**MASA-NGWEDI TRANSMISSION POWER LINES**

**SOCIAL SPECIALIST INPUT**

On the

**ENVIRONMENTAL MANAGEMENT PROGRAMME**

For the

**CONSTRUCTION PHASE**

**DRAFT REPORT**

**SECTION B**

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# INTRODUCTION

Eskom Holdings Limited (Eskom) is aiming to construct the Masa-Ngwedi transmission power lines, which include 1x765kV and 1x400kV transmission power line that are under scrutiny in this report. In preparation for the construction of these lines, the proposed tower positions and route alignment have to be assessed from a heritage, avifauna, visual, social, and biophysical perspective.

This report records the findings of the social assessment for the second section of the route, from Turfpan to Paarl farm portions (approx. 39km): the start and end towers for the 765kV transmission power lines are towers 95 and 179 respectively; the start and end towers for the 400kV transmission power lines are towers 97 and 175 respectively.

# Objectives

The primary objectives of the social assessment are to ensure that potential social issues, that may delay the physical construction of the power lines, are identified and addressed. To answer these primary objectives, the secondary objectives are to:

* Identify sensitive areas from a social perspective;
* Determine the status quo of these sensitive areas;
* Determine the potential impact of these sensitive areas on the physical construction of the lines; and,
* Develop management strategies to ensure these potential impacts are mitigated.

# approach and methodology

The tower point positions and the proposed route of the Masa-Ngwedi transmission power lines were received from Eskom in Google Earth format (\*.kml). The social specialist then did a virtual walkthrough of the proposed route to identify sensitive areas from a social perspective. Satellite imagery from 2008 was used.

A field trip to get a better understanding of the complexities of the alignment from a social perspective was then conducted. The field trip did not include formal visits to any of the farm portions, but consisted of a vehicle trip following public roads in proximity to the route alignment.

The social specialist also assessed the documents provided by Eskom, including the Social Impact Assessment (SIA) conducted by said specialist in 2009. (A complete list of documents is provided in the main report). Based on the Social Impact Assessment of 2009, the criteria for an area to be considered sensitive from a social perspective were identified as follows:

* Human settlement within the servitude;
* Mining operations within the servitude;
* Agricultural areas (mostly cultivated and irrigated land) within the servitude; and
* Current or possible settlement encroachment on the servitude area.

Feedback from the relevant Eskom representative was sought to discuss the identified social sensitive areas to determine the status quo in terms of servitude negotiations on these points. Unfortunately, no feedback was received yet at the time of writing this report.

# Assumptions and limitations

* This study was carried out with the information available to the specialist at the time of executing the study, within the available period and budget. The sources consulted are not exhaustive, and additional information that might strengthen arguments or contradict information in this report might exist.
* It was assumed that the motivation for, and the feasibility studies for the project were done with integrity.
* This report should be considered in the context of the Social Impact Assessment Report that was compiled for the Delta-Epsilon project (2009). The mitigation measures for construction, as identified in the social impact assessment and the environmental management plan will be implemented during construction.
* The proposed mitigation measures contained in the social impact assessment and the social impacts addressed in the social management plan have been considered in the final route alignment, the placement of towers and the negotiations with farmers.
* It is not possible to, at this stage, propose alternative route alignments or tower positions, since these have been determined.
* The resettlement of people and compensation of structures and land have been negotiated with relevant project affected people.

# management of sensitive areas

Sensitive points and relevant mitigation measures were identified as per the table below:

|  |  |  |  |
| --- | --- | --- | --- |
| **Nearest tower** | **GPS points** | **Sensitivity** | **Management** |
| Tower 126, 1x400kV  | 24°18'17.35"S27°20'27.85"E | Structures within the servitude  | Construction will not start prior to the resettlement of project affected people living within the servitude and the demolishment of structures within the servitude in accordance with the agreements between Eskom and the relevant landowner.Landowners will be informed timeously when construction will take place, the duration of construction and what sortof construction activities to expect. |
| Tower 136, 1x400kV  | 24°21'3.20"S27°19'39.63"E |
| Tower 160, 1x400kV | 24°27'38.34"S27°17'45.60"E |
| Tower 119, 1x400kV | 24°16'31.23"S27°20'58.43"E | Agricultural land within the servitude | Construction will not start prior to the settlement of compensation for agricultural land affected within the servitude in accordance with the agreements between Eskom and the relevant landowner.Landowners will be informed timeously when construction will take place, the duration of construction and the type of construction activities to expect. |

# general management

General mitigation measures that should be implemented are discussed in this section.

**Communication**

* Inform landowners timeously when construction will take place on their property, the duration of construction and what sort of construction activities to expect during this time.

**Animals**

* Landowners should be consulted regarding the measures needed to ensure safety of their animals during the construction period. These measures should be implemented as agreed.

**Roads**

* Access gates on private property must be used with consent from the landowner.
* Roads should be maintained.
* Speed limits should be adhered to.
* Roads should be rehabilitated after construction.
* Existing road infrastructure should be used as far as possible.
* Should it be necessary to construct new access roads to the servitude, the landowners will be consulted to determine the preferred site for the access road.

**Noise, safety and economic impact**

* Landowners should be consulted and informed about construction times and activities, especially those with structures within 1 km of the servitude – although they do not fall within the servitude:

|  |  |
| --- | --- |
| **Nearest 400kV tower** | **GPS points of structures** |
| Tower 117, 1x400kV(approximately 4 sets of structures in close proximity of each other) | 24°15'58.79"S27°21'16.39"E |
| Tower 119-121, 1x400kV(approximately 13 sets of structures in close proximity to each other) | 24°16'30.23"S27°21'4.21"E |
| Tower 126, 1x400kV | 27°20'44.50"E27°20'44.50"E |
| Tower 135, 1x400kV(approximately 4 sets of structures in close proximity of each other) | 24°20'43.52"S27°20'18.94"E |
| Tower 155, 1x400kV | 24°26'14.86"S27°18'15.44"E |
| Tower 172, 1x400kV | 24°30'37.05"S27°16'57.50"E |
| **Nearest 765kV tower** | **GPS points of structures** |
| Tower 116, 1x765kV(approximately 10 sets of structures in close proximity to each other) | 24°15'58.52"S27°20'42.32"E |
| Tower 118, 1x765kV  | 27°20'46.37"E27°20'46.37"E |
| Tower 130, 1x765kV | 24°19'20.18"S27°19'38.73"E |
| Tower 157, 1x765kV | 24°26'11.27"S27°17'47.11"E |
| Tower 163, 1x765kV  | 24°27'33.88"S27°17'27.68"E |
| Tower 167, 1x765kV | 24°28'35.97"S27°17'12.50"E |

# Conclusions

A total of four sensitive points within the servitudes were identified, in light of the occurrence of structures and agricultural land within the servitude. Construction may not commence on these properties unless the resettlement has taken place, structures have been demolished and compensation for impacts on agricultural land has been determined. Those landowners with structures within 1 km of the servitudes will require a more intensive consultation process during construction, compared to those without sensitive structures.