

COEDMORE COMMUNITY INDUSTRIAL LIAISON COMMITTEE

Minutes of Meeting held at 10:00 on Tuesday 11 August 2026

AfriSam, Coedmore Rd

Present (as per attendance register)

Norman Gilbert (NG)	Ward Councillor
N Jiveshnee (Nji)	InterCement
Nokubonga Jukumba (NJ)	eThekwini Health
Lloyd Maringa (LM)	AfriSam
Thando Madima (TM)	eThekwini
Thomas Maduraimuthu (TMa)	eThekwini Roads & Stormwater
Innocent Mafukidze (IM)	Jeremiah Trucking
Sbonga Masuku (SMa)	eThekwini
Thanduxolo Nomatshila (TN)	Ezemvelo
Jean-Michael Olivier (JO)	Much Asphalt
Lionel Pillay (LP)	InterCement
Luansha Rampersad (LR)	InterCement
Asanda Skhosana (AS)	InterCement
Trevor Thompson (TT)	Much Asphalt

Johan van Zyl (JvZ) Resident

Secretariat

Mrs Rose Owen (RO) Phelamanga

Apologies

Kerven Moodley (KM) eThekwini
Sam Windvogel (SW) Ward Councillor

INDEX: ABBREVIATION OF NAMES	
AC	Amahle Cele
AGo	Andiswa Gogela
AS	Asanda Skhosana
CB	Claudia Botha
GH	Gavin Hegter
IM	Innocent Mafukidze
JM	Jongikhaya Mbambe
JO	Jean-Michael Olivier
JvZ	Johan van Zyl
KM	Kerven Moodley
KN	Kyle Naidoo
LM	Lloyd Maringa
LMO	Logan Moodley
LP	Lionel Pillay
LR	Luansha Rampersad
ML	Mlungisi Langa
MN	Malcolm Naidoo
NG	Nolwandle Gcaba
NGo	N Gopichand
NH	Nikosha Harrilonbind-Pillay
NJ	Nokubonga Jukumba
Nji	N Jiveshnee
NL	Nqobile Lukhozi
PM	Pragashan Moodley
PNg	Phumulani Ngema
PR	Phathu Raphaelalani
RO	Rose Owen
RT	Roxane Thaver
SJ	S Jones
SMa	Sbonga Masuku
SM	Sthembile Mbokazi
SMq	Siphelelo Mqadi
SR	Shivanie Rambaran
ST	Smangele Tshabalala
SW	Samantha Windvogel
SX	Sibusisiwe Xulu
TM	Thando Mdimma
TMa	Thomas Maduraimuthu
TN	Thanduxolol Nomatshila
TT	Trevor Thompson
VW	Victor Mwape
YC	Yolande Cloke

ACTION

1. WELCOME AND INTRODUCTIONS

- RO welcomed everyone to the meeting and thanked them for attending.
- She asked everyone to introduce themselves and who they represented.
- LR provided a safety briefing, noting that all stakeholders must be very cautious on site and no person may walk within the site unaccompanied by an NPC staff member.

2. APOLOGIES

- Apologies were noted as recorded above.

3. SAFETY BRIEFING

- LR provided the safety briefing on behalf of the host site, welcoming both returning and first-

	<u>ACTION</u>
time attendees. 2. In the event of an emergency or evacuation, attendees were advised to make their way down the stairs and assemble at the designated assembly point in the car park. 3. Ablution facilities were pointed out down the passage (both ladies' and gentlemen's facilities). 4. Attendees were invited to help themselves to tea, coffee and refreshments provided.	
4. PURPOSE AND FORMAT 1. RO gave an overview of the purpose and format of the Forum as per the Terms of Reference with the aim of ensuring all stakeholders present where able to gain value from the interactions. 2. RO noted this was to focus the meeting and our discussions on the community; their experience and how as a collective we respond. 3. To be conducted in good faith, tackling issues. Ways the community and industry can work together to resolve any issues.	
5. ACCEPTANCE OF AGENDA 1. RO asked if there were any items people felt should be added to the agenda. 2. RO advised of an additional item at 11.2, received by WhatsApp from a community member the previous afternoon, regarding trucks moving through the area outside of curfew hours. 3. NJ requested a further item was added at 12.1 (Any Other Business) regarding Scheduled Activity Permits (SAPs). 4. The agenda was accepted and adopted.	
6. MINUTES OF THE PREVIOUS MEETING HELD ON 12 MAY 2026 The minutes were confirmed as a true reflection and signed by secretariat.	
7. MATTERS ARISING FROM THE PREVIOUS MINUTES	
7.1. COEDMORE ROAD 1. This remains a standing item, covering speed management, and road repairs and maintenance. 2. Industry was thanked for its previous follow-up on the pothole repair (undertaken using crusher dust/gravel). 3. JvZ noted that although the water pipe leak underneath the road had been attended to, the excavation had not been permanently backfilled or repaired; the area remains taped off, and the leak appears to be tracking further along the road. 4. RO confirmed she had followed up with Metro Police regarding patrols; Metro Police advised that they should be alerted to any specific incident so that they can respond and send officers through.	eThekwini to follow up
7.2. N2 ONRAMP 1. The formal temporary Much Asphalt on-ramp/off-ramp is now in place. Following engagement with the main contractor, signage, speed restrictions and lane-closure signage have been erected on the N2, and New Jersey barriers have been installed. 2. The fence and gate are still to be installed, anticipated within the next 2-3 weeks, after which night-time truck movement through the residential area via Coedmore Rd should stop. 3. Regarding the informal ("illegal") ramp at the rear of the site: rocks placed to close it off have proved effective in preventing its use, including during an incident where vehicles attempting to use the informal route became stuck. JvZ requested that the rocks remain in place. Metro Police indicated they may install an additional barrier.	Much Asphalt to follow up
7.3. SPAZA STORE 1. Further to the previous motivation submitted to the relevant municipal department (via NG) requesting a red line/no-stopping zone outside the spaza store, the response received was unsupportive, on the basis that the width of the road itself is considered sufficient to prevent stopping. 2. NG confirmed he had appealed the decision but had not yet received feedback. 3. It was agreed that a further response would be submitted noting that, in practice (lived experience), people do stop despite the road width, and that better enforcement is required.	RO and NG to follow up

ACTION

7.4. TOWING COMPANY

1. There remains no clarity on whether a Scheduled Activity Permit (SAP) is required/held for this operation.
2. NJ reported that KM had updated her with new information that the operator's registered address may be City of Refuge Church, 176 Coedmore Road, although vehicle access to the site is via "Unit" Road. KM is following up to confirm the correct address and the zoning of the property, as any SAP application must begin with confirmation of zoning.
3. Discussion noted that where the access point differs from the registered address, this may still need to be interrogated as part of any SAP assessment, alongside applicable by-law restrictions.
4. The operation is understood to be linked to the same property owner previously associated with Jeremiah Trucking (which relocated from the area in approximately February 2026); ongoing community concerns were raised regarding tankers standing overnight, night-time vehicle movements outside of any curfew (as no SAP is currently held), and possible tanker-washing/wastewater impacts on site.
5. NG noted that KM needs to confirm zoning and NG would lodge a formal complaint with Land Use Management for investigation.
6. It was suggested that, as was done previously with Jeremiah Trucking, the operator be invited to attend a future Forum meeting once contact details are obtained.

NG and KM
to follow
up

RO to fol-
low up

8. DUST AND AIR EMISSIONS MONITORING

[See annexure for links to .pdf presentations]

8.1. AFRISAM

1. AfriSam monitors dust fallout using 12 sampling buckets: some positioned on-site (used for internal task management, not for compliance purposes) and others positioned along the fence line and in residential areas for compliance monitoring, measured against the regulatory limits of 600 mg/m²/day (residential) and 1,200 mg/m²/day (non-residential).
2. No exceedances were recorded in the previous 12-month period (two non-sequential exceedances are permitted within any 12-month period under the applicable standard).
3. An elevated residential result had previously been recorded at ACd-7 in December 2025; June 2026 results were well below the applicable limits across all monitoring points, with no concerning trend identified.
4. On-site (non-compliance) monitoring points ACd-1 and ACd-2, though close to areas of high activity, remained well below the internal quarry target of 1,600 mg/m²/day.
5. No questions were raised.
6. Load covering (matter arising from the previous meeting): no material update was available. AfriSam confirmed it continues to monitor load covering via its existing procedures, and that all loads leaving the site continue to be covered as normal; a recent reduction in sales volumes has somewhat reduced overall truck movement.

8.2. NPC INTERCEMENT

1. AS reported that fence-line dust fallout monitoring uses buckets at four points (Admin Area, Railway, Tipler Area and SHE Office), plus an additional gypsum-stores bucket used for trend analysis only. No exceedances were recorded for the period under review.
2. Residential monitoring is conducted at four points (90 Coedmore Road, Ballarat Avenue, Braid Avenue and Old Mill Way). No exceedances were recorded.
3. The Old Mill Way sample for June 2026 was contaminated (the sampling methodology was compromised, e.g. by debris or foreign material in the bucket - on past occasions this has included a bird carcass) and was therefore excluded from the reported results; all other June 2026 results were within the applicable limits.

8.3. AECI MUCH ASPHALT

1. JO provided a report noting It was noted that an elevated dust fallout reading had recently been experienced, attributed to damage to the bag-house dust-collection compressor (reportedly

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caused during an attempted cable theft while the plant was operating). 2. A temporary, smaller compressor lacked sufficient capacity to run bag-pulsing and full plant operations simultaneously, requiring intermittent plant shutdowns. 3. A full bag-house refurbishment has since been completed. A replacement compressor, delayed briefly by adverse weather affecting the mountain pass, was expected to be installed and operational within a day of the meeting. 4. In response to a query from RO, JO confirmed that bag changeovers do not create visible dust spikes, as bags are only emptied and replaced once fully depleted, and any residual dust is contained within the housing rather than released. 5. RO requested (consistent with practice at other similar forums) that industry proactively notify the community in advance of any planned major maintenance, repairs or upgrades likely to cause atypical noise, smoke or dust, so that residents are not caught by surprise and can help flag any deviation from what was communicated	Industry Partners to follow up
9. WATER MONITORING [See annexure for links to .pdf presentations]	
9.1. AFRISAM 7. LM reported that AfriSam monitors surface water at four points: the quarry pit (ACsw-7), the plant sump (ACsw-9), and the Londonspruit upstream (ACsw-8) and downstream (ACsw-5) of the operation. The Umhlatuzana River is not monitored, as the operation is downstream of it. 8. Water collected in the pit and sump derives solely from stormwater run-off and natural collection; no water is pumped or abstracted from the rivers. 9. A new mining level (Level 14) was opened in approximately May 2026 via a “box cut”, which currently holds a comparatively small volume of water. This concentrates certain determinants (e.g. nitrates and sulphates originating from the ammonium-emulsion blasting agent) due to reduced dilution, particularly during the dry winter season. 10. June 2026 results: electrical conductivity and nitrate/nitrite exceeded the WUL and GA discharge limits at both the quarry pit (ACsw-7) and plant sump (ACsw-9); ammonia, nitrate/nitrite and manganese were outliers relative to historical data at both points, attributed to blasting in a confined, low-volume area. 11. Londonspruit (upstream ACsw-8 vs downstream ACsw-5): substantial unfavourable changes (>20%) were recorded downstream for electrical conductivity (+213%), turbidity (+311%), fluoride (+40%), nitrate/nitrite (+170%), sulphate (+1,997%), boron (+94%), sodium (+131%) and ammonia (below detection upstream, 2.2 mg/L downstream). Substantial favourable changes were recorded for E. coli (-36%), total coliforms (-28%), iron (-30%) and phosphate (below detection downstream). Nitrate/nitrite exceeded the WUL discharge limit downstream only; faecal coliforms and nitrate/nitrite exceeded GA discharge limits downstream only; nitrate/nitrite exceeded SAWQG at both positions, and ammonia exceeded SAWQG downstream only. 12. Extensive discussion followed on the magnitude of the percentage increases recorded (e.g. sulphate +1,997%, nitrate/nitrite +170%). It was noted that at other forums a relative percentage difference of up to approximately 30% between duplicate laboratory samples is generally treated as acceptable variance; the increases recorded here were considered far in excess of this and were queried as a potential concern rather than routine variance. 13. LM explained that the increases are attributable to the concentrating effect of blasting-emulsion residues (nitrates/sulphates) discharging into a small, largely undiluted volume of water during the dry season, rather than any change in blasting volumes. 14. LM confirmed that no treatment is currently applied to water prior to discharge; settling ponds are used to allow solids to settle out before the water is sampled/managed. AfriSam is pursuing an amendment to its Water Use Licence to introduce a stricter internal limit. 15. Given forecasts of a severe El Niño-driven dry season for the coming year (potentially more severe than 2015), it was agreed that this concentration effect could recur, and that a means of managing discharge (without flooding the site) needs to be developed.	AfriSam to follow up

ACTION

16. LM to raise the water-quality concentration issue with AfriSam's environmental team/consultant to determine whether treatment options exist, and to report back to the Forum on managing discharge going into the dry season.
17. AfriSam noted it intends to query, under its WUL, the unit of measurement specified for faecal coliforms (Units/ml under the WUL, versus the more standard Units/100 ml under the General Authorisation), as a potential discrepancy requiring correction with the licensing authority..

10. NOISE MONITORING

1. It was noted that noise monitoring for 2026 falls to AfriSam; LM presented.
2. AfriSam monitors the noise impact of its operations on the surrounding community within a 1 km radius, primarily via perimeter fence-line survey points, on the basis that fence-line compliance provides assurance of compliance further afield.
3. Eight survey points are used: ACn-1 and ACn-2 (classified Industrial District); ACn-3, ACn-5 and ACn-6 (classified Urban District with Main Roads); and ACn-7 and ACn-8 (classified Urban District).
4. Results are measured against the SANS 10103:2008 guideline levels (Industrial: 70 dB(A) day / 60 dB(A) night; Urban with main roads: 60/50 dB(A); Urban: 55/45 dB(A)); this remains a guideline only, as eThekweni Metropolitan Municipality has not defined its own noise-rating zones. As operations cease by 22:00, only daytime surveys are conducted/required.
5. Results (LAeq): ACn-1 44.7 dB(A) and ACn-2 48.6 dB(A) (limit 70 dB(A)); ACn-3 50.8 dB(A), ACn-5 46.3 dB(A) and ACn-6 48.8 dB(A) (limit 60 dB(A)); ACn-7 48.4 dB(A) and ACn-8 48.4 dB(A) (limit 55 dB(A)). All results were below the applicable guideline. Key offsite noise sources identified included general road traffic, dogs barking and vehicles idling; onsite sources at ACn-1 included plant crushing, the quarry siren, reverse alarms and truck movements.
6. Recommendations presented: continue annual (or as-required) noise surveys; conduct additional surveys if complaints are received from offsite receptors; use noise-control devices (temporary barriers/deflectors) for high-impact activities; select and maintain equipment with the lowest practicable sound power, including reverse alarms and crushers; and keep audible warning devices at the minimum level required for employee health and safety.
7. AfriSam confirmed it has already changed the tone of its site sirens to a softer setting to reduce the community noise impact, and offered to share supplier details with Much Asphalt for consideration on their payloaders.
8. It was confirmed that residential noise monitoring captures ambient noise, including truck movements on public roads, and that on-site vehicles (ADTs etc.) are required to be fitted with properly maintained silencers.
9. LM to share details of the lower tone sirens with industry partners.

AfriSam to follow up

11. COMMUNITY MATTERS

11.1. EXPOSED WATER PIPES

1. TT and JvZ had not yet had the opportunity to discuss offline how best to assist the affected resident.

JvZ and TT to follow up

11.2. TRUCKS OPERATING OUTSIDE OF CURFEW

1. RO tabled a WhatsApp complaint received the previous afternoon from a long-standing resident (44 years), disputing the accuracy of, and consultation behind, arrangements recorded in previous minutes regarding trucks travelling on Coedmore Road at night, and reporting truck counts observed between 18:00 and 06:00 on the following dates:
 - 2-3 June - 146 trucks;
 - 25-26 June – 175 trucks;
 - 18-19 June - 114 trucks; and
 - 30-31 July - 102 trucks
 covering movements to and from AfriSam, NPC and Much Asphalt.
2. It was clarified for the minutes that Scheduled Activity Permits (SAPs) specify curfews and any permitted delivery allowances within those curfews, agreed through a formal process, and that

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these cannot be amended unilaterally by any individual industry member or resident. Existing allowances for NPC InterCement trucks date back approximately five to six years, to when the Coedmore bridge originally washed away, and were agreed with the Municipality and community at that time.

3. Industry representatives (Much Asphalt, AfriSam and others) queried the figures presented, noting that on their own understanding, night-time departures are typically low (in the order of 20 trucks on a busy day for Much Asphalt), that the last loads are generally dispatched by approximately 21:30 to be off-site by 22:00, and that the term "trucks" in the complaint is not clearly defined.
4. Other contributing factors were discussed, including: a nearby shipping-container depot lacking directional signage, which causes GPS navigation systems to misroute trucks via Coedmore Road (including via Bellair, the police station, and Royston Road), at times resulting in vehicles becoming stuck and having to reverse or double back (potentially leading to a single vehicle being counted more than once); the re-opened bridge, which now allows through-traffic unrelated to the Coedmore industries; and buses observed using the route.
5. It was agreed that industry should not disregard the complaint but should investigate thoroughly - via camera footage, weighbridge slips and logistics reports - to establish the true extent of industry's contribution relative to other traffic, and report back to the Forum.
6. It was agreed that the complainant be invited, via the Ward Councillor, to attend a future meeting for direct engagement, and be advised that curfew arrangements are unchanged from those previously agreed, together with the correct process for raising future concerns.

Industry Partners to follow up

RO and NG to follow up

12. ANY OTHER BUSINESS

12.1. SAP

1. NJ noted that SAPs are required under the Municipality's Scheduled Activities By-law of 2019, which regulates activities likely to impact on human and environmental health. Section 5 of the by-law sets out the application requirements.
2. A key change from the previous by-law is that applicants must now pay a (variable, invoiced) fee before a permit is issued; previously no fee applied. Permits are now valid for five years (previously an initial permit followed by two-yearly renewal); on expiry after five years, a fresh application is required.
3. Current status: the permits for NPC, AfriSam Quarry, AfriSam Ready-Mix and Much Asphalt all expire in 2026. NPC expires 30 September 2026 and AfriSam Quarry/Ready-Mix expire on 30 November 2026 (applications and supporting documents already submitted; payment outstanding, NPC has made payment however correct POP required as opposed to the Remittance Advice). Much Asphalt expires on 30 August 2026; its application/documents had not yet been submitted at the time of the meeting.
4. The recommended lead time for renewal applications is 60 days before expiry. NJ confirmed there remained sufficient time for Much Asphalt to submit its outstanding documents, provided this was done by 20 August 2026, with any delay in payment able to be accommodated thereafter.
5. Broader discussion followed on whether load-covering requirements for third-party/private trucks collecting product (as opposed to company-owned/operated trucks) could be made consistent across all quarries' SAP conditions. It was noted there is currently no specific by-law governing how a load must be covered, only a general national requirement, which has made enforcement inconsistent between operators and created a competitive disadvantage for operators that do enforce covering. A uniform condition across all Scheduled Activity Permits in the area was proposed, to enable consistent Metro Police enforcement irrespective of which quarry is involved.
6. NJ, in consultation with TMA, to consider a uniform load-covering condition across all Scheduled Activity Permits as part of the current renewal round, and to develop a standard operating procedure for load covering with the quarries.
7. A specific concern was raised regarding a haulier using multi-link/crane-type trucks (rather than

eThekwini and Industry Partners to follow up

eThekwini to follow up

	<u>ACTION</u>
proper tipper trucks) to collect stone, resulting in overloading, inadequate load covering and spillage on Coedmore Road and onto the N2; photographic evidence was offered.	JvZ to follow up
12.2. PRIMARY SCHOOL INFRASTRUCTURE 1. IM reported to the meeting as an SGB representative the deteriorating structural condition of Bellair primary school (admin block wall and roof structure, including failing roof trusses), reported to have received no meaningful maintenance despite the school's age; a previous departmental payment of R20,000 was considered wholly inadequate to address the risk. 2. The matter was raised as urgent, given the safety risk to staff and learners. The Ward Councillor (NG) provided his contact details to the representative for direct follow-up, and offered to assist with escalating the matter to the Department of Education. It was noted that there may need to be communication with the Department of Public Works as well.	
12.3. FOOD / TUCK SHOP TRADING LICENCE 1. NG raised that a resident has sent him a complaint questioning how a container/tuck-shop operation on Coedmore Road had been granted a health licence to sell food, given its proximity to heavy truck traffic and cement dust. 2. NJ confirmed the operator holds a valid licence, having met the requirements for informal trading from a residential premises (service through a window only, with no customer seating or entry to the premises) as well as the requirements of the Food By-law and Regulation R638; the food-preparation kitchen (located at the rear) had been inspected and approved. 3. NG requested that the Health Department formally revisit the site, specifically during a period of high truck activity, to consider whether exposure to dust/pollution at the point of food preparation and service had been adequately taken into account, in addition to the standard hygiene requirements already assessed.	eThekwini to follow up
13. MEETING DATES 2024 10 February 2026 – AECI Much Asphalt 12 May 2026 – AfriSam 11 August 2026 – InterCement 10 November 2026 – AECI Much Asphalt	
14. CLOSURE There being no further business the meeting closed at 11.53.	

Read and confirmed this day of 20

Signature: Facilitator

Signature
Community / Council Representative

Signature
Community / Council Representative

Print Name

Print Name

Signature
Industry Representative

Signature
Industry Representative

Signature
Industry Representative

Print Name

Print Name

Print Name

ANNEXURE

The following links to the folder containing the presentations referred to above will be available in Phelamanga Projects' Dropbox until the next meeting of the ILF.

PRESENTATION	LINK	FILE SIZE
AfriSam	https://www.dropbox.com/scl/fi/pnqm7ululnjrhg7rhjhce/AfriSam-FULL-11-08-2026.pdf?rlkey=jev0n9w0melsaecijltqmorbw&dl=0	2 311 KB
AECI Much Asphalt	Not Available	KB
InterCement SA	Please contact us to request a copy of the report	889 KB