 6 months to a year, with certain criteria to operate with current participants.</p> <p>B. In that period we were also given approval to publish and onboard additional participants in line with the Public Finance Management Act. As a state we had no obligation to only contract with the current participants.</p> <p>The above reasons were why there were new entrants into the industry, under the Waste Management Bureau.</p>			Phillip, <i>organisation unspecified</i> Nosipho Ngcaba, Chairperson, DG, DEA

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<p>SATRUCO</p> <p>Introductions, overview of the company and the team:</p> <ul style="list-style-type: none"> • Nomathemba expressed that the presentation would skip past the details of regulation and directed participants to their print-outs • The South African Tyre Reuse Company (SATRUCO) was established as an NPC in 2016. Plan drafted is a response to regulation • Emphasised its people-centred approach and has been amended since the consultation process • The plan includes the support of the following stakeholders: <ul style="list-style-type: none"> ○ The CBO ○ Universities of technology ○ Various SETAs ○ DTI ○ DST ○ Department of Basic Education ○ Innovation agencies ○ Civic movements ○ UIF ○ Waste pickers' association • A value chain-focused plan that ensures South Africa's ability to beneficiate and recycle export products, create new employment opportunities and improve quality of life as well as the environment • The governance model to implement the plan includes other players such as Treasury, SARS, WMB, and other provincial structures. • Vision of the plan is to achieve sustainable economic growth through the effective management of waste tyres and promote the elements of the waste hierarchy • Governance model to implement plan includes lessons learnt from the previous plan; the governance plan includes Treasury, WMB, DEA • Aim to educate new entrants to industry of the benefits of contributions to the skill levies and the claims of skills through SARS via IT14 whilst those businesses focus on their core businesses 		<p>Nomathemba Kubheka, board member, SATRUCO</p>	

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<ul style="list-style-type: none"> • 7 board members with 2 ex officio members and 1 oversight member: <ul style="list-style-type: none"> ○ Legal, HR and Risk ○ Industry rep ○ Finance ○ Technical ○ Comms ○ Including the CEO (ex officio) ○ DT representative (ex officio) ○ A rep from Treasury for oversight input ○ Training and research & development managers and an ICT manager ○ Sub-committees include: <ul style="list-style-type: none"> ▪ Provincial managers ▪ Compliance managers ▪ Operations managers ▪ Micro-collectors' co-operatives ▪ Training and research ▪ Marketing and branding ▪ Public awareness • Collaboration through a new forum for participants in tyre industry to provide inputs into the plan and discuss industry-wide concerns • Other strategic partners to be included: <ul style="list-style-type: none"> ○ WMB ○ Waste Tyre Management Forum – elected members from the industry • Provincial operations model to address the fact that the plan is a people-centred plan • All provincial plans include the following types of participants: <ul style="list-style-type: none"> ○ Recyclers ○ Transporters 			

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<p>Cost allocation to different initiatives (budget):</p> <ul style="list-style-type: none"> • Have established a well-running call centre, with a planned allocation of 0.5% of the budget to grow and maintain call centre • An enterprise development programme with an allocation of 2% <p>How will we measure impact of plan:</p> <ul style="list-style-type: none"> • No. of recyclers, processors, no of sustainable jobs, no. of sustainable downstream businesses (not specified if newly created business directly related to their efforts) • Database of research and innovation conducted during its operational period • Number of processors developed • SATRUCO's annual reports • SATRUCO's international conference wherein its achievements will be showcased • SATRUCO's real time data produced by its bespoke IT system • Evidence of its engagement with public and private entities namely, government departments and support services, business and industry, training institutes, the community development service providers, the civic movement and grass root communities involved in developing the tyre waste economy <p>SATRUCO's readiness:</p> <p>Engagement started in 2016 to inform the plan. SATRUCO has a team with collective experience of 100 years in the industry.</p> <ul style="list-style-type: none"> • Has a high level of business experience • A scientific team • Experience in training in development • The plan has seen an extensive consultation process <ul style="list-style-type: none"> ○ Academics ○ International waste industry participants ○ SETAs • Interest has been expressed by processors, recyclers and investors to establish new plants and create new opportunities, skills and technology transfer • Has a legal team and a team of chartered accountants to ensure key governance/risk concerns around legal compliance and financial responsibility • Social impact is a priority • Has an enterprise development team driven from the office of the CEO to drive SMME development • Has a sophisticated IT network • Has a plan to conduct imbizos in provinces to inform communities of the plan and the opportunities available to them • There is sufficient stakeholder commitment to commence with operation as as soon as contract is awarded • Possesses a database of businesses that can process legacy and other stockpiles • Has CAs in the team to ensure there are controls in place and a qualified training team overseen by Nomathemba • Has partnerships and MOUs with various SETAs and TVETs • has internationally acclaimed marketing and branding teams that will assist with awareness campaigns • Registered members of the Chartered Institute of Waste Management 		<p>Hugh Mtshali, CEO, SATRUCO</p>	

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<p>Overview of operational plan:</p> <p>Displayed the current situation of the tonnages available which shows estimates of the volumes concerned at a provincial level and urged participants to account for the tonnages and acknowledge what is addressable by the new plan, in line with levy.</p> <ul style="list-style-type: none"> • Process <ul style="list-style-type: none"> ○ Tyre dealers' waste sorted and tyres divided between waste tyre and second-hand tyres. Tyres mutilated, manufacturers' reject tyres, community collection areas addressed ○ Pre-processing operations, tyre-derived fuel (TDF) manufacturing <ul style="list-style-type: none"> ▪ Historical stockpiles as inputs into pre-processing and TDF operations ▪ Downsizing process before recycling/pyrolysis ○ Processing (includes pyrolysis ops and crumbing ops) ○ Energy recovery • Depots will not be excluded from operation with introduction of pre-processing; the new processes will ad jobs and revenue to depots • Communicated that they do not want to export as a first choice and SATRUCO intends to look at solutions very intently <p>Intended outputs of processing activities:</p> <ul style="list-style-type: none"> • Pyrolysis operations <ul style="list-style-type: none"> ○ HFO ○ Carbon char ○ Steel • Crumbing <ul style="list-style-type: none"> ○ Value-added items such as bricks, tiles, inputs for tarred roads • Intended offtake partners of pre-processing activities areeEnergy recovery • Surpluses from pre-processing exported as TDF commodity • Plan to abate mining and OTR tyres: <ul style="list-style-type: none"> ○ Address mines' historical stockpiles ○ Address dealers'/mines' arising tyres <p>Number of jobs and SMMEs to be created in the industry:</p> <ul style="list-style-type: none"> • 160 micro-collection co-ops • 5632 new jobs created <p>Conclusion:</p> <ul style="list-style-type: none"> • The plan adopts all principles of the circular economy • Plan responds equitably and responsibly to legislation. It's a cost-effective, transparent model for recycling and a community-focused plan • Skilled jobs will be created and new technologies employed • Public-private partnerships will be created in the pursuit of the betterment of the participants in the industry • The plan addresses environmental concerns through the transformation of waste into marketable products • The plan is a practicable extension of our government motto of "Together we can do more" • Plan ensures social impact – with aspects of the plan requiring implementation at the community level • Encourages innovation through its partnerships with scientific bodies in a bid to making South Africa globally competitive • Promotes investment in the country 		<p>Johann Lehmann, COO, SATRUCO</p>	

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<p>Question 1:</p> <p>The management company is where the proponents are rewarded for their service. Then the question is who is running the NPC? If you could tell us about the rest of your colleagues – what is their past experience?</p> <p>Answer 1:</p> <p>SATRUCO includes the following members with the following expertise:</p> <ul style="list-style-type: none"> • Technical experience • Business experience supported by a value system of transparency, training and development, etc. <p>The board comprises:</p> <ul style="list-style-type: none"> • Business skills • Training skills • Financial Skills <p>From a technical point of view, we have appointed black individuals such as our IT specialist, a business development manager whose background is in the automotive industry, as well as various people who will be reporting to Johan, whose experience lies in the industry.</p> <p>SATRUCO has fully versatile skills within the organisation that span beyond the tyre industry. We have a combination of skills to complement one another.</p> <p><i>Comment</i></p> <p>Mr Mtshali didn't understand my question.</p> <p><i>Response to comment by SATRUCO</i></p> <p>Just to give you a feel of the type of expertise we have, I am Nomathemba Kubheka and I have a degree in Education and a Master's degree in Property Development and Management. I've worked at Wits and the Department of Economic Affairs. From there I worked with the development planning department and adjudicated at the electoral court for the IEC. From there I worked with the IQ Business Group as a consultant and started my own business – which was a property development company.</p> <p>When the National Skills Development Act was passed, I was part of the group working on it and saw opportunities for black people to participate.</p> <p><i>Input from the COO – Johann Lehmann</i></p> <p>I've been in the industry since 1986 in recycling and then moved to retreading, exporting and importing. I've been part of the RMI's revised plan and subsequently consulted for REDISA for 18 months and since then have been consulting to the industry and met my colleagues to draft the SATRUCO plan.</p>		<p>Khotatso Moloi, Waste Tyre Management Forum</p>	

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<p>Question 2:</p> <p>You've stated that you require R210 million for set-up costs and a bespoke IT system (the glue). Why are you not putting your own money forward? Who is taking the risk – you or government?</p> <p>Answer 2:</p> <p>We are taking the risk. To comply with the PMFA is not child's play and we will be taking risks by adhering to sets of conditions in the face of scrutiny.</p> <p><i>Comment</i></p> <p>My question was not answered.</p> <p><i>Response to comment</i></p> <p>It is possible for us to do that but it is not easy. Funders want certain guarantees and and we feel that the model is too expensive and complex. It's a different model which we felt was too burdensome.</p> <p><i>Follow-up question</i></p> <p>I just want clarity. Are you going to take public funds to assist tyre dealers to comply and mutilate tyres?</p> <p><i>Response to question</i></p> <p>The point here is to try and cut cost on transportation and to ensure that those tyres are removed from communities as swiftly as possible as per the regulation.</p>		<p>Lebogang Selepe, Waste Tyre Management Forum</p>	
<p>Question 3:</p> <p>Who is going to be employed in this department/entity? Is it going to be black people? And how did the tyre dealers react to the arrangement of having an external participant working in their yards?</p> <p>Answer 3:</p> <p>The tyre dealer representatives are there for a legal reason as per regulation 7A of the Waste Management Act that puts the onus on tyre dealers. We believe this ensures jobs whilst adhering to regulation and we believe most of these participants will be black.</p> <p>The intention is for these roles to be identified to us by way of the communities we are operating within.</p>		<p>Bongani Mthembu, Waste Tyre Management Forum</p>	

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<p>Question 4:</p> <p>A. When SATRUCO takes over, what is the pay rate for the transporter?</p> <p>B. What is the structure around the transporting of waste tyres?</p> <p>Answer 4:</p> <p>The income basis for a transporter all depends on whether they are a primary or secondary transporter. From a budget outlook R28 – 30 cost per kilogram (CPK). This pay rate will also vary depending on the size of the transporter's vehicle, the distance travelled and the size of tyres transported.</p>		Lyndon Johnson, MRT	
<p>Question 5:</p> <p>SATRUCO doesn't deal with OTRs whilst TWAMISA is not dealing with non-OTR tyres – was there collusion between the two plans?</p> <p>Answer 5:</p> <p>There is no collusion between SATRUCO and any other plan owner. I answered this question in the North West. Perhaps we didn't emphasise the ability to do OTRs but it's a capability we have.</p>		Victor Molefe, Waste Tyre Management Forum	
<p>Question 6:</p> <p>What is going to happen to the operators in depots when you introduce pre-processing?</p> <p>Answer 6:</p> <p>The intention is to create jobs and those people will be trained in utilising pre-processing equipment. There will be more people rolled out to those depots than the number of people in the current operation.</p>		Nokuzola Adam, Depot Manager	
<p>Question 7:</p> <p>SATRUCO is being silent on how their plan will empower and/or affect people in rural areas?</p> <p>Answer 7:</p> <p>We identify specific individuals in the communities, rural areas included, and tailor development plans that fit with their needs – whether it be for literacy or a career aspiration.</p>		Vusindlovu Mzileli, Emalaheni Local Municipality	

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<p>Question 10:</p> <p>You'll be subjecting us as current participants to a due diligence. We remained participants after REDISA's defaults and that due diligence was undertaken by the PMFA.</p> <p>Do you not trust what has already been done by government to incorporate us into you plan? What is the criteria for subjecting participants to the due diligence and what will be the result should we not pass the due diligence?</p> <p>Answer 10:</p> <p>We do not distrust the Waste Bureau's efforts, though we believe that if we work with participants, the objective of the due diligence is to understand how we work with participants, understand their viewpoints and work together towards the goals of the plan.</p>			<p>Victor Molefe, Waste Tyre Management Forum</p>

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<p>Evergreen</p> <p>Introduction</p> <ul style="list-style-type: none"> Communicated that the presentation would not be as exciting as the Durban and Pretoria presentations The approach of this plan is an opportunity to change the landscape of the tyre challenge, to completely remove waste tyres and provide high-quality material to be absorbed by the market Sustainability targets include a focus on new recycling plants which will invariably lead to job creation Their overall aim is to balance out the rate at which new tyres are created with the volumes that are recycled, with a pyrolysis situation Emphasised that the plan does not speak to overall waste tyre management but rather an aim to set up a recycling center of excellence to be replicated across the country <p>Business rationale:</p> <ul style="list-style-type: none"> Proposing a business model creating a pipeline of entrepreneurs with the aim of addressing the growing stockpiles for tyres Possesses experience in beneficiating outputs from the steel industry with water jet machines, done as private industry through the design of shared equipment scheme for entrepreneurs to cut and mould steel on a water jet machine Pyrolysis plan to model after steel beneficiation plan – to create an operation that encourages shared resources and skills development to other smaller entities, encourages scaling and invariably creates a hub of pyrolysis operators across Middelburg (eventually across South Africa) <p>Presentation on pyrolysis process:</p> <ul style="list-style-type: none"> Overview of Envirogreen: Ebrahim Patel (director), Ebrahim Seedat (scientist), Ayub Patel (engineer), Garreth Nel (scientist) Combined experience of 45 years Organisation was started due to their combined passion for science, environment and people <p>Pyrolysis process overview:</p> <ul style="list-style-type: none"> Products produced from pyrolysis – carbon black, crude oil, steel (easily accessible markets for steel) Oil can be used for energy generation; additionally, with a refinery plan, crude oil can be fractionally distilled to produce 7 other high-quality products like kerosene (jet fuel) <p>Vision:</p> <p>To become the leading recycled raw material company on the continent, by producing high-quality recycled raw material that meets industry standards, supporting research and development into new markets and sustaining existing markets.</p> <p>Mission:</p> <ul style="list-style-type: none"> Recycle waste tyres in an environmentally friendly manner, to help eliminate the mounting waste problem facing our country Provide industry with high-quality recycled raw materials, so that the material can be absorbed by the market thereby turning a challenge into a solution Create and grow existing markets for recycled products, to ensure the continued consumption of recycled products Foster an environment that supports the creation of sustainable SMEs, and thus leads to more formal work for the communities 			<p>Ayub Patel, Engineer, Evergreen</p>

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<p>Operating model:</p> <ul style="list-style-type: none"> • Aim to produce the following products: <ul style="list-style-type: none"> ○ 45-55% fuel oil ○ 30-35% carbon black ○ 10-15% steel wire ○ 8-10% gas • We aim to address the historical and arising stockpiles, particularly as demand for products grows, by allocating 100% of tyres (stockpiles and arising) to pyrolysis • Key factor in driving demand is the presence of processors to refine product outputted from pyrolysis • Create new markets for products (SiC, bricks, fertiliser, etc.) <p>Social upliftment:</p> <ul style="list-style-type: none"> • A portion of the revenue will be used to create and sustain various community upliftment initiatives (bursaries, STEM facilities, skills development programmes, innovation centres, etc.) • Refinement and processing to carbon black and produce a suitable burning fuel <p>Business model – establish a single pilot from which others can model pyrolysis and downstream refinement processes:</p> <ul style="list-style-type: none"> • Two 20T pyrolysis plant = recycle 14 400 tonnes per year • Plant 1 20T – OTR tyres • Plant 2 20T – passenger tyres • Plants in same area • Depot in proximity of plants • Delivery of OTR and normal vehicle tyres separate <p>Supply of tyres – how we plan to acquire tyres:</p> <ul style="list-style-type: none"> • Comply with the approved waste tyre management appointees for acquisitions and logistics of the waste tyres • Tyre at depot = 7 525 tonnes (REDISA stats) • Potential supply of tyres in Mpumalanga is 70 000 tonnes per annum, which is ideal for the pilot's target • The two plants will process 20% of estimated tonnage per annum • 80% capacity addressable by other initiatives: <ul style="list-style-type: none"> ○ Rubber tile production ○ Rubber flooring ○ Replication and learning opportunities of our business model by entrepreneurs 			

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Question		Answer	
<p>Question 1:</p> <p>What is lacking from your presentation is the offtake detail.</p> <p>A. Who is going to buy this product?</p> <p>B. Do you know the pricing structure and the demand and do you believe there is money to be made out of the products of your process?</p> <p>Answer 1:</p> <p>A. We are currently working on offtake agreements for our plant. There has to be a fair amount of post-processing for product from pyrolysis for it to make economic sense.</p> <p>B. Yes there is money to be made. According to our models the business is profitable considering that post-processing takes place.</p>		<p>Khotatso Moloi, Waste Tyre Management Forum</p>	
<p>Question 2:</p> <p>Are you a plan or a business? If you are a plan based on Section 28, what are you asking for – exclusivity or pyrolysis?</p> <p>In your presentation, you mention funds of R200 million for your start-up – are you asking government to fund your business?</p> <p>Answer 2:</p> <p>Our plan is a business – we do not cater for the entire value chain. We are not looking for financing from the government.</p>		<p>Victor Molefe, Waste Tyre Management Forum</p>	
<p>Question 3:</p> <p>Where is my interest as a depot storer in your plan?</p> <p>Answer 3:</p> <p>Our plan doesn't talk to the entire management of the value chain. We would offtake from the depots for processing in the pyrolysis process.</p>		<p>Nokuzola Adam, Depot Manager</p>	
<p>Question 4:</p> <p><i>Comment</i></p> <p>There is not a lot of meat in this proposal – and it is unfair to the entire value chain. There is no mention of transportation, recycling, etc.</p> <p>Answer 4:</p> <p>We submitted our plan, which was from the beginning not intended to include the entire industry but nevertheless we were invited to participate by the Department.</p> <p><i>DEA providing clarification on plans</i></p> <p>As I indicated when we opened, the Minister received four plans which require substantiation should they be excluded from the public hearing process.</p>		<p>Lyndon Johnson, MRT</p>	

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<p>Question 5:</p> <p>This plan is not considering all participants in the value chain and it is concerning. What is our future is the existing participants?</p> <p>Answer 5:</p> <p>Our plan was to work with another plan owner and from our point of view we are not looking at collectors, recyclers, etc.; and the existence of an overarching manager would manage other stakeholders in the industry.</p>		<p>Nokuzola Adam, Depot Storer</p>	
<p>Question 6:</p> <p>A. On your diesel refinement processes, would there have to be changes to the legislative parameters for sulphur content that the Minister would need to consider?</p> <p>B. What is your plan with the taxes and levies?</p> <p>Answer 6:</p> <p>A. I am not sure where the higher sulphur content would fit in with the legislation, we'd have to consult on that.</p> <p>B. Even with the taxes and levies factored in for the diesel, it would still be profitable to proceed with our operations.</p>		<p>Ian, Siyphambili Recyclers</p>	
<p>Question 7:</p> <p>Are proponents required to attend all sessions if they are asking for public funds?</p> <p><i>Response from facilitator</i></p> <p>I don't think a question like that is fair to the proponents – they do not set process.</p> <p><i>Response to facilitator</i></p> <p>I am asking him to comment on his participation in all the sessions. Any inference made from that about other participants is not my issue.</p> <p>Answer 7:</p> <p>It was not communicated that it is compulsory to attend all sessions and though we have regretably missed two, we tried our best to organise our schedules to make it to these sessions.</p>		<p>Khotatso Moloji, Waste Tyre Management Forum</p>	
<p>Question 8:</p> <p>What is your core business? Are you selling pyrolysis machinery or will you be processing using pyrolysis?</p> <p>Answer 8:</p> <p>We are not manufacturers of the equipment – we will be doing pyrolysis ourselves.</p>		<p>Victor Molefe, Waste Tyre Management Forum</p>	

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Question 9: Comment The presentations are unfair because they don't share the same scope – the presentations should be structured around capabilities, impact, etc.		Vusindlovu Mzileli, Emalahleni Local Municipality	
Answer 9: N/A			
Question 10: If you get a tender for pyrolysis are you going to partner with a plan owner to address the value chain?		Lyndon Johnson, MRT	
Answer 10: Yes. we will work with any of other plans pending the decision from the Department. We will not be looking to do pyrolysis in the country.			

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TWAMISA

DG announced to the audience that TWAMISA had sent an email expressing their previously booked SA Express flight which was grounded – it was suggested those in attendance vote on the option to provide TWAMISA an opportunity to connect electronically and participate in the public hearing.

1. *Question – Lebogang Selepe, Waste Tyre Management Forum*

If I were not able to make it in person, would you accommodate me participating via video conferencing?

Response to Question

2. *Comment – Khotatso Molefe, Waste Tyre Management Forum*

Under what process guideline are we accommodating this video proposed by TWAMISA? Is it an exception? Are there provisions for it in the rules?

Response from Lindiwe Gadd, Facilitator

For the benefit of those attending these sessions for the first time, we would like to provide the opportunity for the forum to choose whether or not they would like to see this presentation.

3. *Comment – Khotatso Molefe, Waste Tyre Management Forum*

This process is not about the proponents – it is about current participants in the value chain who are active citizens and I think the Department has been captured making privileges for the plan owners (namely TWAMISA). Why is the Department going out of its way to make a special dispensation at the expense of the majority for the second time, because it was done before in Bloemfontein.

4. *Question – Lyndon Johnson, MRT*

TWAMISA looks like an afterthought of the industry. The plan speaks of OTRs and then afterwards mentions passenger tyres.

Response to question – Nosipho Ngcaba, Chairperson, DG, DEA

The plan proponents will have to answer that.

The DG advised participants to give their views of their desire to accommodate TWAMISA via video conferencing. Participants who hadn't spoken were encouraged to give their views. Questions raised above were not answered to direct the conversation towards making a decision about TWAMISA's participation in absentia.

5. *Comment – Ian, Siyaphambili Recyclers*

I think we need to move on. Their absence is unfair.

6. *Comment – Viwe Boyana, Beaufort Development co-operation*

They should be given a chance, if there is a video link.

7. *Comment – unidentified transporter*

I'm in support of TWAMISA presenting because it impacts our future and we've spent a lot of money getting here.

Conclusion – Nosipho Ngcaba, Chairperson, DG, DEA

I agree with the comments that these sessions are not necessarily for plan proponents, but I would like to give interested and affected parties the opportunity to put forward their thoughts as far as possible.

The DG moved to conduct a vote. Considering the last statement made, the attendees agreed to allow TWAMISA an opportunity should they be able to connect to the session electronically.

Forum moved to a vote to accept TWAMISA – including those who were against their participation initially.

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Waste Bureau Presentation and Closing			
Overview of Network		Nolwazi Tetyana, Specialist Advisor, Waste Management Bureau	
<p>There exist over 2000 collection points inherited from REDISA. WMB cannot service all collection points due to capacity constraints regarding collection, storage and processing. There is an ongoing process to register dealers.</p> <p>The number of dealers totals 225 across the country. Additionally there are 213 active micro-collectors, 23 micro depots, 67 primary transporters and 10 secondary transporters.</p>			
Operational Performance			
<p>We compared our performance to REDISA: Between October 2017 and March 2018, the WMB collected 47 000 tonnes of waste tyres. When we annualised the figures (converted to show comparative performance over a year); the Waste Management Bureau collected just under 94 000 tonnes of tyres while REDISA collected just under 93 000 tonnes of tyres.</p> <p>We achieved a 21.5% annualised recycling rate (as a percentage of waste tyres arising) versus REDISA's recycling rate of 14.9%.</p>			
Waste Bureau Successes			
<p>We achieved the following over a six-month period:</p> <ul style="list-style-type: none"> • Ensured the continuation of waste tyre operations from June 2017 • Utilised a lower operational cost compared to its performance • Outperformed REDISA in collections and recycling • Operated with fewer human resources – 34 people vs. 178 people associated with REDISA • Achieved collection and recycling targets despite full depots and the prohibition of exports • Onboarded industry participants efficiently • Ensured the fast activation of new depots 			

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<p>Monitoring Framework</p> <p>The framework we intend using when we change our role from operations to that of monitoring the plan, which is still a work in progress, is as follows:</p> <ul style="list-style-type: none"> • Baseline and target setting for 5 years • Waste flow tracking • Prioritisation of reuse and recycling • Labour intensity assessment • SMME development • Effectiveness & impact assessment of the plan • Measurement of cost efficiencies • Adherence to levels of regulatory compliance for facilities / operations • Skills development • Projection of financial flows • Production of externally audited financial statements • Production of annual external performance audit • Production of annual business plans • Monthly & quarterly reporting 			
Question		Owner	
<p>Question 1:</p> <p><i>Comment</i></p> <p>Each plant should have a tyre recycling plant that converts a solid tyre into crumbs for bricks. There are a lot of applications for recycled goods.</p> <p>The current model just transports tyres from one hub to another without really addressing the issue. Ideally you require a recycling plant for each province with capacity to offtake from the system.</p> <p>Answer 1:</p> <p>In the presentation, we highlighted the many challenges we face with regards to recycling and the above is certainly one of our biggest challenges. We have begun engagement with various companies to look at opportunities for offtake for use elsewhere and we are going to release a tender process for additional processing capacity.</p> <p>Depots were already full when we took over in October, which is why our short-term plan encourages us to open depots to deal with capacity in terms of depot space.</p> <p>Our short-term response is to move tyres from regions without processing capacity to regions with capacity, hence why there is perception that we're moving tyres from depot to depot.</p>		Lyndon Johnson, MRT	

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<p>Question 2:</p> <p>The presentation spoke of an automated system and I imagine that it has been procured with public funds. Would you be willing to share this information system to the newly awarded plan owners?</p> <p>Answer 2:</p> <p>A lot of the current participants have been consulted to gather requirements for the new system. Since the system is designed for the benefit of participants then we would be willing to share the system with the new plan managers.</p>		Khotatso Moloi, Waste Tyre Management Forum	
<p>Question 3:</p> <p>How did the Waste Bureau manage to do this job with less than 10 people to manage this crisis? Additionally, I'd like to state that I'm not quite sure about the validity of the new information system implemented as government's track record of systems is not stellar.</p> <p>Answer 3:</p> <p>A war room was set up in the Director General's boardroom to track our progress and initiatives. We had to justify our presence in the DG's boardroom to make sure we delivered. We also had high-impact, dedicated people assigned to our teams, which made a world of a difference.</p>		Bongani Mthembu, Waste Tyre Management Forum	
<p>Question 4:</p> <p>Our contract is expiring with the Waste Bureau in September this year. If we are awarded any of the new tenders, how many years do we have to contract?</p> <p>Answer 4:</p> <p>The tenders are not out yet. We are looking at more than one year due to the intensity of processes required from the tenders. We're looking at 3 – 10 years and the details will be listed in the tender.</p>		Nokuzola Adam, Depot Manager	
<p>Question 5:</p> <p>You are in the process of revisiting the registration of the Waste Bureau as a public entity. How far are you with that process?</p> <p>Answer 5:</p> <p>The process is under review with Parliament. They are currently looking at the changes proposed in the Waste Act to accommodate the new role of the Waste Bureau, which includes:</p> <ul style="list-style-type: none"> • to provide for a board for the Waste Bureau; • how the board gets elected; and • making the Waste Bureau a public entity. 		Lebogang Selepe, Waste Tyre Management Forum	

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<p>Question 6:</p> <p>The previous plan had an operational cost of R1 billion and one of the new plans proposes the same amount for the first year of operations. How did the Waste Bureau then determine its budget of R210 million for operations?</p> <p>Answer 6:</p> <p>The R210 million is not sufficient. We've established, whilst operating, that our projections fell short. For this year, we estimate just over R350 million to increase process efficiency and capacity by 50%.</p>		<p>Victor Molefe, Waste Tyre Management Forum</p>	
<p>Question 7:</p> <p><i>Directed to the Department</i></p> <p>Will there be new legislation in future to address the high sulphur content produced in diesel and other fuels from the pyrolysis process?</p> <p>Answer 7:</p> <p>The legislation on fuel specifications is a collaboration of decision-making with the Department of Transport and the Department of Energy.</p> <p>The cars that are being made already take cleaner fuels than what is achievable by pyrolysis. Thus I do not foresee the reversal of that decision. We could talk about further investments in the processing of pyrolysis and how best we can capitalise on research.</p>		<p>Ian, Siyaphambili Recyclers</p>	

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<p>Comment from the floor before DG can proceed with closing the hearing:</p> <ul style="list-style-type: none"> • There is misinformation about the validity of the Waste Tyre Management Forum, some are calling it a rented forum • It is not a forum set up by the Department • Let it be on record that this forum represents 122 companies and individuals, specifically set up by industry participants • Speaker makes an analogy using a Sesotho saying which translates into <i>those who wear the shoe are those who feel it's pain</i> emphasising that as participants in the industry, they are the ones who really feel pain and they have made financial sacrifices to be at the hearings • They grew from a group 7 people to 122 members • Those who make derogatory remarks are driven by malice and the Forum will take note of those comments; such commentators are enemies of our Constitution <p>The Forum is pursuing the opportunity presented in this fully lawful process</p> <p><i>Question – Lyndon Johnson, MRT</i></p> <p>Since TWAMISA was not able to present to us, what happens to them moving forward? Are they cut out? What happens?</p> <p><i>Response from Nosipho Ngcaba, Chairperson, DG, DEA</i></p> <p>As I indicated when we started, we communicated to the four plan proponents in writing inviting them to these hearings. One of the plan proponents, JPC, has been consistently absent and TWAMISA was not able to present itself due to technical issues. Thus, my response to you would be to voice any outstanding questions and comments in writing before the submission deadline of 7th June.</p>		<p>Khotatso Moloi, Waste Tyre Management Forum</p>	
<p>Announcements</p> <ul style="list-style-type: none"> • This is a legal process and we aim for the processes to be transparent and imply accountability. • The Waste Bureau will provide documents to the waste proponents and they will receive information on the operations they did not have before. • All participant details will be kept confidential as per the POPI Act. • We transitioned participants from the REDISA plan based on the identified databases submitted by the liquidators and proof of the contracts. • We have requested the plan proponents to submit questions and comments in writing as well – which will inform their resubmissions. • There are meetings on Wednesday 6th June and Thursday 7th June with government departments – national departments such as DTI, Treasury, etc. We have asked representatives of local government and provincial colleagues to attend these inter-departmental sessions which will be documented and presented to the Minister. Each plan proponent will be given a 3-hour opportunity to interact with the governmental counterparts on the validity of their plans. • What worked well with REDISA will be kept, what we learn from the Waste Bureau will remain and additional improvements from the new plans will be incorporated. • Tenders that have been put out do not imply that plans will not be approved. They are in line with the period given to the Waste Bureau to ensure stability. 		<p>Nosipho Ngcaba, Chairperson, DG, DEA</p>	

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Next Steps:		Nosipho Ngcaba, Chairperson, DG, DEA	
Requests for clarity from Proponents:			
<ul style="list-style-type: none"> • Requests for clarity by plan owners must be made in writing to the Department • Written requests will also be received and reviewed by the Department • Please send an email to Mr Anben Pillay APillay@environment.gov.za for such requests 			
Written comments from interested and affected parties:			
<ul style="list-style-type: none"> • Written comments on the plans should be submitted to Ms Mamogala Musekene MJMusekene@environment.gov.za; Environment House, 473 Steve Biko Street, Arcadia, Pretoria or Department of Environment Affairs, Private Bag X 447, Pretoria, 0001 			
The deadline for all written commentary is 7th June 2018			
<ul style="list-style-type: none"> • The DEA, Waste Bureau and other relevant government departments (DTI, Treasury, etc.) will convene a special meeting to interact with the plan owners for purposes of clarity after the last public hearing • Special meeting will be held between the 5th and 7th June 2018 • After receiving written comments by the closing date (7th June 2018), the Department will consolidate all written comments, which will then be sent to the plan owners • Comments received will also be published on the DEA website • Plan owners will be expected to respond to comments by addressing, upgrading or re-adjusting their plans within a specified timeframe • Once plans are re-submitted to the Minister, the Department will analyse the responses and compile a register against written comments • A final adjudication/review of the plans will be undertaken • Based on all above inputs and processes, the Minister will make a decision and publish a notice in a gazette 			