

The logo for SiVEST, featuring the word "SiVEST" in white capital letters on a red rectangular background.

Proposed Thyspunt Transmission Lines Integration Project (TTLIP)

MINUTES OF FOCUS GROUP MEETING

**DEPARTMENT OF AGRICULTURE,
FORESTRY AND FISHERIES AND MTO
FORESTRY (PTY) LTD**

**Held on
Thursday 18 September 2012, Brookes Hill
Suite Hotel, Humewood, Port Elizabeth**

SiVEST Environmental (Pty) Ltd

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Draft Minutes prepared by:

Nicolene Venter

Please address any comments to Nicolene Venter at the above address

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YOUR COMMENTS ON THE DRAFT MINUTES

Your comments on these draft Minutes will be appreciated. In particular, we request you to verify that your comments during the meeting have been minuted correctly. It is important to note that the draft Minutes are not verbatim. Please address your comments, in writing, before or on **THURSDAY 24 JANUARY 2013** to Nicolene Venter at the address given on the cover page.

FOCUS GROUP MEETING: ELANDS RIVER CONSERVANCY

Venue: Brookes Hill Suite Hotel, Humewood, Port Elizabeth

Date: Tuesday 18 September 2012

Time: 11h00

1 WELCOME AND INTRODUCTIONS

Nicolene Venter, SiVEST, thanked attendees for attending the Focus Group Meeting.

The project team was requested to introduce themselves and to inform the attendees of their respective roles for the proposed project. The attendees were also requested to introduce themselves and to inform the project team of their portfolios within DAFF and MTO.

2 MEETING ATTENDEES

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

3 PURPOSE OF THE MEETING

Nicolene Venter informed the attendees that the purpose of the Focus Group Meeting is to:

- present feedback from the fly-over undertaken in June 2012;
- present revised / updated EIA Team-preferred routing and helicopter fly-over routing: Northern Corridor – Longmore Forest area;
- presenting brief overview of Economic Study undertaken
- summary of the revised EIR recommendations
- obtain any additional information/input from MTO and DAFF not yet provided to the TTLIP team regarding technical and financial constraints in relation to the revised / updated EIA Team-Preferred Routing;
- additional information / input from DAFF; and
- Open Discussions and way forward.

Ms Gwendoline Sgwabe, DAFF, informed the project team that DAFF (Eastern Cape: Forestry) is a commenting authority on this proposed project and in DAFF's capacity as landlord of Longmore Forest, the project team needs to take note that DAFF is in full support of MTO's decision regarding the TTLIP as the Lessee.

She thanked the project team for presentation the project and the progress for a 3rd time to them, but it was DAFF's understanding that at this stage of the project that there would be a more detailed alignment. Reference was made to the site visit that was attended by DAFF and MTO in 2011 and it seems that the deliberation that had taken place then has been revised with information from the fly-over.

Ms Sgwabe expressed DAFF's expectation that after this meeting that at least a final route would be available for comment as DAFF is under extreme time constraints when it comes to attending meetings of this nature and at some point finalization needs to be reached. She informed the team that DAFF take cognizance of the value of these meetings, but it does seem that the process is going in circles.

4 HELICOPTER FLY-OVER FEEDBACK UNDERTAKEN IN JUNE 2012

Sanjeev Hirachund, Eskom present a summary of the fly-over that was undertaken by the TTLIP team in June 2012.

A copy of the presentation is attached as Annexure B.

5 BRIEF OVERVIEW OF ECONOMIC STUDIES

Raoul de Villiers, World-Wize, presented a brief overview of the additional Economic studies undertaken for the proposed project and specifically for the Elands River Valley and Longmore Forest areas.

His presentation consisted of:

- The Terms of Reference
- Should the power lines be constructed in the fire break of Longmore Forest's northern border:
 - valuation of Tourism vs Forestry; and
 - valuation of Tourism
- Strategic Risks to forestry should the proposed power lines traverse forestry pockets
- Forestry land vs Agriculture

A copy of the presentation is attached as Annexure C.

6 SUMMARY OF ADDITIONAL VISUAL AND TOURISM STUDIES UNDERTAKEN IN THE ELANDS RIVER VALLEY; REVISED EIA-TEAM PREFERRED ROUTING AS PER THE HELICOPTER FLY-OVER

Paul da Cruz, Royal HaskoningDHV, presented a summary of the additional Elands River Visual and Tourism Amendment Studies.

Summary of the Visual Impact Study Amendment

Paul da Cruz presented the visual context of the Elands Valley which was summarized as:

- it is highly natural area
- there is a low density of human settlement and limited anthropogenic objects
- limited physical change to landscape of agricultural land-uses over the past few years
- the valley is enclosed by mountains

- the Southern side of the valley is enclosed' by a ridge with is the location of Longmore Forest's northern firebreak
- the valley is adjacent to protected areas such as Groendal Nature Reserve, Stinkhoutberg and the Baviaanskloof; and
- the valley is managed by the Elands Valley Conservancy

Visual sensitivity of Elands River Valley

The visual sensitivity is based on the following factors:

- highly natural character of the valley;
- the scenic beauty of the area; and
- eco-tourism activities are taking place in the valley

Property bought in the valley is because of its natural context and scenic beauty

The context of the Elands River Conservancy's vision is:

- to conserve the environmental of the valley;
- to rehabilitate land to a pre-impacted condition (40-50 years ago); and
- to establish an environment where people can experience spiritual and physical upliftment

Receptor Locations

- Receptor locations in the area are:
 - private farmsteads;
 - tourism facilities (mainly eco-tourism)
 - access road
- many of these receptors locations area lower down in the valley where topography will restrict views to the ridge to the south;
- however, all accesses in the area traverses the higher ground to the Elands River road; and
- a number of receptors locations would be visually exposed to the power lines should it be constructed on Longmore Forest's northern fire break.

Revised EIA Team-preferred routing

- ***Alternative 1***

The proposed power lines would run close to the edge of the ridge and down onto the northern-facing ridge in places which would avoid Longmore Forest's forestry compartments completely.

- ***Alternative 2 (current EIA Team-preferred alignment)***

This EIA preferred alignment largely avoids Longmore Forest's forestry compartments as it is set back as far as possible from the ridge top/edge.

- ***Alternative 3 (previous EIA Team-preferred alignment)***

This alternative is aligned largely within Longmore Forest's forestry compartments to avoid the visual impact from the valley.

Methodology for additional Visual and tourism assessment and results thereof

The methodology used for the additional Visual and Tourism studies as well as the results of the studies for all three alternatives was presented.

The results are included in the copy of the presentation as attached as Annexure D.

7 SUMMARY OF REVISED EIR RECOMMENDATIONS

Paul da Cruz presented a summary of the recommendations of the assessment as follows:

- **Alternative 1**
It was found to be completely unsustainable in the context of the visual environment of the Elands River Valley.
- **Alternative 2**
This alternative is found to be sustainable in the western parts of the affected area of the Elands River Valley but it would have a high visual impact in the Bulk river Dam area. It is therefore recommended to route the power lines further away from the ridge in the area to the east and west of the Bulk River Dam.
- **Alternative 3**
From a visual perspective this is the most sustainable alternative and is strongly recommended.

8 DISCUSSION SESSION AND QUESTIONS

Please refer to Annexure E.

9 CLOSURE AND THE WAY FORWARD

Rebecca Thomas informed attendees that the draft Focus Group Meeting minutes will be distributed to the attendees and those who submitted apologies.

All present were thanked for their attendance and the valuable inputs received at the meeting. All were informed that the meeting would not be the only opportunity to submit comments on the proposed project. At any time throughout the EIA process they can submit comments and/or concerns.

The meeting was closed at 20h45.

Annexure A

ATTENDANCE RECORD

**ENVIRONMENTAL IMPACT ASSESSMENT (EIA) and ENVIRONMENTAL
MANAGEMENT PROGRAMME FOR THE PROPOSED THYSPUNT TRANSMISSION
LINES INTEGRATION PROJECT, EASTERN CAPE PROVINCE**

**Attendance Record
FOCUS GROUP MEETING: DAFF & MTO
(alphabetically according to Surname)
IMPACT PHASE**

TITLE	SURNAME	NAME or INITIALS
Mr	Badenhorst	Christo
Mr	Brink	Willie
Mr	Carstens	Cassie
Mr	Da Cruz	Paul
Mr	De Villiers	Raoul
Mr	Henning	Wimpie
Mr	Hirachund	Sanjeev
Ms	Lyaini	Babalwa
Ms	Mokgwatlheng	Lerato
Mr	Ponoyi	NH
Ms	Sgwabe	Gwendoline
Ms	Solomon	Bernadette
Ms	Thomas	Rebecca
Mr	Truter	Jan
Mr	Van Lill	Gideon
Ms	Venter	Nicolene

Annexure B

PRESENTATION: HELICOPTER FLY-OVER FEEDBACK

Thyspunt Nuclear Integration

Technical Criteria & Routing Strategy within the MTO Forestry Area & Elands River Valley

presented by

S. Hirachund



Topography

- Ideal topography for a power line is flat open surface. However this is not always possible.
- Avoid mountainous terrain. Expensive to construct (need helicopter for construction). Also, expensive to maintain.
- Avoid dense bushy terrain which may be prone to fires, risk of outages
- Avoid marshy wetland areas, difficult to construct towers (Expensive foundations required)
- Avoid dense rocky outcrops, difficult to construct
- Avoid airfields or areas which will pose a risk on air transportation
- Avoid erosive land undermined/sinkhole areas, poor geotechnical conditions



Length, Bends & Angles

- Cost of construction of Line Routes is directly proportional to Line Length
- The approx cost for 400kV lines is in the region of 2 – 3mil/km (In this project, up to 15mil/km!!!)
- Shortest possible route between two points in most cases will be the preferred option
- Bend towers are extremely expensive due to large quantities of steel and large foundations required. Cost approximately 750K depending on bend angle
- Optimum solution is to keep bends to a minimum or as small as possible



Access Roads & Land Use

- Transmission line routes with existing access roads is always preferred
- To construct towers, large trucks and high lifting cranes are utilized
- These heavy vehicles need access to the tower positions, else helicopters will have to be utilized....this is extremely expensive and not ideal from a safety perspective
- Avoid pristine agricultural lands and forestry where possible
- Avoid land demarcated for urban residential settlements
- Avoid game farms where possible

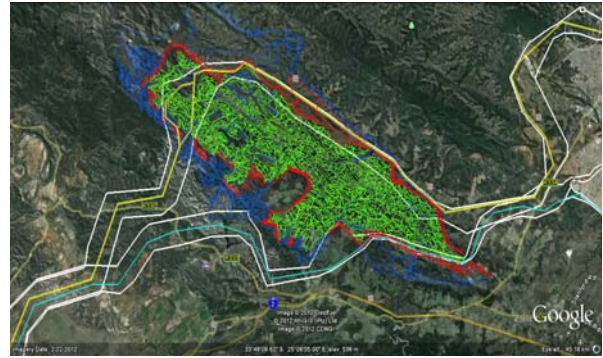


Weather & Pollution

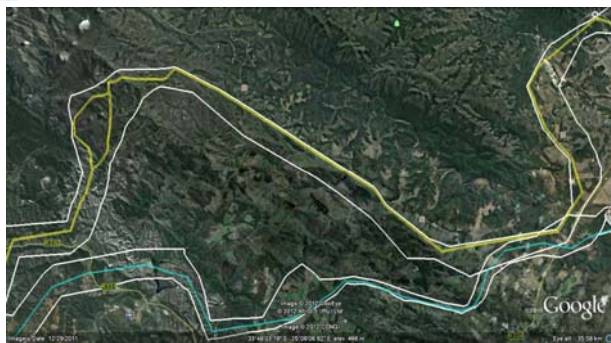
- Avoid areas prone to high/abnormal weather patterns, heavy wind, snow etc.
- This negatively affects operation of line
- Avoid areas which will pollute insulators resulting in poor line operation i.e. close proximity to coast, mines, heavy industrial areas etc..



MTO Route Overview



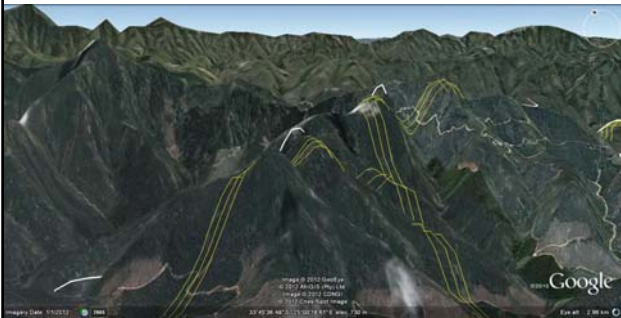
Route Overview



Technical Constraints – Steep Topography



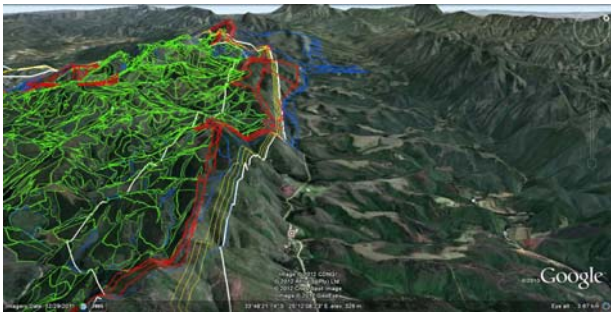
Route Alternatives at Longmore



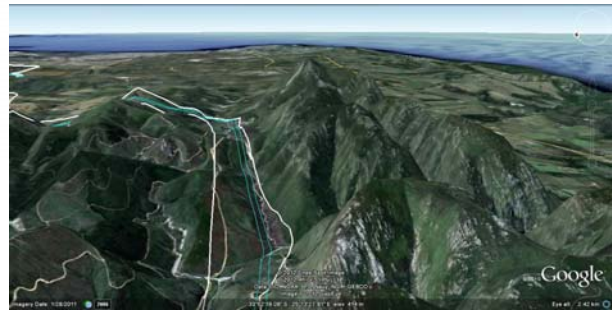
From Elands River Valley



Eastern View



Topography Constraints - Sideslope



Annexure C

PRESENTATION: ECONOMIC STUDIES

Economic Addendum – Thyspunt Transmission Lines Project Tourism, Forestry and Farming

TOR

- Economic preference for the northern firebreak – tourism or forestry impacts assoc. with routing
- Strategic economic risks for any forestry routing
- General economic avoidance preference – agriculture or forestry impacts

world-wise

Northern Firebreak - Valuation of Tourism vs. Forestry

• Tourism

- Investment in the valley
- Tourism revenues or output
- Tourism employment

VS

• Forestry

- Investment in the plantation
- Forestry revenues or output
- Forestry employment

world-wise

Northern Firebreak - Valuation of Tourism

- Not enough quantitative information
- Tourist preferences and offering not understood
- For example -> Pristine vs. Rural?



world-wise

Strategic Risks to forestry routings

- Indications that power lines aggravate forest fire hazard
- Power lines may also be more vulnerable to line outage in forests
- Needs to be investigated further

world-wise

Forestry Land vs. Agriculture

• Forestry

- Investment in the valley
- Forestry revenues or output
- Forestry employment

VS

• Agriculture

- Investment in irrigation
- Agricultural revenues
- Agricultural employment

- Clear indication: Avoid irrigated agriculture
- But can route over dry land agriculture areas instead of forestry

world-wise

Annexure D

PRESENTATION: ADDITIONAL VISUAL AND TOURISM STUDIES



**Royal
HaskoningDHV**
Enhancing Society Together

Thyspunt Transmission Lines Integration Project

Elands Valley Visual and Tourism Amendment Studies

Visual Impact Study Amendment

Visual Context – Elands Valley

- Highly Natural Context
- Low density of human settlement and limited anthropogenic objects
- Limited physical change to landscape of agricultural landuses
- Enclosed on both sides by mountains
- Southern side of valley 'enclosed' by ridge (location of Longmore Northern Firebreak)
- Adjacent to protected areas (Groendal, Stinkhoutberg & Baviaanskloof)
- Elands Valley Conservancy

Visual Sensitivity of Elands Valley

- Sensitivity based on:
 - highly natural character of the valley
 - Scenic beauty of the area
 - practising of eco-tourism activities in the valley
- Property bought because of natural context and scenic beauty
- Elands Valley Conservancy Context – Vision:
 - To conserve the environment of the Valley
 - To rehabilitate land to a pre-impacted condition (40-50 yrs ago)
 - To establish an environment where people can experience spiritual and physical upliftment

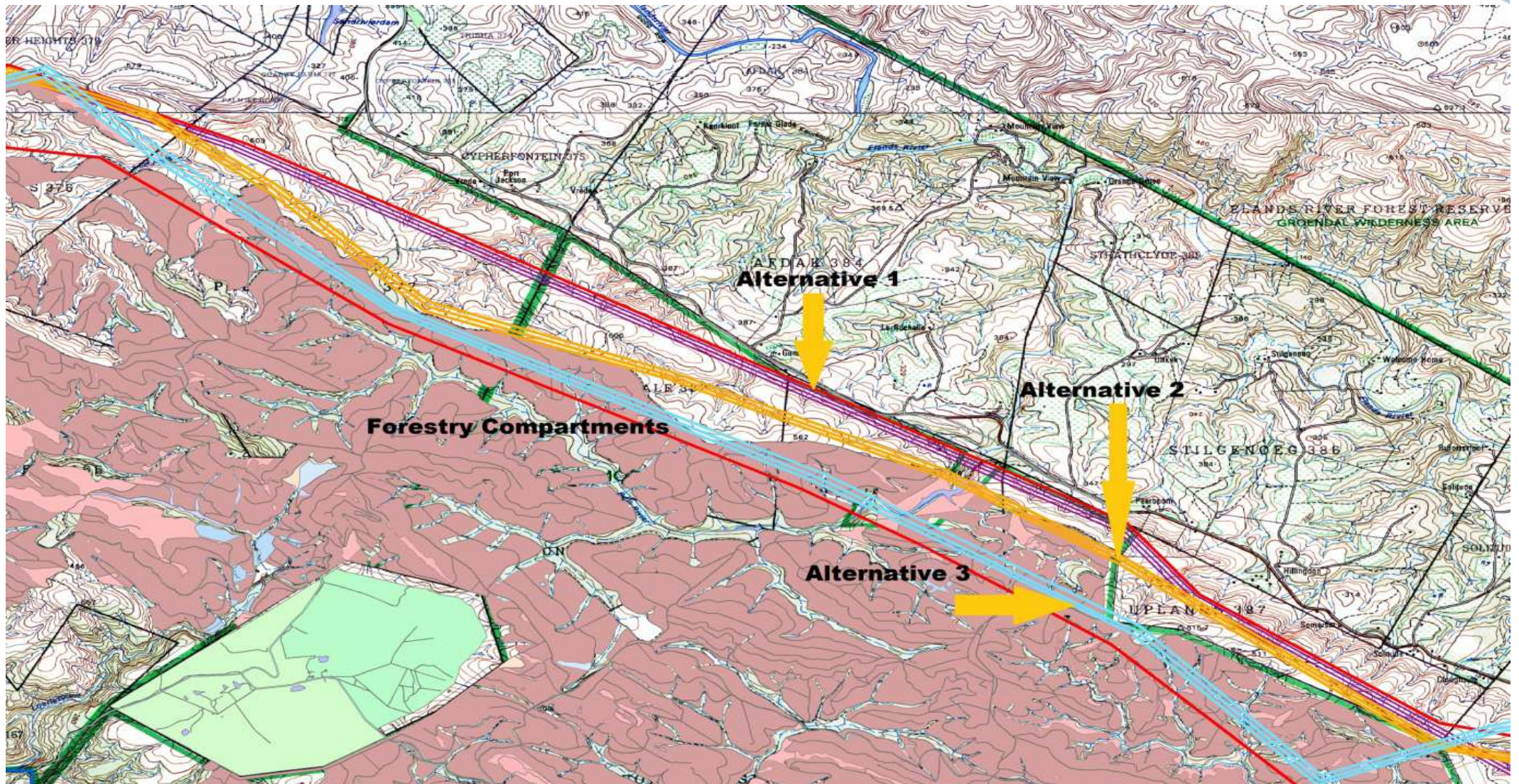
Receptor Locations

- Receptor locations:
 - Private Farmsteads
 - Tourism Facilities (mainly eco-tourism)
 - Access roads
- Many receptor locations located lower down in valley where topography restricts views to the ridge to the south
- However all accesses traverse the higher ground to the Elands Valley Road
- A number of receptor locations would be visually exposed to the lines on the firebreak

Proposed Power line Routing Options

- Alternative 1 – runs close to edge of ridge, down onto northern-facing ridge in places; completely avoids compartments
- Alternative 2 – (current EIA Team-preferred alignment) – largely avoids compartments, set back from ridge top / edge where possible
- Alternative 3 – (older EIA Team-preferred alignment) – aligned largely within compartments to avoid being visible from the valley

Proposed Power line Routing Options



Methodology for Assessment

- Visual Contrast Rating Methodology
- Assesses the visual baseline in terms of a number of landscape sub-elements and how these will be affected by the proposed development = degree of visual contrast created
- Assessment examines whether degree of visual contrast is in keeping or outside of the visual tolerance level for the view site
- Tolerance level based on visual context
- 6 Key Observation Locations chosen (reflective of different parts of valley)

Results of Assessment

- Alternative 1:
- largely creates Moderate to Strong degree of contrast,
- high visual exposure to receptor locations across the valley
- Thus **inconsistent with visual tolerance level = greatest degree of visual impact of the 3 alternatives**

Results of Assessment

- Alternative 2:
- largely creates Weak and some Moderate degree of visual contrast,
- high visual exposure to receptor locations around and east of Bulk River Dam, other areas to west less affected
- Thus largely **consistent** with visual tolerance level, **but inconsistent** with visual tolerance level around and east of the Bulk River Dam
- Thus better option than Alternative 1, **but high degree of visual impact around Bulk River Dam**

Results of Assessment

- Alternative 3:
- creates some Weak and mostly **No degree of visual contrast**, due to the very limited visibility of the line
- Thus completely **consistent** with visual tolerance level across the affected area
- Thus most optimal option from a visual perspective

Recommendations of Assessment

- Alternative 1 – completely unsustainable in the context of the visual environment of the Elands River Valley
- Alternative 2 – sustainable in the western parts of the affected area of the Valley, but high visual impact in the Bulk River Dam area – thus consider routing lines further back away from ridge in the area to the east and west of the Bulk River Dam
- Alternative 3 – from a visual perspective is the most sustainable alternative and strongly recommended

Annexure E

DISCUSSION DOCUMENT: QUESTIONS AND ANSWER SESSION

EIA FOR THE PROPOSED THYSPUNT TRANSMISSION LINES INTEGRATION PROJECT (TTLIP)

DISCUSSION DOCUMENT: FOCUS GROUP MEETING– Department of Agriculture, Forestry & Fisheries (Forestry - Eastern Cape Province) and MTO (now Cape Pines)

Tuesday, 18 September 2012: Brookes Hill Suite Hotel, Lower Brookes Hill Drive, Humewood, Port Elizabeth

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Comments captured alphabetically according to surname under each category.

List of Abbreviations:

DEA	Department of Environmental Affairs	DAFF	Department of Agriculture, Forestry and Fisheries
EA	Environmental Authorisation	EAP	Environmental Assessment Practitioner
EIA	Environmental Impact Assessment	ERC	Elands River Conservancy
EC P&TA	Eastern Cape Parks and Tourism Agency	FEIR	Final Environmental Impact Report
I&RR	Issues and Responses Report	TTLIP	Thyspunt Transmission Lines Integration Project

Issue/Comment	Raised By	Response
1. Agricultural Potential Related Comments		
The project team was informed that DAFF is taking the routing of the proposed power lines extremely serious as the country is losing too much forestry land to developments and this has a serious financial income loss for Government.	Sgwabe, Ms Gwendoline Manager: Regulations & Support DAFF	Comment noted.
2. Social and Socio-Economic Related Comments		
<p>The project team was informed that it would be MTO's last resort to have the power lines traversing commercially viable pockets of forestry land.</p> <p>Other impacts would be associated and mitigated should the power lines traverse commercially viable forest land i.e. fires, operations of the forestry (if pockets are bisected), etc.</p> <p>Reference was also made of MTO experiences of Eskom's unwillingness to work together.</p>	Brink, Mr Willie Regional Manager: MTO	<p>Where possible, the team would try and make use of MTO fire breaks and to ensure this, SiVEST once again request that the latest GIS data be forwarded to them to be able to see exactly where the planted areas are. The current routing has been done on the GIS data previously received from Cape Pine. Paul da Cruz, Royal Haskoning</p> <p>It needs to be noted that there is still more work that needs to be done regarding the routing i.e technical design including Lidar survey. Eskom's design engineer will have to work closely with Cape Pine as to where the power lines cannot be build. Bernadette Solomon, Eskom</p>
3. EIA Team-Preferred Routing Related Comments		
Reading the comments received from other stakeholders, as per the I&RR, it is perceived that the corridor has been pushed further into Longmore Forest.	Brink, Mr Willie Regional Manager: MTO	<p>Comments from various stakeholders throughout the EIA process were received such as from the EC P&TA and all comments and recommendations received from stakeholders need to be evaluated and addressed (where applicable).</p> <p>It is the team's understanding that there is different areas of yield and it would be appreciated if MTO can forward their GIS data to SiVEST to see where the TTLIP can make use of these yields. Paul da Cruz, Royal Haskoning</p> <p>The team notes and is fully aware of MTO concerns and undertakes to walk away from this meeting with the comments, concerns and recommendations made to find the best possible routing and a way forward. Bernadette Solomon, Eskom</p>
The project team was requested that the routing matter need to be addressed on a macro and not on a micro basis.		Comment noted. It can be confirmed that due to the nature of this proposed project, all impacts are being considered on local,

<p>It was stated that the Southern Corridor is a great concern to MTO as it is their high yield area. The Northern Corridor can be 'fine tuned', to an extent, during negotiations with Eskom.</p> <p>It is recommended that MTO, SiVEST and Eskom do a site visit for the Southern Corridor prior to an EIA Team-preferred routing is submitted to DEA for decision-making.</p>		<p>provincial and national level, Paul da Cruz, Royal Haskoning</p> <p>It was pointed out to the attendees that this would be a risk to Eskom as should an EA be granted and one of DEA's Conditions is that the EIA Team-preferred routing as per the Southern Corridor and with specific reference to Longmore Forest is that the routing is 'approved' as is, and when Eskom's design team is on board and it is found that there are some technical constraints, it could result in an Amendment Application. Paul da Cruz, Royal Haskoning</p> <p>Post-meeting note: The EIA Team referred routing is the indication of the extent to be covered by the proposed power lines and the avoidance of some sensitive aspects, where possible in terms of the specialists' studies. It should be noted that more work still needs to be done regarding the routing i.e technical design including Lidar survey.</p> <p>Therefore, approval being sought at DEA is for a corridor (i.e. of approximately 2km) not a power line routing. Lerato Mokgwatlheng, Eskom</p>
<p>To accommodate the concern raised by the specialist MTO recommended that a narrower Southern Corridor be looked at and a preliminary survey on the corridor to be undertaken to eliminate any possible technical constraint areas.</p>		<p>It was recommended that the width of the Southern Corridor be kept as is as a route would not be decided upon without MTO inputs. Lerato Mokgwatlheng, Eskom</p>
<p>It was asked for clarification that should the corridor be narrowed, as requested, would the specialists need to go back for another assessment.</p>	<p>Wilson, Dean Negotiator: Land and Rights Eskom</p>	<p>No, it would not be required. Paul da Cruz, Royal Haskoning</p>
<p>It was asked for clarification:</p> <ul style="list-style-type: none"> During the initial and ongoing consultation MTO (MTO) made sufficient provision for the power lines in the fire belt Now, at this late stage and the latest corridors, it appears there is a problem with the fire belt from an environmental view point Should MTO recommendations not be considered it would, in the end, become MTO problem. 	<p>Soderlund, Mr Erik General Manager: Commercial & Legal MTO</p>	<p>SiVEST EIA team had broadened the corridor to accommodate all possible impacts and it can be confirmed that the corridor "as is" is the latest and it is envisaged that it would not change again.</p> <p>It must also be remembered that at the start of the scoping phase both corridors were 5km wide and various constraints and limitations were identified during that phase which resulted in the 2km EIA corridors (some areas wider and some areas narrower to accommodate environmental and technical constraints).</p> <p>SiVEST acknowledged that MTO did inform the project team that it is their preference that the power lines, especially the Northern Corridor, be placed within their fire breaks. Paul da Cruz, Royal Haskoning</p>

		<p>Eskom will not decide on a route without prior consultation, discussions and negotiations with the affected landowner. It is for this reason that a wider corridor, than the width of the required servitude(s), is important.</p> <p>Dean Wilson, Eskom</p>
<p>It was asked whether the proposed routing through Longmore Forest, with specific reference to the Northern Corridor, has changed due to objections received from the ERC in terms of possible Visual and Tourism impacts. Also, is this routing a matter of <i>green vs commercial</i>.</p>		<p>It was confirmed that objections were received from the ERC but it needs to be noted that all environmental parameters, including social and economics, need to be taken in consideration and assessed.</p> <p>Paul da Cruz, Royal Haskoning</p> <p>To establish the sustainability of the forestry industry, the team will endeavour to find solutions to ensure that Cape Forest lose as little as possible commercial viable land. It is important to note that the FEIR needs to clearly demonstrate that the EAP's recommendations are not linked to <i>green vs commercial</i>.</p> <p>Bernadette Solomon, Eskom</p>
4. Technical & Servitude Related Comments		
<p>Eskom was informed that a 55m servitude in forestry area would not be sufficient and it was requested that a wider servitude be considered.</p>	<p>Brink, Mr Willie Regional Manager: MTO</p>	<p>Eskom assess the maximum height of the trees planted in the relevant forestry area, at Longmore Forest it is pine trees, and depending on the height of the trees (approximately 30m) the servitude could be extended to include an additional 8m. This would be to protect the power lines should a tree (or trees) falls over.</p> <p>Dean Wilson, Eskom</p> <p>MTO also need to remember that should an EA be granted, Eskom's Negotiator (for this project, Wimpie Henning) will deal with this matter in detail when negotiating for the servitudes. As a reminder, SiVEST's appointment is to identify and assess an environmentally feasible corridor.</p> <p>Paul da Cruz, Royal Haskoning</p>
5. Project Related Comments		
<p>The project team was informed that members of such a committee as suggested by Eskom will have certain mandates and MTO has shareholders to which they are accountable for. A simple 'yes' to the suggestion would not be possible.</p>	<p>Brink, Mr Willie Regional Manager: MTO</p>	<p>Comment noted.</p>
<p>It was stated that if Eskom wants MTO to participate further with this proposed project, it needs to be on a detailed level.</p>		<p>Comment noted.</p>

The project team was informed that it is not MTO <i>modus operandi</i> to be obstructive in the process, but cognisance needs to be taken by the team as MTO cannot afford to look past the fact of loosing forestry land.		Comment noted.
The project team was informed that all the comments, concerns and issues raised as well as recommendations made by MTO needs to receive serious consideration as DAFF will not make a decision without consulting MTO as the Lessee of the land.	Sgwabe, Ms Gwendoline Manager: Regulations & Support DAFF	
The team's attention was drawn to the fact that not only are those present responsible to inform MTO's shareholders and obtain their opinion and approval, but the most important stakeholder is DAFF, the owners of the land.	Soderlund, Mr Erik General Manager: Commercial & Legal MTO	Comment noted.
MTO believes that there are no further EIA legal issues associated with this proposed project. However, it is believed that legal matters could arise with the final routing.	Truter, Mr Jan MTO	Comment noted.
It was commented that a more detailed EIA and technical exercise has to be done before the project can proceed.		<p>The attendees were requested to pin areas that may be traversed, if any and forward the information to SiVEST for inclusion in the FEIR. This could assist the DEA in its decision-making process. <i>Lerato Mokgwathheng, Eskom</i></p> <p><u>Post-meeting note:</u> It is noted that agreement cannot be reached in this regard until such time that a decision is provided by DEA regarding the applications submitted and technical studies (technical designs including Lidar survey) are concluded to indicate where servitudes within these corridors should be negotiated and proclaimed. <i>Lerato Mokgwathheng, Eskom</i></p>
6. General Comments		
It was asked as to what does the other stakeholders surrounding Longmore Forest are giving up.	Basson, Klaas Forestry Manager: Longmore	Details of the land and land uses being traversed by the length of both the Northern and Southern Corridors is detailed within the EIR. <i>Rebecca Thomas, SiVEST</i>