



# **Proposed Thyspunt Transmission Lines Integration Project (TTLIP)**

## **FINAL MINUTES OF THE ROUTE REFINEMENT WORKSHOP**

**Held on  
Tuesday, 14 September 2010**

**at  
Brookes Hill Suites, Port Elizabeth**

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**SiVEST Environmental (Pty) Ltd**

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**Minutes prepared by:**

**Andrea Gibb**

It is important to note that the Minutes are not verbatim.

## TABLE OF CONTENTS

1	WELCOME AND INTRODUCTIONS .....	2
2	MEETING ATTENDEES .....	2
3	PURPOSE OF THE MEETING .....	2
4	BACKGROUND & PROJECT CONTEXT .....	3
5	NEED FOR THE SOUTHERN ALTERNATIVE (SOUTHERN FIRE BREAK) THROUGH LONGMORE FOREST .....	3
6	DISCUSSION SESSION AND QUESTIONS .....	3
7	CLOSURE AND WAY FORWARD .....	3

## **KEY STAKEHOLDER WORKSHOP:**

**Venue:** Brookes Hill Suites, Port Elizabeth  
**Date:** Tuesday, 14 September 2010  
**Time:** 11h00

### **1 WELCOME AND INTRODUCTIONS**

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Nicolene Venter thanked everyone present for attending the Route Refinement Workshop (RRW). The attendees were invited to introduce themselves and explain their respective roles in relation to the project.

Permission was requested and subsequently granted by the attendees, to record the meeting for minute taking purpose and should there be a query regarding a comment / question / concern raised, it can be verified.

The attendees were requested to identify themselves when raising questions, comments and/or concerns for minute taking purposes.

The attendees introduced themselves and stated their affiliation.

### **2 MEETING ATTENDEES**

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Apologies were received from the following representatives:

- Greg Ducie – Cacadu District Municipality
- Wayne Erlank – Eastern Cape Parks and Tourism Agency
- Sunette Maree – Kouga Local Municipality
- Fred Dennis – Kouga Local Municipality
- Willie Brink – MTO
- Deon Malherbe – MTO
- Graham Richards – Nelson Mandela Bay Metropolitan Municipality
- Adele Majal – Nelson Mandela Bay Metropolitan Municipality
- Mmamoloko Seabe – Eskom
- Joyce Mashiteng - Eskom

A copy of the Attendance Record is attached as Annexure A.

### **3 PURPOSE OF THE MEETING**

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The purpose of the Route Refinement Workshop was to:

- Provide a recap and overview of the proposed project;
- Discuss the possible routing of the proposed 3 x 400kV transmission power lines along the Southern fire break in the Longmore Forest area;
- Provide an opportunity for relevant decision-making parties to raise their issues and concerns relative to this routing;

- Agree on a sustainable route corridor through Longmore forest in order to enable SiVEST, the independent Environmental Assessment Practitioner, to proceed with the detailed specialist studies and consultation process;
- Briefly discuss the way forward and;
- Record comments, issues and concerns raised at the meeting.

## **4 BACKGROUND & PROJECT CONTEXT**

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Paul da Cruz presented a brief overview of the proposed project explaining the route corridors, project context and current status of the Environmental Impact Assessment (EIA) process. This was done in order to bring everyone up to date and provide a recap of the proposed project, as the project has been on hold for a number of months.

## **5 NEED FOR THE SOUTHERN ALTERNATIVE (SOUTHERN FIRE BREAK) THROUGH LONGMORE FOREST**

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Paul da Cruz explained the context of the northern corridor as it passes through Longmore Forest, mentioning that the corridors through Longmore Forest resulted from a request by MTO for the power lines to follow MTO's existing fire breaks, as they were concerned about the impact that the three parallel power lines would have on their forestry operations.

It was noted that the specialist investigations that were undertaken on the route corridor following the northern fire break at the end of 2009, revealed a number of fatal flaws.

It was pointed out that the project has been on hold for some time, but it was previously agreed at a meeting between MTO, Eastern Cape Parks & SiVEST on the 4<sup>th</sup> of December 2009 that an alternative corridor along the southern fire break of Longmore Forest should be investigated, which is the purpose of this workshop.

## **6 DISCUSSION SESSION AND QUESTIONS**

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Nicolene Venter suggested, and it was agreed by the attendees, that a 15 minute intermission be given for the representatives from the various departments to discuss and clarify their concerns before entering a time of open discussion.

Please refer to Annexure C.

## **7 CLOSURE AND WAY FORWARD**

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At the close of the workshop all attendees present agreed that:

- The specialists can proceed to investigate the southern alternative of the Northern Corridor, on condition that a wider corridor is investigated in the three areas of concern where the route traverses Longmore Forest plantation land.
- A follow-up meeting will be held in order to workshop the three identified areas of concern.

Nicolene Venter informed the attendees of the proposed dates for the upcoming meetings and specialist investigations, as well as the completion of the draft and final Environmental Impact Report.

She added that the RRW minutes, presentation, way forward and attendance record would be forwarded to everyone who attended the workshop and submitted apologies.

The meeting was closed at 13h30.

## **Annexure A**

### **ATTENDANCE RECORD**

**Attendance Register For Attendees RRW 14 09 2010**

<b><u>Mr/Ms</u></b>	<b><u>First Name</u></b>	<b><u>Last Name</u></b>	<b><u>Position</u></b>	<b><u>Company</u></b>
Mr	Dean	Wilson	Senior Negotiator	Eskom Transmission
Mr	Kevin	Leask	Chief Planner	Eskom
Mr	Klaas	Basson	Plantation Manager	MTO Forestry (Pty) Ltd
Mr	Ntuthuzelo	Ponoyi		Dept of Agriculture, Forestry and Fisheries
Mr	Samson	Malaka	Planning Engineer: Nuclear 1 Project	Eskom Generations
Mr	Tabo	Nokoyo		Dept of Agriculture, Forestry and Fisheries
Mr	Wellington	Ncete	Assistant Director: Regulation & Support	Dept of Agriculture, Forestry & Fisheries
Mr	Wesley	Berrington	Official	Nelson Mandela Bay Metropolitan Municipality
Ms	Abigail	Kamineth	Environmental Officer	Nelson Mandela Bay Metropolitan Municipality
Ms	Bev	Geach	Acting Manager: Scientific Services	Eastern Cape Parks and Tourism Agency
Ms	Gwendoline	Sgwabe	Deputy Director: Regulation & Support	Dept of Agriculture, Forestry & Fisheries
Ms	Jill	Miller		Nelson Mandela Bay Metropolitan Municipality
Ms	Kithi	Ngesi	Environmental Manager	Nelson Mandela Bay Metropolitan Municipality
Ms	Lerato	Mokgwathheng	Snr Environmental Manager: Thyspunt	Eskom Transmission
Ms	Siyabonga	Somjaliso		Cacadu District Municipality
Ms	Tracey	Potts	Coordinator: Baviaanskloof Mega Reserve	Eastern Cape Parks and Tourism Agency

Totals

## **Annexure B**

### **COPY OF PRESENTATION**

## ESKOM THYSPUNT TRANSMISSION LINES INTEGRATION PROJECT

### Route Refinement Workshop

Tuesday 14 September 2010

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## PROJECT OVERVIEW

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### Overview of Project

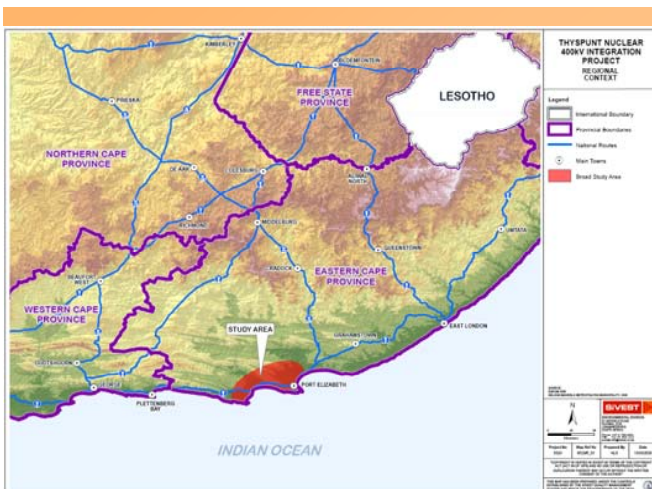
- Who is the Applicant?
  - ESKOM
- Who is the independent Environmental Consultant?
  - SiVEST
- Decision-making authority:
  - DEA
- Why do an EIA?
  - Legal requirement
  - To ensure environmental best practice

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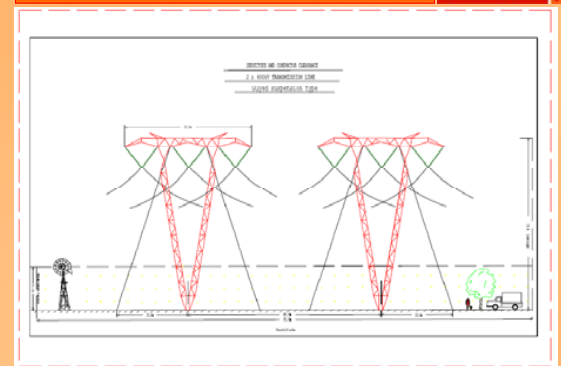
### Overview of Project

- Why is the project necessary?
  - The project is required to integrate electricity to be generated by the proposed Thyspunt Nuclear Power Station.
- What does the proposed development entail?
  - The construction of five 400kV Transmission lines. Two corridors are proposed, a Northern Corridor which will contain 3 lines and a Southern Corridor which will contain 2 lines. The proposed corridors will run between the proposed Thyspunt Nuclear Power Station High Voltage Yard to the existing Grassridge and Dedisa substations

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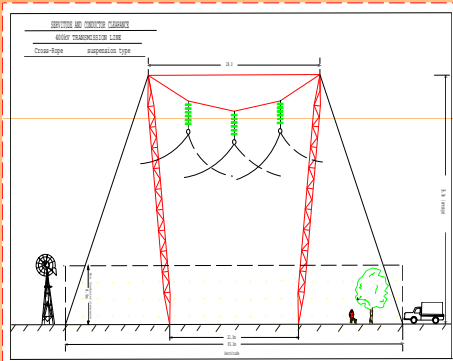
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## Cross-Rope Suspension Type

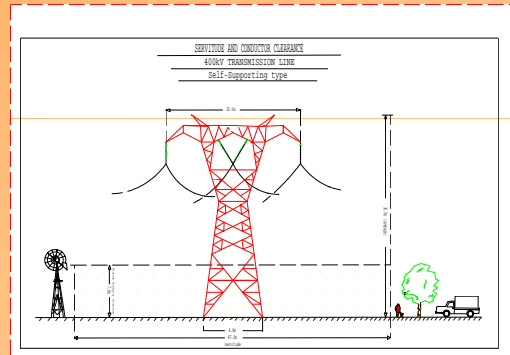
**SiVEST**



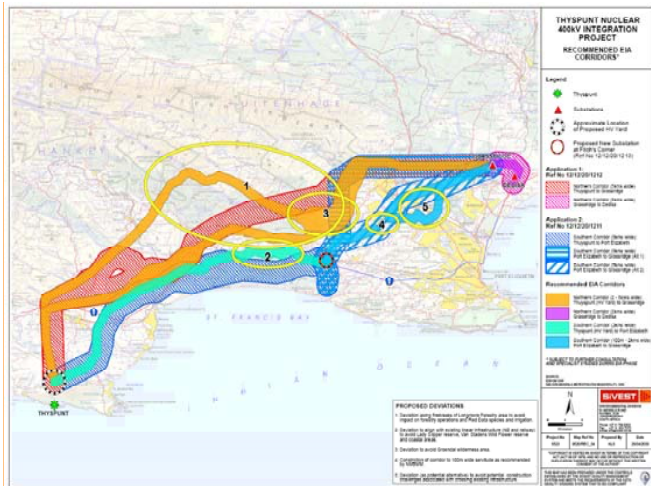
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## Self Supporting Type

**SiVEST**



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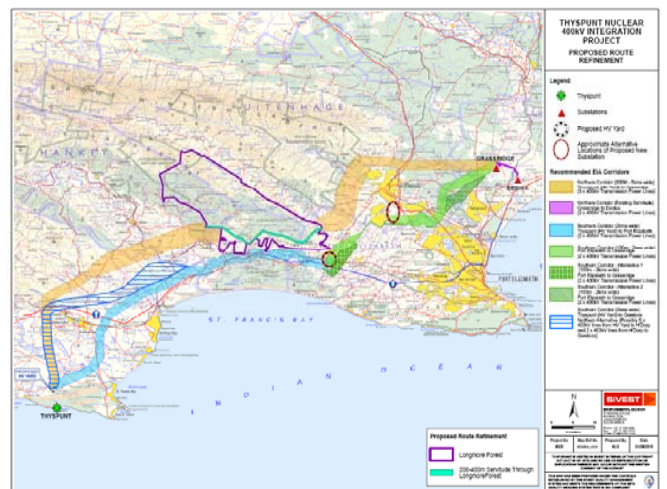
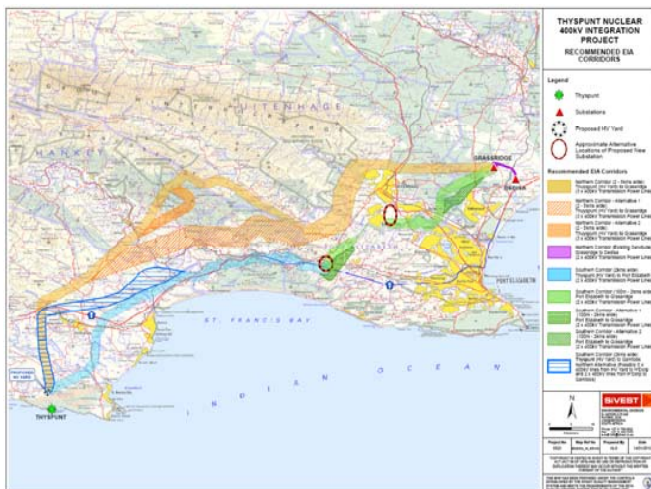


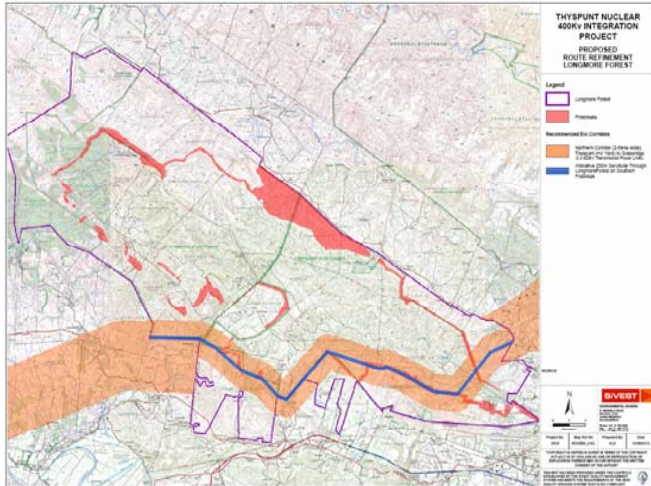
## Early EIA Phase route issues

**SiVEST**

- SiVEST investigated northern corridor alternative (northern firebreak) as recommended by MTO
- Several potential fatal flaws identified
  - Longmore forestry – commercial issues
  - EC Parks and Tourism – WHS and conservation issues
    - WHS expansion, biodiversity - Stinkhoutberg
  - Elandsrivier Valley – viewshed and tourism issues
- Meeting held on 4 December 2009
  - MTO
  - EC Parks
  - SiVEST
- Agreed that SiVEST should investigate southern firebreak

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## Issues for discussion



- Utilise Longmore southern firebreak as suggested / recommended
- Workshop potential routing

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## Recommendations



- The following studies are being undertaken in the EIR:
  - Flora
  - Fauna
  - Avifauna (birds)
  - Geology and geohydrology
  - Surface water
  - Agricultural potential
  - Visual
  - Socio-economic (incl. Town Planning)
  - Tourism
  - Heritage

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## EIA Way Forward - 2010



Proposed dates:

- Series of FGMs: October 2010
- Specialist Studies: October – November 2010
- DEIR review: Mid January to end February 2011
- Public Meetings and KSW during DEIR review period
- Submit final EIR to DEA – mid March 2011

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## Contact Details



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## **Annexure C**

### **DISCUSSION SESSION AND QUESTIONS**

**RRW DISCUSSION SESSION AND QUESTIONS DOCUMENT**

**INDEX**

1.	Route Alignment Comments/Issues .....	2
2.	Biodiversity Related Comments/Issues .....	4
3.	Heritage Related Comments/Issues .....	6
4.	Conservation Related Comments/Issues.....	7
5.	EIA Process Related Comments/Issues.....	7
6.	Map Related Comments/Issues.....	8
7.	Project Related Comments/Issues.....	9
8.	Substation Site Comments/Issues.....	10
9.	Fire Related Comments/Issues .....	10
10.	Compensation Related Comments/Issues.....	11
11.	General Comments/Issues.....	12
12.	Conclusion, Decisions and Way Forward - Southern Alternative .....	12

**ABBREVIATIONS:**

RRW:	Route Refinement Workshop
EIA:	Environmental Impact Assessment
EIR:	Environmental Impact Report
MOSS:	Municipal Open Space System
CBA:	Critical Biodiversity Areas
WHS:	World Heritage Site
NHS:	Natural Heritage Site
NMBMM:	Nelson Mandela Bay Metropolitan Municipality
MTO:	Mountain to Ocean
DAFF:	Department of Agriculture, Forestry and Fishery
DEA:	Department of Environmental Affairs
NFA:	National Forest Act
TX:	Transmission

Issue/Comment	Raised By	Response
<b>1. Route Alignment Comments/Issues</b>		
Concern was raised that the proposed route refinement of the southern alternative to the Northern Corridor traverses three plantation areas and this could impact negatively on MTO's economic viability.	Mr Klaas Basson MTO RRW: 14 September 2010	The concern raised is noted and will form part of the Socio-economic Assessment. A brief description was given of the proposed southern alternative of the Northern Corridor leaving the Longmore Forest's southern fire break to run in a northerly direction in order to rejoin the Northern Corridor as it runs up to Uitenhage. The other parameter which was considered relates to the sensitive areas around the Lady Slipper and Van Stadens Mountain Nature Reserves, which are important areas for many reasons including; tourism, visual and biodiversity issues, as dwarf chameleons inhabit the area. Clarified that in order to avoid these issues and join up with the remainder of the Northern corridor, a portion of the plantation has to be traversed. <b>Paul da Cruz: SiVEST</b>
Questioned why the route does not follow the existing NMBMM power line.		Responded by stating that if the Northern corridor was moved any further to the South it would lie within the Southern Corridor, resulting in all five power lines being too close to each other and this poses a risk for Eskom and should be avoided as far as possible. Most of the route along MTO's northern fire break is natural grassy Fynbos in a relatively natural state. For this reason these areas are regarded as having biodiversity importance and sensitivity attached to them. <b>Paul da Cruz: SiVEST</b>  The reason also to why two power lines follow the Southern Corridor and three power lines follow the Northern Corridor is due to a network issue, as Eskom require two power lines in the Southern Corridor in order to feed into the newly proposed Port Elizabeth TX substation that will provide power to the metropolitan area. <b>Dave Blair: SiVEST</b>

Issue/Comment	Raised By	Response
<p>Stated that MTO does not want the route to go through plantation areas. If the proposed route traverses plantation areas or the Natural Heritage Site (NHS). It is a 'no-go' from MTO's perspective and Deon Malherbe will need to be consulted in this regard.</p>		<p>Responded by stating that as he understands, MTO's main concerns are related to the three areas, as indicated by MTO, where the proposed Southern Alternative crosses their plantations. Theoretically if the line could be routed so that only the 2km length of servitude at the far eastern side of Longmore Forest needed to be proclaimed, MTO would only loose 4 hectares of forestry land. As independent consultants, SiVEST needs to compare the impact of running three lines adjacent to a WHS with the impact of losing four hectares of forestry. It was requested that MTO substantiate why losing this plantation land would constitute a 'no-go' as SiVEST require substantial justification to either realign the route or ascertain which issues outweigh others. As with many EIAs, compromises will need to be made when determining an environmentally acceptable corridor. SiVEST at this point cannot say if this alternative is a 'no-go' in terms of the loss to plantation land, but what is known is that the impact on the WHS would extend for hundreds of years.</p> <p><b><i>Dave Blair: SiVEST</i></b></p> <p><b><u>Post meeting note:</u></b> It was noted in the meeting that 4 hectares of forestry land would be lost, however 40 hectares would actually be lost. This area is based on a 165 registered servitude.</p>
<p>Commented that NMBMM is mindful of the fact that there is an important need for electricity and even if the lines traverse important biodiversity areas they will not regard these 'no-go' areas. The NMBMM is prepared to take the process forward and is open to negotiations and discussions. Requested that they remain informed at all times in order to avoid future problems.</p>	<p>Ms Kithi Ngesi Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010</p>	<p>Comment noted.</p>
<p>It was pointed out to the project team that it is noted that no plantations will be affected by the alignment of the northern alternative that was discussed in December.</p>	<p>Mr Klaas Basson MTO RRW: 14 September 2010</p>	<p>Information noted.</p>

Issue/Comment	Raised By	Response
Raised the concern about the fact that the northern alternative is still being considered as an alternative in the EIA. It crosses sections of protected areas and the WHS, and would jeopardise the status of the WHS, and enquired whether it could be discarded.	Ms Bev Geach Senior Conservation Planner: Eastern Cape Parks and Tourism Agency RRW: 14 September 2010	The only reason why the northern alternative is still being considered is due to where SiVEST is in the EIA process. The RRW is being held as fatal flaws have already been identified along the northern alternative, and therefore it cannot be the only route considered in the assessment process. Specialists will need to compare the two alternatives and ascertain which is preferred. The biodiversity and WHS issues along the route are the reasons why SiVEST believe it cannot be the only alternative examined and that MTO's southern fire break needs to be assessed as well <b>Dave Blair: SiVEST</b>  Responded by adding that a number of specialists have already identified potential fatal flaws in the northern alternative. It is likely that through the process of assessing alternatives that they will recommend that this route not be considered for development. It cannot be stated at this point, as the specialist have not yet investigated the southern alternative, but perhaps the proposed southern alternative will be associated with fewer issues. <b>Paul da Cruz: SiVEST</b>
Questioned why the specialist studies are not undertaken once all stakeholders have agreed on a route.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	Ideally this would be the case, however due the complexity involved with getting all stakeholders to agree to a corridor routing, SiVEST's approach is more interactive. Eskom will initially ascertain a preferable route from a technical perspective after which SiVEST make upfront suggestions and refinements from a strategic environmental point of view. It is at this point that Scoping and EIA will commence. Whenever fatal flaws are uncovered alternatives will need to be ascertained, as is the case with Longmore Forest. <b>Dave Blair: SiVEST</b>
<b>2. Biodiversity Related Comments/Issues</b>		
Remarked that in general it is difficult to focus on just one area as their conservation assessment looks at	Ms Jill Miller EIA Coordinator: Nelson	Concurred with what was said and stated that it needs to be noted that SiVEST do not examine issues in isolation. SiVEST have the relevant people in their

Issue/Comment	Raised By	Response
linkages, specifically in this case between the NMBMM and the WHS. The Bi-regional plan is in the process of being gazetted and therefore legislatively consultants need to consider the conservation assessment. It is extremely important that consultants do not just look at fauna and flora but adequately investigate ecological and biodiversity processes associated with conservation assessment corridors.	Mandela Bay Metropolitan Municipality RRW: 14 September 2010	team who are able to integrate the various issues. <b>Dave Blair: SiVEST</b>
Elaborated by stating that the ecology of the area needs to be assessed and therefore assessments must be done on a biodiversity level not just species level, to ensure an understanding of the extent to which the MOSS will be impacted. Specialists must consider ecological processes, ecological patterns and conservation targets. It is also legally imperative for the arguments to be made.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	
Requested to look at the entire extent of all the route corridors at the workshop, so that the NMBMM can advise if a biodiversity study is needed.		Responded by noting that a biodiversity study will definitely be undertaken as part of the EIA investigations. <b>Dave Blair: SiVEST</b>  Noted that the request to address biodiversity was beyond the scope of the RRW. <b>Nicolene Venter: SiVEST</b>

Issue/Comment	Raised By	Response
Questioned if it is still a requirement by Eskom that the vegetation underneath power lines be cleared, as this would be very destructive if the power lines traverse indigenous forests.	Mr Tabo Nokoyo Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	Within the 55m registered servitude a corridor of approximately 6m wide would need to be cleared of all vegetation to provide access for trucks and equipment during the construction of power lines, and is also necessary during the stringing activity. The conductors are quite sensitive and cannot be dragged over bush and trees, as this might damage them causing them to fail. Specialists also provide advice on mitigating measures that should be implemented during the construction phase. In very sensitive areas mats can be placed on top of the vegetation during the stringing activity. <b>Dean Wilson: Eskom</b>
<b>3. Heritage Related Comments/Issues</b>		
Commented that MTO has always been willing to negotiate and that this is the third proposed route being discussed through Longmore Forest. A route straight through Longmore Forest was initially considered, then a Northern Corridor through the Elands River area, which is now no longer being considered. MTO's main concern with the proposed route alignment along the Southern fire break of Longmore Forest is related to the plantation land traversed and the linkages to the Natural Heritage Site.	Mr Klaas Basson MTO RRW: 14 September 2010	Responded by clarifying that the northern alternative will still be considered as an alternative in the EIR. The purpose of this workshop is to obtain mutual agreement that a Southern alternative within the Northern Corridor, by making use of Longmore Forest;s southern fire break. <b>Paul da Cruz: SiVEST</b>
Explained that it is extremely important to lower the impact of the proposed power lines due to the connection with the WHS.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	Concern noted.
Questioned the term WHS with reference to whether or not UNESCO has approved the site as a WHS.	Mr Dave Blair Divisional Director: SiVEST RRW: 14 September 2010	Responded by clarifying that the WHS up to the boundary of Stinkhoutberg has been established, proclaimed and promulgated, and that the Eastern Cape Parks is the managing authority for it. The application to extend the WHS to include Groendal has been accepted by UNESCO and is said to be

Issue/Comment	Raised By	Response
		promulgated in February 2011. <b>Tracey Potts: Eastern Cape Parks and Tourism Agency</b>
Commented that in terms of the NHS, it would be forbidden to do any work on the site.	Mr Klaas Basson Mountain to Ocean RRW: 14 September 2010	Responded by stating that there is a legal distinction between a World Heritage Site and a Natural Heritage Site and a NHS does not carry the same status as a WHS. <b>Bev Geach: Eastern Cape Parks and Tourism Agency</b>  Responded by adding that the proposed southern alternative alignment is on the boundary of the NHS. <b>Dave Blair: SiVEST</b>
<b>4. Conservation Related Comments/Issues</b>		
The boundary of the Van Stadensberg NHS which is managed by MTO, was pointed out to the project team	Mr Klaas Basson Mountain to Ocean RRW: 14 September 2010	Noted <b>Paul da Cruz: SiVEST</b>
It was mentioned that there is a registered conservancy to the south of KwaNobuhle and was the impact on the conservancy considered.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	Responded noting that SiVEST has taken this into consideration and have had a meeting with the Hopewell Conservancy. <b>Nicolene Venter: SiVEST</b>
Questioned if natural forest areas would be affected not only within Longmore Forest as well as the whole study area, and the extent to which these areas could be affected by the proposed power lines. Stressed that the NFA does not only apply to state forest land but also to areas where there is natural vegetation.	Ms Gwen Sgwabe Deputy Director – Regulation & Support: Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	There are mature indigenous forest patches within the study area. In terms of the EIA process these areas will be regarded as fatal flaws to be avoided at all costs due to their high biodiversity and conservation value. <b>Paul da Cruz: SiVEST</b>
<b>5. EIA Process Related Comments/Issues</b>		
Enquired as to which corridor was favoured by the DEA, with regard to the Scoping Report that was approved by the DEA.	Ms Gwen Sgwabe Deputy Director – Regulation & Support: Department of	Although this is a holistic project and SiVEST is undertaking public participation for all aspects, three separate applications were made to the department. One for the Northern Corridor, one for the Southern Corridor and one for the newly

Issue/Comment	Raised By	Response
	Agriculture, Forestry & Fishery RRW: 14 September 2010	proposed Port Elizabeth Tx substation. In terms of the decision made by the DEA giving the approval to continue with the EIA phase, permission was granted to continue with more detailed studies in narrower corridors, as a 5km corridor is difficult to cover in detail. The DEA did not give specific preference to any of the alternatives, as this forms part the EIA phase. In order to avoid fatal flaws we are considering two alternatives in the area through Longmore Forest i.e. the northern MTO fire break route and the southern fire break route. <b>Paul da Cruz: SiVEST</b>
Questioned if the other sections of the corridors within the NMBMM will be work shopped at a later stage.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	Responded by stating that this would indeed be work shopped and the proposed dates would be discussed later in the meeting when the way forward is presented. <b>Nicolene Venter: SiVEST</b>
<b>6. Map Related Comments/Issues</b>		
With reference to the Proposed Route Refinement Map of Longmore Forest as presented at the RWWW, it was pointed out that Longmore Forest's boundary, as indicated, was incorrect.	Mr Klaas Basson MTO RRW: 14 September 2010	The boundaries as indicated on the map are according to the shape files received from MTO previously. It was agreed that MTO will forward the shape files to SiVEST to update the map accordingly. <b>Paul da Cruz: SiVEST</b>
Commented that neither the biodiversity information for the Kouga Local Municipality area nor the Van Stadens NHS is indicated on the map.	Mr Klaas Basson MTO RRW: 14 September 2010	Noted and the relevant specialists will be informed. <b>Paul da Cruz, SiVEST</b>
The EIA Regulations states that for the Corridors that fall within the NMBMM SiVEST must, according to the assessment process, focus on the MOSS. Areas outside the NMBMM must depict the Eastern Cape Biodiversity Conservation Assessment in order to demonstrate where the biodiversity conservation areas	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	

Issue/Comment	Raised By	Response
are outside of the MOSS.		
Enquired if their MOSS could be overlain on the maps showing the recommended EIA Corridors so that NMBMM could understand how the proposed corridors intercept the MOSS.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	Responded by clarifying that the intention of the workshop was to consider the section of the proposed Northern corridor as it runs through Longmore Forest. The MOSS was overlaid on the relevant section of the southern alternative and the areas within the NMBMM that will be affected by the new proposed southern alternative to the Northern Corridor. <b>Paul da Cruz: SiVEST</b>
Suggested that the natural forest areas be overlaid onto the map in order to understand the extent to which the proposed development intercepts with natural forest land, so that the impact can be minimised.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	It was confirmed that DAFF will forward shape files to SiVEST to verify that all natural forest areas within the study area are correctly mapped.
<b>7. Project Related Comments/Issues</b>		
Questioned what the need for two route corridors is, as this would double the impact.	Ms Bev Geach Senior Conservation Planner Eastern Cape Parks and Tourism Agency RRW: 14 September 2010	The two proposed corridors are required due to the size of the power station and the need to avoid risk. Normally there are only two power lines in one corridor, but Eskom has already conceded by having three lines in one corridor. It is permissible for the lines to come close in certain sections but Eskom cannot have all five power lines running in one corridor for such a far distance in case of any unlikely events or natural disasters. By having two corridors, should Eskom lose all power lines in one corridor, the power generated by the power station will still be exported into the grid. <b>Kevin Leask: Eskom</b>
Questioned what exactly the risks are that Eskom is concerned about.		Due to the high voltage of power that will be generated by the proposed power station, Eskom needs to avoid any potential risk of losing one or more power lines and this is in line with international practice. <b>Kevin Leask: Eskom</b>

Issue/Comment	Raised By	Response
<b>8. Substation Site Comments/Issues</b>		
Requested the location of the substation site to be indicated on the map in order to ascertain if it falls within the MOSS. Noted that the impacts associated with substations are far greater than from power lines and site alternatives may need to be considered.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	SiVEST is undertaking the EIA on behalf of Eskom for both the power lines and the Tx substation. It was pointed out that two site alternatives are being considered and these are indicated on the project overview map. As the substations are not within the scope of the RRW, they were not included in the presentation. <b>Dave Blair: SiVEST</b>  The substation was driven by the NMBMM who requested it when undertaking their spatial development framework. The substation is not dependent on the proposed Nuclear Power Station. Should the Nuclear Power station not be constructed, Eskom will provide feeder lines to the proposed new NMBMM substation in order to supply the PE area with electricity. <b>Kevin Leask: Eskom</b>
<b>9. Fire Related Comments/Issues</b>		
Questioned what the risk of fire would be in terms of the TX lines.	Mr Klaas Basson Mountain to Ocean RRW: 14 September 2010	There have been cases where lighting has triggered veld fires, but Eskom is not aware of a single case where a TX power line has been the cause of a veld fire. The conductors are high above the ground and the earthing is robust enough that the lines manage electricity very well. <b>Dean Wilson: Eskom</b>
Questioned if there was a veld fire under the lines, if the smoke could transmit electricity down to the ground and pose a hazard to those combating the fire.		This is a problem encountered in KwaZulu Natal where Eskom power lines run through sugar cane plantations, which are burned before harvesting. During the burning of the sugar cane the air gets ionised and there is a flash-over to the other conductors which goes through to the towers and is conducted into the earth. The veld fire is therefore a risk to Eskom's system and not to anyone on the ground. If the system detects a fault, the line will be de-energised immediately to protect the line and the equipment. <b>Kevin Leask: Eskom</b>

Issue/Comment	Raised By	Response
<b>10. Compensation Related Comments/Issues</b>		
Noted that the land in question is state land; however MTO have a 70 year lease agreement which started in 2004 and therefore have land use rights. MTO need to make a decision in terms of the plantation areas affected, and if they agree MTO will need to write to DAFF stating that there might be changes regarding the land-use of Longmore Forest and the amount they are paying to the government. If there are disputes in this regard MTO will need to inform DAFF accordingly so that a meeting can be convened between MTO and the developers. For now DAFF was not invited to this workshop by MTO but by SiVEST, the Independent Environmental Consultants.	Mr Ntuthuzelo Ponoyi Forestry and Land Management: Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	As MTO is leasing the land from DAFF, both parties (MTO & DAFF) will need to meet with Eskom in the future in order to determine whether the compensation will go to MTO or DAFF. <b>Dean Wilson: Eskom Land and Rights</b>
Concurred with Dean Wilson that the issue of compensation could be resolved in a meeting held with MTO, DAFF and Eskom.	Ms Gwen Sgwabe Deputy Director – Regulation & Support: Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	
Questioned if the cost of losing plantation land would simply translate into a compensation issue as the loss of plantation land can be calculated but the cost impacting on the areas around the WHS would be much higher and more difficult to quantify.	Ms Bev Geach Senior Conservation Planner: Eastern Cape Parks and Tourism Agency	It is important that the go-ahead be given to assess and compare the southern alternative with northern alternative of the Northern Corridor. Assumptions cannot be made until the specialists are given the opportunity to do their studies. <b>Nicolene Venter: SiVEST</b>  A rigorous and open EIA process needs to be followed in order to select a preferred route. <b>Paul da Cruz: SiVEST</b>

Issue/Comment	Raised By	Response
<b>11. General Comments/Issues</b>		
Questioned why the line cannot run under the ocean.	Mr Klaas Basson Mountain to Ocean RRW: 14 September 2010	It would be an extremely expensive option and there are problems associated with getting power lines out of the sea onto land. Running the line under the ocean would be problematic if there was a fault in the system. One of the advantages of overhead head lines is that the air acts as an insulating medium, restoring the system as soon as something goes wrong. If the cables were to run underground it would be an enormously time-consuming problem to find and repair the fault, with many cost implications. This option would not be affordable in South Africa and is only used in very isolated special circumstances. <b>Kevin Leask: Eskom</b>
Clarified that he as the Plantation Manager at MTO forestry has pointed out practical issues, and Deon Malherbe based in Stellenbosch is the manager in charge of issues related to land affairs.	Mr Klaas Basson Mountain to Ocean RRW: 14 September 2010	Noted <b>Nicolene Venter: SiVEST</b>
Questioned if the Provincial Department of Environmental Affairs was invited to the RRW.	Ms Abigail Kamineth Environmental Officer: Nelson Mandela Bay Metropolitan Municipality RRW: 14 September 2010	They have been part of the Public Participation consultation process but were not invited to this specific workshop as they have not been identified as a decision-maker in terms of Longmore Forest. <b>Nicolene Venter: SiVEST</b>
<b>12. Conclusion, Decisions and Way Forward - Southern Alternative</b>		
Expressed her disappointment that the Kouga Local Municipality was unable to attend the workshop and stated that she cannot comment on behalf of the Kouga Local Municipality with regard to the proposed southern alternative, as she has not been updated on their previous comments regarding the proposed project in terms of planned developments and socio-economics.	Ms Siyabonga Famjalifo Cacadu District Municipality RRW: 14 September 2010	Kouga Local Municipality were invited to the Workshop and they informed SiVEST that they were unable to attend. SiVEST and the specialist consultants have been in consultation with the Kouga Local Municipality throughout the assessment process, especially with regard to town planning as town planning is an important aspect of the social assessment. Any additional information regarding possible town planning issues close to Longmore Forest will be sourced from the Kouga Local Municipality if the go-ahead is given to investigate the southern alternative of the Northern Corridor. <b>Nicolene Venter: SiVEST</b>

Issue/Comment	Raised By	Response
Remarked that she believes it is difficult for MTO to answer whether the proposed southern alternative through Longmore Forest should be considered in the EIA phase until Klaas Basson has spoken with his principals. There is a lot at stake, including job losses resulting from a reduction in plantation land. Suggested that Klaas Basson be given a due date to discuss the issues with his boss.	Ms Gwen Sgwabe Deputy Director – Regulation & Support: Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	SiVEST requested that a sufficiently high level decision-maker be present at the Workshop in order to avoid any delay in the EIA process. It was clarified that stakeholders are being requested to agree on a corridor to be investigated as part of the EIA process, and not agreeing on a preferred route. SiVEST is requesting that an alternative be agreed on, so that the environmental specialists can investigate the implications of running the power lines through plantation land. The specialist investigations will clarify the socio-economic impacts, in terms of income and job losses. <b>Paul da Cruz: SiVEST</b>
Commented that he believes MTO should be given the opportunity to go back and consider what has been discussed at the workshop. For someone outside of the forestry sector it might be easy to make a decision due to the fact that plantations are exotic species and the land belongs to the state. It is difficult for MTO to make an informed decision without knowing the exact area affected and before the socio-economic and environmental impacts have been considered. Throughout South Africa there is a shortage of timber, and environmental legislation is further reducing plantations. The DAFF seeks to conserve as many plantations as possible, as establishing new ones is a very lengthy process.	Mr Ntuthuzelo Ponoyi Forestry and Land Management: Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	SiVEST is being put in a difficult position. Without the agreement at the RWWW to go ahead with the assessments and undertake a socio economic study, SiVEST cannot report on the impact of the area affected. The stakeholders need to agree to allow the proposed southern alternative to be comparatively assessed with the northern alternative so that the impact on forestry and the associated socio economic impacts can be established <b>Paul da Cruz: SiVEST</b>
Commented that he agrees with what has been said by his colleagues as certain issues arise out of discussions and it is only fair that MTO be given time to come up with answers. Believes that whatever is agreed on at the workshop would be binding and MTO needs to be given the opportunity to consider what has been said.	Mr Tabo Nokoyo Department of Agriculture, Forestry & Fishery RRW: 14 September 2010	The southern alternative is not a definite route but is being proposed to the decision-makers as an alternative to be investigated due to the biophysical constraints of the northern alternative. Eskom is requesting that everybody present agree that the southern alternative can be investigated, so that the issues can be understood. <b>Lerato Mokgwatlheng: Eskom Land and Rights</b>  As it is understood, issues have come out of the RWW and MTO feel they need

Issue/Comment	Raised By	Response
		<p>to be given an opportunity to consider the request for the southern alternative to be assessed. It was suggested that the proposed southern alternative be agreed on in principal, subject to the manner in which the three forestry areas affected by the southern alternative are traversed and affected. These areas will be circled on SiVEST's map as issues for further investigation and MTO will be given the opportunity provide input on them. In the meantime the specialists will investigate the remainder of the southern alternative. It was suggested that the corridor be widened in these areas of concern as this has been done for other sections of the route where finality was not reached.</p> <p><b>Dave Blair: SiVEST</b></p>
<p>Suggested that another meeting be held at a later date in order to workshop the three areas of concern. The stakeholders affected could again discuss their issues, and SiVEST could provide feedback on how they propose to traverse the affected areas.</p>	<p>Ms Lerato Mokgwatlheng Senior Environmental Advisor - Land and Rights: Eskom RRW: 14 September 2010</p>	<p>Concurred with Lerato Mokgwatlheng's suggestion and added that this would be beneficial as the specialists would have concluded their studies by this time.</p> <p><b>Nicolene Venter: SiVEST</b></p> <p>All parties present, including the project team, responded by noting that they agree to another meeting to discuss the three areas of concern.</p>
<p>Questioned if the follow-up meeting for the areas of concern in Longmore Forest would occur during the October Feedback Meetings.</p>	<p>Ms Bev Geach Senior Conservation Planner: Eastern Cape Parks and Tourism Agency RRW: 14 September 2010</p>	<p>It would be too early for this meeting to take place in October, as the specialist studies would not be complete by then. The proposed meeting is likely to take place during the review period of the DEIR, to provide key stakeholders the opportunity to consider and discuss the findings of the specialist investigations.</p> <p><b>Paul da Cruz: SiVEST</b></p>