

PROJECT NAME: THYSPUNT TRANSMISSION LINES INTEGRATION PROJECT
DESCRIPTION: ROUTE DISCUSSION
VENUE: ECP BOARDROOM, GAMTOOS IRRIGATION BOARD, PATENSIE
DATE & TIME: 4 DECEMBER 2009 – 08H30

	ID	Company	Tel	Fax	Cell	Email
Chaired						
Dave Blair	DB	SiVEST	011 798 0630	011 803 7272	083 631 0102	daveb@sivest.co.za
In Attendance						
Klaas Basson	KB	MTO	042 286 0733	042 286 0696	082 889 4076	kba@mto.co.za
Kassie Karstens	KK	MTO	042 293 1992		082 940 3823	dca@mto.co.za
Dirk Nortje	DN	MTO	042 281 1611	042 281 1632	082 887 5529	dno@mto.co.za
Wayne Erlank	WE	ECP	042 283 0630	086 619 3569	072 430 6423	wayne.erlank@ecparks.co.za
Tracey Steyn	TS	ECP	042 283 0058	042 283 0067	079 496 7931	tracey.steyn@ecparks.co.za
Faith Kalibbala	FK	SiVEST	011 798 0677	011 308 7272	076 175 6698	faithk@sivest.co.za

ITEM NO.	ITEM DESCRIPTION	ACTION	COMPLETION DATE
1.	<p>WELCOME</p> <p>DB thanked the attendees for attending the meeting. He further stressed that the meeting was not formal meeting however minutes were being taken.</p>		
2.	<p>PURPOSE</p> <p>To discuss issues that have been raised by I&APs on the Northern side of the MTO firebreak and the Stinkhoutberg area, along the northern Corridor. And hence decide the most suitable route.</p>		
3.	<p>DISCUSSIONS</p>		
3.1	WE started by informing the project team that there are plans to extend the World Heritage site, therefore he has issues with power lines traversing the Stinkhoutberg area. He further also highlighted the areas that belong to Eastern Cape Parks.		
3.2	KB indicated that some of the boundaries of MTO were indicated wrongly on the map. Some areas of the Eastern Cape Parks were shown to belong to MTO.		
3.3	DB suggested that due to concerns regarding visual impact in the Elandsrivier area, the lines run to the south of the firebreak closer to the MTO plantations where they are less visible.		

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3.4	DN responded that this was not an option as the lines traverse MTO plantations in this section which would have a significant economic impact on MTO.		
3.5	DB suggested that the lines run along the MTO firebreak near Otterford forest and southwards through the quarries in the Kleinfontein area along the MTO southern firebreak.		
3.6	KB responded that this was acceptable to MTO.		
3.7	WE indicated that this was the best option as most other adjacent areas are quite pristine.		
3.8	TS added that they are extending the World Heritage Site as part of their specific mitigation to accommodate climate change by allowing greater biota movement corridors.		
3.9	DB also mentioned that there is great potential for future tourism development in the Elandsrivier area and thus this area too needs to be preserved. He added that land use is changing from farming to mostly tourism activities.		
3.10	KB added that this was going to be launched on 10 th January 2010.		
3.11	DB suggested that, in regard to the Northern Corridor, it would be preferable to move out of the view shed of the Elandsrivier area.		
3.12	KB objected to this as moving out of the view shed meant that the route moves into the MTO plantations.		
3.13	DN enquired why MTO should compromise a lot of their land for electricity yet the tourism developments themselves need the power.		
3.14	DB mentioned that people do not see that it as a compromise. He added that, an agreement has to be reached as to where the lines will run regardless.		
3.15	DN indicated that even if the power lines run along MTO's land, they will still be visible.		
3.16	BD enquired about the owner of the land in the Boschfontein area.		
3.17	KB responded that it is private land.		
3.18	DB suggested that lines run along the firebreak to the south of Boschfontein.		
3.19	KB mentioned that the firebreak is on private property which is part of Elandsrivier tourism.		
3.20	DB enquired how often the firebreaks were maintained.		
3.21	KB responded that it is a 4 – 6 year cycle.		
3.22	DN asked why DB was interested in knowing this.		

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3.23	DB responded that he was trying to link TS's concern of the World Heritage Site Corridor and MTO's concerns to protect their plantations.		
3.24	DN responded that the problem is a visual one and not a firebreak one.		
3.25	KB asked if MTO would be allowed to burn under the power lines.		
3.26	DB responded that this was possible however it was a management issue which must be discussed with Eskom.		
3.27	WE emphasized that he did not want access roads in the forests.		
3.28	DB suggested that 5 lines run closer to the southern corridor near the Loerie Dam Nature reserve and then split near Diepkloof into the firebreak to the south of Longmore Forest Reserve.		
3.29	Members of ECP and MTO all agreed to this as this route does not interfere with any of their sites including the proposed World Heritage Site and MTO.		
3.30	WE indicated that it was cheaper to run the lines in the south as agreed upon by all.		
3.31	WE highlighted that the Loerie Nature Reserve must be avoided.		
3.32	DN mentioned that if the above suggested route is not possible then the earlier suggested route (section 3.5) must be considered.		
3.33	DB enquired if there were any other issues that needed discussing.		
3.34	No issues- Close of meeting.		