

COMMENTS AND RESPONSE REPORT - EIA PHASE

Proposed “KRONOS-ARIES” 765kV Transmission Powerline & Substations Upgrades, Northern Cape Province

NEAS Ref: DEA/EIA/0001557/2012

DEA Ref: 14/12/16/3/3/2/440

I&AP	Concerns & Queries	Date	Response from Mokgope / Eskom
<p>Dr Adrian Tiplay (SKA: Site Bid Manager)</p>	<p>The SKA configuration took into account existing transmission line infrastructure when optimising the location of individual stations. As a result, existing transmission and distribution infrastructure does not pose a significant risk of detrimental impact on the SKA.</p> <p>In order to accurately determine the impact the development of the transmission line could have on the SKA, Electromagnetic Interference studies are required. During the meeting that was held on 5th November 2013 between SKAPO, yourself and ESKOM, ESKOM committed to conducting these studies on already existing 756KV transmission lines. To date, ESKOM has not yet communicated these results to SKAPO.</p> <p>SKAPO did, however, receive an ESKOM report on radio interference in January 2013 where 400kV transmission lines were considered for the ESKOM Solar Park near Upington – investigations indicated that 16km buffer distances would probably be appropriate for 400kV transmission line infrastructure. However, this same assumption cannot be made for 765kV line infrastructure until a proper analysis is conducted.</p> <p>The 16 kilometre protection buffer was a tentative figure, which required further investigation as information relating to the design of the transmission line and electromagnetic emission profile of 765KV transmission line was not available. In light of these, we cannot approve the protection buffer until a more rigorous analysis is conducted, which may result in some mitigation measures that could be adopted in the line design.</p>	<p>28-07-14</p>	<p>EAP: Thank you for your comments.</p> <p>EAP: The Radio Interference Report for 765kV by KR Hubbard from Eskom has been provided to SKA.</p> <p>EAP: The SKA buffer zone for 765kV Transmission Lines has been established to be 22km. The buffer zone has been included in the locality maps in the EIR.</p> <p>EAP: Our Draft EIR's stated that the proposed 765kV power lines should be aligned outside the 16km buffer. Based on your comments, the 16km buffer is more appropriate for a 400kV power line than for a 765kV line. To this regard, we will await for the approved protection buffer for 765kV power lines, which would be included in the final EIR. Thank you for your comments.</p>

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	<p>The SKAPO request that further engagement be undertaken in order to not only ascertain the potential impact the development of the transmission lines could have on the SKA but also to ensure that appropriate mitigation measures are put in place to ensure its protection from EMI.</p>		<p>EAP: A meeting took place on the 12 February 2016 between the EAP, Eskom and SKA to finalise mitigation measures of the final chosen corridor based on the 22km buffer zones. Minutes to the meeting are available on request.</p>
<p>Ms D Moleko (Northern Cape <u>DENC</u>: Assistant Director, Impact Management)</p>	<p>The Department of Environmental and Nature Conservation (DENC) recommends that all the protected indigenous floral species under NCNCA may not be removed from the site without the necessary permits from DENC. This includes the removal of bird nests, especially of raptor species, no animals (including snakes) may be hunted (poached), trapped, injured or removed (transported) in any way without the necessary permits (during construction phase and thereafter). It is strongly recommended that this must be incorporated into the Environmental Management Programme (EMPr).</p> <p>It is recommended that Critical Biodiversity Areas must be avoided at all times.</p> <p>There were no indications in the Draft EIR from where the drinking water for workers and water for the dust suppression would be obtained from.</p> <p>Fire management around the tower structures must be included in the Final EIR.</p>	<p>06-08-14</p>	<p>EAP: Thank you for the recommendations. Plant removal Permits, Water Use License Permits and any other required permits would be applied for prior to construction phase during the walk-down process.</p> <p>EAP: Your recommendations have been noted. This is noted in the EMPr under <i>Chapter 12 Construction Phase: Access to Site: Survey Points Section</i>.</p> <p>EAP: Your recommendations have been noted. This is noted in the EMPr under <i>Chapter 12 Construction Phase: Access to Site: Survey Points Section</i>.</p> <p>Eskom: The water is generally supplied by the municipality within the area where the route is being constructed. The process is usually via a local company that would supply Eskom with the water in tanks and that company would need to have approved permits from the local municipality.</p> <p>EAP: Fire management around tower structures will be the responsibility of Eskom particularly during maintenance phase.</p>

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	<p>No vehicles may be allowed in the watercourse during the construction phase or thereafter.</p> <p>It is recommended that a procedure for soil pollution and handling of oil, diesel and petrol spillages should be included in the Final EIR prior to construction phase.</p> <p>Post monitoring of the transmission line effect on bird populations must be conducted to determine the areas of high bird collisions and subsequently develop possible mitigation procedures for these areas.</p> <p>Include an alien plant control programme in the Final EIR.</p> <p>Indicate how many workers will be employed during the construction phase and the operational phase? Will the workers be local or non-local?</p> <p>SKA should be avoided by the proposed power line development.</p> <p>Include a detailed map of all the heritage no-go areas that must be avoided.</p>		<p>This is indicated in the EMPr under <i>Chapter 12 Construction Phase: Risks Associated with Infrastructure / Materials on Site.</i></p> <p>EAP: Your recommendations are included in the EMPr.</p> <p>EAP: This has been included in the EMPr under <i>Chapter 11: Pre-Construction Phase: Establishing Equipment Lay-down and Storage Areas: Hazardous Substances and Materials</i> section.</p> <p>EAP: Prior to construction, a walk-down and ground-truthing of the chosen route alignment from tower to tower, would be conducted for the various biodiversity assessments, including avifauna assessments for recommendations. In the EIA process, the Avifauna Studies identified Important Bird Areas, which need to be avoided. These areas will be verified during the walk down assessments and appropriate mitigation measure would need to be adhered to during the construction phase.</p> <p>EAP: Your concerns have been noted and are included in the EMPr under <i>Chapter 11 Construction Phase: Conservation of the Natural Environment: Fauna and Flora Section.</i></p> <p>EAP: Unfortunately at this EIA Process Stage, Eskom is not in a position to know how many workers will be employed during the construction and operational phases.</p> <p>EAP: Your comments have been noted, thank you. Meetings have been held with SKA to discuss the EMI mitigation measures required for the proposed power line.</p> <p>EAP: A detailed map of the no-go areas with the final route alignment will be provided in the Final EIR.</p>

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	<p>Search and rescue of all the protected and indigenous floral species must be done prior to the commencement of the proposed development.</p> <p>With regards to the EMPr it must be made clear that the hunting and poaching of animals are not allowed at all and indicate how the workers will be made aware of this.</p>		<p>EAP: Noted with thanks.</p> <p>EAP: Your recommendations are included in the EMPr.</p>
<p><u>South African Civil Aviation Authority (CAA)</u> Harry Roberts Obstacle Specialist Procedure Design and Cartography</p>	<p>In response to the query regarding the proposed runway orientation at the “new” Alkantpan airfield, the following comment for your records:</p> <p>1) For discussion purposes the proposed runway orientation has been calculated as 36/18 (True bearings).</p> <p>2) The alternate power line route demarcated in green, in particular the section which passes overhead the planned airfield, is not supported by the PD&C office.(Kmz file – Kronos-Aries_Alternate routes_2kmBuffers refers).</p> <p>3) The proposed power line route demarcated in yellow will be supported, with maximum pylon heights of 45m. in the area passing through the extended centreline of Runway 36 and adjacent to the East of the planned airfield, provided the lines are developed in present position or further to the North East/ East, inside the buffer area depicted.</p> <p>4) Provided the runway is orientated and positioned as per the kmz file” Runway 2.kmz” (heading and length), the orientation of the runway is supported and should not be impacted on by the proposed Eskom routing (Yellow route.). Should any of the factors mentioned above change, a new PD&C review would be necessary , taking</p>	20-08-15	<p>EAP: The yellow deviation corridor 3A was developed with approval from CAA. See locality map provided in appendix c in the final EIR.</p>

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	the changed circumstances into account. Trust the above assists the process		
DWS, Northern Cape Ms Nompumelelo Mogomqwa		28-08-14	No comments have been received. Proof of Courier is provided in Appendix I.
Solek Renewable Energy Thys van der Hout	With regard to the draft impact report – Eskom Kronos Aries 765kV powerline. Please could you provide proposed route. An electronic cope of the report will also be appreciated. We received letter to I& AP from landowner Humansrus 147. Please could you also confirm that the planned route do not crossing the farm Humansrus 147 (6km north east of Kronos).	02-11-15	EAP: Good day Thys and Johannes, I have received your emails, thank you. I am going to email you the report and maps via "wetransfer.com". Let me know once you've successfully downloaded.
Johannes Wolmarans Solek Renewable Energy	My colleague Thys's epos above refers. Please could you add to the I&AP comments that any grid connection crossing of the Humansrus property in terms of route should be engaged with Solek Innovations in order to align the route and our developments on-site. We have a planned corridor open for other parties to cross across Humansrus. This will greatly be appreciated. Please further confirm that this comments will officially be included within the I&AP comments and responses of the EIA. Good afternoon Judith, Thank you for your emails and sharing of this documentation. From the sent images and affected properties, it seems as if the Humansrus project developments will only be affected on the one section	02-11-15 04-11-15	EAP: Good day, Thank you for your response to our notification letter. You have officially been included in the EIA process database and your comments will be included in the Final Reports that would be reviewed by the DEA early next year. I have had a look at the Kronos-Aries Map, and yes, the new deviation route (yellow line) crosses Humansrus property. Once you have downloaded the maps and have confirmed the alignment, please could you further engage with us to discuss the alignment of the route. EAP: The KMZ Files were emailed to Johannes Wolmarans on 08-11-2015. Please note that this matter will be brought to the attention of the Eskom Negotiator: Wimpie Henning – wimpie.henning@eskom.co.za Cell: 078 459 4951

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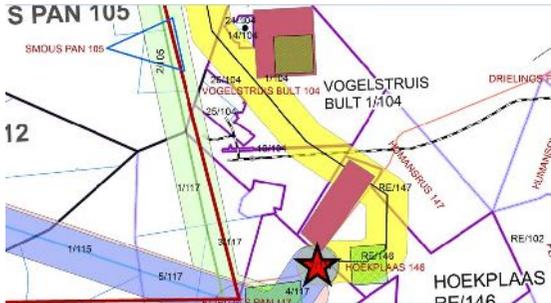
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	<p>which we will point out and discuss in further email discussions.</p> <p>Do you have a KMZ file with these planned routes that you can share with us?</p>		
<p><u>Landowner</u> Flip Zandberg</p>	<p>PPZandberg@chevron.com: Please sent me a detailed map indicating the farms the line will impact as well as the list of these farms.</p> <p>Wrt to my previous mail, the current line cross my property (Zandbergshoop , portion 1 and 3 of the farm Kokerberg) A portion of the line is crossing a wetland with serious corrosion because of the current line which Eskom tried to correct more than once without success.</p> <p>The situation is derationing and Eskom did not do what is supposed to be. My question wrt your EIA is: Who will fiscally inspect the terrain for me to point this out?</p> <p>And by when will the fiscally inspection be conducted? Surely an fiscal inspection need to form part of the EIA</p>	<p>06-11-15</p>	<p>EAP: Report and two maps have been sent to you via “wettransfer.com”</p> <p>Thank you for bringing this to our attention. Is it possible if you may indicate on the map where roughly the affected wetland is situated? I would like to alert the wetland specialist about it and then take it from there to recommend where the line may be deviated to avoid further impacts.</p> <p>A thorough walk-down with a qualified wetland specialist will be undertaken after the EIA Process. This would involve the various specialists to recommend tower positioning after negotiation process with the landowners. Eskom would be fiscally responsible for the walk-down process.</p> <p>I am not sure when the Walk-down would be conducted, but after Environmental Authorisation has been granted, the negotiation process will start. Negotiation process may take 2 years, depending on the issues that may delay the process. Each affected land owner will be notified and would be given a chance to indicate their conditions. At that stage, It would be an opportunity for you to arrange with the negotiator that when the wetland specialist is undertaking the walk-down near your area, you must be informed so that you are there with the Wetland specialist to indicate the area of concern.</p>

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<p><u>Department of Agriculture, Land Reform and Rural Development, Northern Cape Province</u> Nadia Goltz</p>	<p>Good day Please provide me with the locations in order to distribute it to the relevant official.</p> <p>14/12/16/3/3/2/438 14/12/16/3/3/2/439 14/12/16/3/3/2/440</p> <p>Regards</p>	<p>14-11-15</p>	<p>EAP: Hi Nadia, Locations of Projects as follows:</p> <p><i>(the information was sent through email correspondence – available on request)</i></p> <p>Should you require the CD copies, we may post them to you. Let us know how many copies you need.</p>
<p><u>DENC</u> Dorien Werth Case Officer</p>		<p>02-12-15</p>	<p>EAP: Notification letters were posted to the DENC on 12 Oct 2015. A follow up was made via email on 02 Dec 2015. No comments have been received.</p>
<p><u>Repli Trading No 27 Proprietary Ltd</u> Bêrend van Deventer Director</p>	<p>Repli holds the prospecting right over the Remainder of Portions 25 and 26 (portion of portion 25) of the Farm Vogelstruisbult and the farm Slimes Dames, No 154. PCM is a subsidiary of Repli and the surface right holder of portion 26 (portion of Portion 25) of the farm Vogelstruisbult and the farm Slimes Dames, No 154. In addition, PCM holds numerous servitudes over Portion 25 of the farm Vogelstruisbult 104 and Portion 1 of the farm Volgestruisbult 104.</p> <p>We have committed a considerable amount of resources to our prospecting activities and are in the process of advancing to the next phase of our prospecting activities. We confirm we have a direct interest in Eskom’s proposed construction of a 765KV transmission powerline between the existing Aries substation and Kronos substation.</p> <p>We note from the EIAR that Corridor 3 extends over the south western boundary of Portion 25 of the farm Vogelstruisbult 104 and Deviation 3A seems to be on the</p>	<p>08-12-15</p>	<p>EAP: Hi Bêrend, This is to confirm that the final route preferred by Eskom will not affect Farm Vogelstruisbult (Portions 25 and 26). From Kronos substation, the proposed power line will start from Deviation 3A (yellow), and join Corridor 3 (green), which will join to Deviation 3B (purple) and follow the rest of Corridor 2 (pink), where there is an existing 400kV to Aries substation. The actual power line, which is the black centre line of the yellow Deviation 3A, will not shift to the border of the affected properties, depicted below.</p> 

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	<p>north eastern border or just over the border of Portion 26 of the farm Vogelstruisbult 104. Should the transmission powerline be constructed on the Corridor 3 route, it will have a negative impact on our future intended prospecting and mining activities.</p> <p>Could you please confirm that deviation 3A does not extend over the boundary of Portion 26 of the farm Vogelstruisbult 104.</p> <p>We kindly request that the preferred route, Corridor 3 with Deviation 3A and 3B linking to Corridor 2(from Kronos to Aries substation) be used for the construction of the 765KV transmission powerline, provided that Deviation 3A does not exists over the north eastern border of portion 26 of the farm Vogelstruisbult 104. Also, when constructing, the servitudes held by PCM over Portion 1 of the farm Vogelstruisbult 104 should be taken into consideration to ensure that the construction does not infringe on the rights held by PCM/Repli in terms of such servitude.</p> <p>We finally request that you forward us a copy of the Specialists Reports referred to in the EIAR as Appendix M.</p>		<p>The requested documents were provided via email (wetransfer.com) and downloaded by Mr van Deventer on 12-02-16.</p>