Ck No. 2007/196934/23 VAT No: 4030265740
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Contact Person : Judith Alford, **Cell:** 076 876 2672, **Email**: judy@mokgope.co.za

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Dear all,

Thank you for attending the public meeting on 24th July 2014

We would like to draw your attention that these minutes were drawn from notes taken from the Public Meeting; please provide corrections / additions if applicable.

We would like to advise that while utmost care was taken to record your comments accurately and faithfully, there may be some discrepancies between what has been written in the minutes that follow and what was actually said. We apologise for this and request that you contact us should you wish to have something changed.

Many thanks for your participation at the meeting, as well as for your understanding regarding the minutes.

Regards

Judith Alford
Mokgope Consulting cc
Cell: 076 876 2672

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Proposed "Kronos-Perseus" and "Aries-Kronos" 765kV Transmission Power line & Substations Upgrade, Northern Cape Province
Kronos-Perseus DEA Ref: 14/12/16/3/3/2/438
Aries-Kronos DEA Ref: 14/12/16/3/3/2/440

Meeting with I&APs held at 14h00 on 24th July 2014 at GWK, Prieska

Attendees:

Judith	Alford	JA	Mokgope Consulting
Victoria	Somo	VS	Mokgope Consulting
Bruce	Sebolai	BS	Mokgope Consulting
Lerato	Mokgwatlheng	LM	Eskom
Wimpie	Henning	WH	Eskom
Linda	Haarhoff	LH	Eskom
Jason	Cope	JC	Plan-E
H	Van Vuuren	HV	Alkantpan Test Range
A.B	Van Heerden	AV	Alkantpan Test Range
Lutando	Klaas	LK	Alkantpan test Range
K	Penderis	KP	
A.S	Theron	AT	
Gert		G	
Japie	Roux	JR	
Piet	Roux	PR	
Wynand	Human	WH	
Johann	Holzhausen	JH	
Conrad	Coetzee	CC	

Unknown in list above will be indicated as **I&AP in discussion below.*

Item No	Item Description	Response / Comment
1.	**JA:** Welcome and Introduction	
2.	**JA:** Presentation	
3.	**DISCUSSION**	
	JC: We worked with ATR to suggest a new area for the runway. We work quite closely with the Aviation guys and we know a lot of	**JA:** Thank you for willing to assist us. If we could get some sort of speedy response, that would be great as we are still waiting on CAA

Item No	Item Description	Response / Comment
	the guys there who can help with detailing, such as: what the buffer zones are; what sort of aircraft they will be using; and how the power line can be engineered in terms of the recommended buffer zones. You may send us an email and we can help you with the required information.	comments.
	I&AP: I noticed you've included Mulilo properties in your maps. What about Mainstream Renewable, have you been in touch with them? They already got servitudes crossed by your lines. Therefore you need to take their areas into consideration.	**JA:** We have included Mainstream in our I&APs Register. I need to check if we have shape files of their servitudes. I recall receiving a map from them without shape files. I will need to overlay their areas on our maps to see where they are affected. Thank you for bringing it to our attention. **LM**: In addition, we'll need to follow up with them to hear exactly how far they are with their process and also get the coordinates of where they are going to be developing.
	JC: Do you have a rough idea when construction will commence?	**LH:** At this stage, the project is not in the following 10 years construction plan. The Phase 4 is within the 10 years plan. Currently we are busy with Phase 2, thereafter Phase 3 and then Phase 4. Therefore Phase 5 would only start after 10 years from now. The reason why it's taking long is because we have to go through the EIA process, which can take up to two years, and thereafter we would conduct land acquisition, which can take up to 5 years to complete. There could also be appeals lodged, which will require to be addressed prior to entering the acquisition / negotiation process. *Explaining the figure from the presentation:* There is solid purple lines (existing lines) running down the middle, right through the Free State Province and going down to the Cape Town Province. These are 765kV lines feeding the Cape area. The dotted lines at the bottom are Phase 2 and 3. The reason why we have chosen the Northern Alignment going through the Northern Cape Province is to pick up most of the electricity from Solar Farm activities happening in the area and all the way down to the West Coast, where wind farm activities occur. Instead of evacuating all the power down to Cape Town and then try to push it up, we would rather push it up north where Aries is situated at Kenhardt, and then transmit it to Gauteng, where the load is in demand. Therefore that is the reason to align the power

Item No	Item Description	Response / Comment
		line in Northern Cape through the country and not centred down the middle.
	LK: Please note that we have communicated with SKA and they confirmed that they do not have any sites on our properties. Please also confirm with them.	**JA:** Thank you for your comments. We will follow up with SKA.
	I am happy that you have taken Alkantpan into consideration as we are an existing facility operating with testing explosions, this makes the area a dangerous zone.	
		JA: Just to inform you: from this meeting, I have your comments and concerns. When I return to the office I'll compile the minutes which would have to be sent back to you for verification. I'll also compile a Comments and Response Report which you'd would also review. All will be finalised before submission to DEA by end of October.
	LK: In terms of the recommended line, Eskom would have to skirt out the ATR and the Runway. Does this mean you are still going to attempt to go ahead or is it up to you to amend the corridor? At what point would that happen?	**WH:** The consultant would need to wait for CAA comments and then amend and submit to the DEA.
		LM: In addition, before the final report, there is a draft which is available for your review for a 40 days comment period. Once all the comments have been received, including SACAA comments and having amended the routes, the final report is going to be available for your comments for 21 days so that you get a chance to see where changes have been made. After receiving these comments we might find that we would need to do slight adjustments before the final submissions. The report would be on the website, at libraries and I&APs will be sent notification about where the report would be accessed. The comments thereof will have to be forwarded to DEA and copied the consultant and Eskom. Eskom and consultant will then provide the responses to DEA and copy the response to the person who raised an issue, if needs be.
		LH: I would like to explain the technical procedure of the power line to you: In terms of the 765kV line, for every 450km we need to connect to a substation, meaning that we cannot operate a very long line without having problems with switching process. Hence,

Item No	Item Description	Response / Comment
		for every 450km we need to go into a substation and put a breaker. *LH describing from the presentation*: Our initial plan was to put breakers at Perseus near Dealesville and then the next one at Aries near Kenhardt. Aries has got a big solar farm development nearby, and this would be a very good injection point to have a switching station there. However, we cannot bypass Kronos as we would not be able to reach as far as Aries. The distance from Perseus to Aries is more than 450km. We are aware that Kronos is congested and there is a big challenge with servitudes and runways. At this stage it is suggested that we deviate to avoid runways and other infrastructures. Nonetheless, at some stage we would probably have to look into this congested challenge again. Eskom would maybe suggest building the switching station a little bit out of town and still be able to evacuate all the renewable energy situated at the Kronos area. I would say that when we do detailed design work we would definitely consider investigating the latter option in more detail.
4	**Meeting declared closed.**	