

IMPACT ASSESSMENT OF THE PREFERRED SERVITUDE AND ALTERNATIVE  
PLANNING AND DESIGN PHASE

IMPACT DESCRIPTION				PRE-MITIGATION										PROPOSED MITIGATION	POST-MITIGATION										IMPACT STATEMENT								
				ALTERNATIVE A1 - Western Corridor					ALTERNATIVE A2 - Eastern Corridor						ALTERNATIVE A1 - Western Corridor					ALTERNATIVE A2 - Eastern Corridor													
	Activity	Aspect	Impact	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence						
DIRECT IMPACTS																																	
Heritage Impacts	Route selection	Tower positions	Position on heritage sites	6	5	1	2	24	D	6	5	1	3	36	D	Select corridor and route within corridor least likely to impact on heritage sites. Appoint heritage specialist at design phase to assist with identification of sites and placement of towers. Avoid location of towers on or near heritage sites	8	5	1	1	14	D	8	5	1	1	14	D	Heritage sites of various significance were identified in close proximity to both corridor alignments, but the heritage sites along A1 are located in an area under cultivation so are either already impacted on or clearly defined so they can be avoided during design. 3 had a higher concentration of identified heritage sites. The sites on A2 are within a nature reserve and are more likely to be pristine.				
	Access	Access track alignment/positioning	Passing through heritage sites	6	5	1	3	36	D	8	5	1	3	42	D	Use specialist to identify all heritage sites along preferred alignment and access routes to alignment. Ensure sites clearly demarcated prior to construction .	6	5	1	1	12	D	8	5	1	1	14	D	As above				
Avifaunal Impacts	Route selection	Specific alignment of powerline	Interference with flight paths and bird strikes	6	4	1	4	44	P	8	4	1	4	52	P	Select corridor and route least likely to impact on avifaunal flight paths. Appoint avifaunal specialist to assist with specific location of towers within corridor to avoid flight paths. Ensure location of Bird diverters included in design phase.	6	4	1	2	22	P	6	4	1	2	22	P	Bird activity is not expected to vary from one corridor to another due to a uniform habitat distribution across both the corridors. However, the probability on A2 is rated higher due to the proximity of the vulture restaurants to thos servitude. The risk of this impact also increases at the crossing of the Pongola River for both servitudes.				
	Tower design	Tower type selection	Potential for bird electrocutions on tower	6	4	1	2	22	P	6	4	1	4	44	P	Ensure tower design and type is best for attracting birds to roost. Also ensure that suitable bird repelling structure, such as bird guards are considered in the design.	6	4	1	2	22	P	6	4	1	2	22	P					

Social and Socio-economic impacts	Route selection	Specific alignment of powerline	Loss of agricultural land	6	4	1	5	55	D	6	4	1	2	22	D	Avoid placement in crop lands directly wherever possible. This can be readily achieved on all routes.	6	4	1	2	22	D	6	4	1	2	22	D	There is slightly more area under agriculture on the western route and hence a slightly higher probability of towers being placed in agricultural land. However involvement with the landowners on the ground has highlighted that the line can be sighted without impacting on agrocltural land.
	Route selection	Specific alignment of powerline	Impact on tourism venues	6	4	1	2	22	P	6	4	1	5	55	P	Position towers in such a way to be sensitive to tourism venues. In the case of the northern corridor, keep tower positions in same alignment as existing tower positions. In case of new corridors site towers out of view of lodges.	6	4	1	3	33	P	6	4	1	5	55	P	The eastern route passes through nature reserves and private game reserves and it would not be possible to align the route without impacting on these lodges.
Vegetation Impacts	Route selection	Specific alignment of powerline	Loss of indigenous vegetation	4	4	1	2	18	D	8	4	1	5	65	D	Select corridor and route least likely to impact on vegetation. Where possible locate towers and alignment in areas of least dense vegetation	4	4	1	1	9	D	8	4	1	3	39	D	The construction of a powerline along the eastern alignment cannot avoid damage to indigenous vegetation that has been maintained in a pristine state due to being part of private or public game reserves.
	Route selection	Specific alignment of powerline	Loss of species diversity	6	4	1	2	22	D	8	4	1	5	65	D	Where possible locate towers and alignment in areas identified as consisting of species typical and numerous in the area. Make use of specialist during alignment to do this.	6	4	1	1	11	D	8	4	1	3	39	D	The construction of a powerline along the eastern alignment cannot easily avoid damage to indigenous vegetation that has been maintained in a pristine state due to being part of private or public game reserves.
	Route selection	Specific alignment of powerline	Loss of rare or endangered species	6	4	1	1	11	D	8	4	1	4	52	D	Select corridor less likely to contain rare or endangered species. Use specialist to identify rare and endangered species and to assist in aligning powerline away from these species.	6	4	1	1	11	D	8	4	1	3	39	D	The eastern route is more likely to contain rare or endangered species due to its pristine nature
Wetland Impacts	Route selection	Specific alignment of powerline	Damage to wetlands through direct impact or associated run-off impacts	6	4	1	3	33	D	6	4	1	4	44	D	Use wetland delineations to avoid placement of towers in wetlands	4	4	1	1	9	D	8	4	1	2	26	D	Both corridors traverse the Pongola River, but careful placement of the towers and responsible construction can prevent any negative impacts on the wetland or water quality for both corridors.

Visual Impacts	Route selection	Specific alignment of powerline	Pylons become visually dominant on skylines	4	4	2	3	30	D	6	4	2	5	60	D	Where possible avoid placing towers against skyline views - keep towers below escarpments or hills to ensure visual obscuring.	4	4	2	1	10	D	6	4	2	5	60	D	The eastern route is more likely to follow ridge lines and therefore will be more difficult to place the towers such that they are not visible by the tourist activities in game reserves through which the servitude will pass.
Ecological Impacts	Route selection	Specific alignment of powerline	Habitat transformation	6	4	2	2	24	D	8	4	2	4	56	D	Select corridor and route least likely to impact on vegetation. Where possible locate towers and alignment in areas of where habitat transformation has already occurred	6	4	1	2	22	D	8	4	1	3	39	D	Habitat transformation is likely to be less of impact on western route because impacts already experienced due to the higher level of agricultural activities while the eastern route is primarily located in game reserves. Also already existing access will prevent further transformation
	Route selection	Specific alignment of powerline	Terrestrial fauna Impacts	6	4	2	3	36	D	8	4	2	3	42	D	Select corridor and route least likely to impact on terrestrial fauna . Where possible locate towers and alignment in areas of where habitat transformation has already occurred	6	4	1	2	22	D	8	4	1	3	39	D	Terrestrial fauna impacts are likely to be less on eastern route due to the relatively higher level of anthropogenic activity along this servitude compared to the eastern servitude which passes through game reserves with minimal disruptive anthropogenic activity.
Conservation Areas	Route selection	Specific alignment of powerline	Degrading of conservation areas	6	4	1	2	22	D	8	4	3	5	75	D	Select corridor and route least likely to introduce new impact in previously non-impacted conservation areas .	6	4	1	2	22	D	8	4	1	4	52	D	Placement of the powerline in the eastern servitude which is primarily conservation areas will bring about some degradation to the area especially negative impacts visually and on sense of place.
Landuse	Route selection	Specific alignment of powerline	Introduction of non-compatible landuse	6	4	1	2	22	D	8	4	1	4	52	D	Select corridor and route least likely to introduce new incompatible landuse into new areas	6	4	1	2	22	D	8	4	1	3	39	D	Placement of the powerline in the eastern servitude which is primarily conservation areas will introduce a landuse that can be viewed as non-compatible in these conservation areas.
CUMULATIVE IMPACTS																													
Economic Development	Power Supply to Region	Strengthening of the grid	Construction of the 132 kV Turn-in lines will ensure increased power supply to the Golela development node	10	4	3	5	85	D	10	4	3	5	85	D		10	4	3	5	85	D	10	4	3	5	85	D	Increased, stable power supply to the Golela development node will assist with improving economic development in the region, alleviating poverty and assist with provision of basic services to all - HIGH POSITIVE IMPACT

IMPACT ASSESSMENT OF THE PREFERRED ROUTE AND ALTERNATIVE  
CONSTRUCTION PHASE

IMPACT DESCRIPTION				PRE-MITIGATION IMPACT SIGNIFICANCE												PROPOSED MITIGATION	POST-MITIGATION IMPACT SIGNIFICANCE												IMPACT STATEMENT
				ALTERNATIVE A1 - Western Corridor						ALTERNATIVE A2 - Central Corridor							ALTERNATIVE A1 - Northern Corridor						ALTERNATIVE A2 - Central Corridor						
	Activity	Aspect	Impact	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence		
DIRECT IMPACTS																													
Heritage Impacts	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Construction	Damage to or destruction of archaeological and heritage sites	6	5	1	2	24	D	6	5	1	3	36	D	Ensure all identified sites are clearly demarcated prior to construction and that all persons on site are sensitised to the issue and the significance. Stop work if new site exposed during construction. Notify relevant authorities.	6	5	1	1	12	D	6	5	1	2	24	D	Due to the varied no. of sites identified a higher impact to these features is more likely to occur along the Western Corridor but will be easy to identify and to avoid than for the Eastern corrior.
Avifaunal Impacts	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Construction	Disturbance of birds, damage to nests or nesting grounds	4	2	1	5	35	P	4	2	1	5	35	P	Demarcate areas where known nesting grounds are located. Sensitise employees to issue. Ensure all construction remains in footpring area. Ensure access roads clearly marked and adhered to	4	2	1	2	14	P	4	2	1	2	14	P	There will be some disturbance to bird life during construction but this can be reduced by implementing simple mitigation measures.
Social and Socio-economic impacts	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	construction	Damage to agricultural lands	4	2	1	4	28	D	4	2	1	2	14	D	Negotiate access to agricultural lands with landowner. Sensitise employees to issue. Ensure all construction remains in agreed footprint area. Ensure access roads clearly marked and adhered to.	4	2	1	1	7	D	4	2	1	2	14	D	If access and stringing managed properly by the contractor, there will be no damage to crops along both corridors.
	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	construction	Disturbance of tourism activities	6	2	1	2	18	D	6	2	1	5	45	D	Design and time construction activities in association with landowners to minimise the interference effects. Take note of hunting season requirements.	6	2	1	2	18	D	6	2	1	5	45	D	Construction will have a negative impact on tourism especially along the eastern corridor, but proper planing of construction activities along western corridor will have minimal impact

Vegetation Impacts	Clearing of servitude and access roads	Bush clearing	Loss of rare or endangered species	8	2	1	2	22	D	8	2	1	4	44	D	Ensure specialist identifies presence of rare and endangered species prior to construction. Carry out search and rescue at all sites.	8	2	1	2	22	D	8	2	1	2	22	D	If no controls are in place then there is a chance that some rare or endangered species will be damaged during these activities. The probability is less on the western route than the eastern route.
	Clearing of servitude and access roads	Bush clearing	Unnecessary loss of indigenous vegetation	6	2	1	2	18	D	8	2	1	4	44	D	Use existing access routes where possible. Ensure competent bush clearer appointed to clear alignments. Ensure only required clearing is undertaken. Ensure area to be cleared is properly and clearly demarcated.	6	2	1	2	18	D	6	2	1	2	18	D	Clearing of an incorrect servitude or access route can cause unnecessary clearing of vegetation. The probability is less along the western corridor than the eastern corridor.
	Access	Uncontrolled access	Unnecessary loss of indigenous vegetation and damage to riparian and wetland systems	8	2	2	4	48	D	8	2	2	4	48	D	Ensure access routes are planned, clearly demarcated and suitable for the vehicles that will be using them. Ensure drivers are sensitised and disciplined to the issue. Vehicle access through riparian or wetland system to be limited to pre-existing formal access only	4	2	2	2	16	D	6	2	2	3	30	D	Poor management of construction vehicle access can result in the development of multiple tracks on a servitude. The probability is less along the western corridor than the eastern corridor.
	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Bush clearing through riparian and riverine vegetation	Unnecessary loss of riparian and riverine vegetation	8	2	2	4	48	D	8	2	2	4	48	D	Bush clearing through these areas must be kept to a minimum and must permit access on foot only i.e. clearance of a narrow strip only and selective trimming for the purposes of maintaining electrical clearances.	6	2	1	2	18	D	6	2	1	2	18	D	Poor management of clearing the servitude through riparian and riverine vegetation can result in unnecessary damage to these sensitive environments
	Access roads and bush clearing	Bush clearing of servitude and access routes	Increased risk of invader species encroachment	8	5	1	4	56	D	8	5	1	4	56	D	An invader species eradication and management plan must be developed for the construction phase and must be implemented consistently throughout construction phase	6	5	1	2	24	D	8	5	1	2	28	D	The clearing of indigenous vegetation creates an opportunity for encroachment by invader species in to areas that are relatively pristine. The severity of this impact will be more significant along the eastern corridor than western.

	Access roads and bush clearing	Clearing of invader species	Control of invader species along access roads and servitude - POSITIVE IMPACT	6	4	2	4	48	D	6	4	2	2	24	D	Ensure policies are strictly and consistently enforced through construction phase.	6	4	2	4	48	D	6	4	2	2	24	D	The bush clearing and invader species management policies of eskom encourage clearing and management of invader species in the entire project area - POSITIVE IMPACT. This impact is more significant on western corridor than eastern.
<b>Surface Water and Wetland Impacts</b>	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Construction	Physical damage to wetlands and streams through encroachment by construction activities	6	2	2	2	20	D	8	2	2	2	24	D	Ensure all wetlands and streams are identified and all access routes, laydown area, drum stations etc are not located within the buffer zones of these features.	6	2	2	2	20	D	8	2	2	2	24	D	If unplanned and uncontrolled, these activities may impact negatively on the perennial wetlands and streams within both the corridors.
	Servitude access	Bush clearing	Bush clearing can result in increased stormwater run-off and erosion	8	4	2	3	42	D	8	4	2	4	56	D	Bush clearing may only be achieved through cutting - no scalping will be permitted. Destumping of trees on stream and river banks will not be permitted.	6	4	2	2	24	D	6	4	2	2	24	D	Poor bush clearing practices can result in increased stormwater flow and erosion. Topographical gradients are steeper along the eastern corridor than along the western corridor
<b>Noise Impacts</b>	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Construction	Operation of construction equipment and vehicles will increase noise levels	4	2	1	4	28	D	4	2	1	4	28	D	Ensure all vehicles and equipment are in good working order and within allowable noise ranges. Equipment exceeding allowable must be equipped with silencers or removed from site. Operations should occur during acceptable working hours. All noise complaints shall be recorded, investigated and rectified immediately. Construction camps and batching plants must be sited outside of conservation areas.	4	2	1	4	28	D	4	2	1	4	28	D	Noise levels will increase on site only.

<b>Air Pollution</b>	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Construction	Movement of vehicles will result in dust impacts	4	2	1	3	21	D	4	2	1	3	21	D	Where sensitive environments are identified or complaints received dust suppression must be implemented. Vehicle speeds must be limited to slow speeds on gravel roads and tracks. Dust complaints must be recorded, investigated and addressed immediately.	4	2	1	3	21	D	4	2	1	3	21	D	Dust will be generated at construction sites and along access roads.
<b>Fires</b>	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Construction	Movement of vehicles through dry grassland can cause fires. Work forces increase the risk of fire in an areas.	8	1	2	4	44	D	8	1	2	4	44	D	No open fires will be permitted on site. Smoking may only occur during controlled breaks at a designated smoking area with appropriate fire protection facilities. Long grass to be trimmed or flattened along access routes.	8	1	2	4	44	D	8	1	2	4	44	D	Risk of fire is high during the winter months and requires risk management
<b>Traffic Impacts</b>	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Site access and operations	Construction will result in increased traffic flow in specific routes in the region which may impact on other users	4	2	3	2	18	D	4	2	3	2	18	D		4	2	3	2	18	D	4	2	3	2	18	D	The number of vehicles is not expected to increase flow volumes on provincial roads substantially.
<b>Operational Impacts</b>	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Use of hazardous substances	Spillage of hazardous substances into the natural environment	6	3	1	4	40	D	6	3	1	4	40	D	All vehicles and equipment must be in good working order. Equipment/vehicles with permanent leaks must be removed from site. Drip trays must be available with all vehicles and all areas where hazardous substances are being used.	6	3	1	2	20	D	6	3	1	2	20	D	The potential for spills of hazardous substances from leaking fuel tanks, diffs and from handling errors exists but can be managed.

	Access roads, bush clearing, foundation construction, tower assembly & erection, stringing	Waste management	Poor waste management can cause environmental damage	6	2	1	3	27	D	6	2	1	3	27	D	An integrated waste management plan must be compiled during site establishment and must be implemented continuously throughout the construction phase.	6	2	1	3	27	D	6	2	1	3	27	D	Poor waste management can lead to soil, water and air pollution.
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#### INDIRECT IMPACTS

Vegetation Impacts	Bush clearing and Construction	Vegetation removal	Vegetation removal can increase erosion potential	6	2	1	4	36	D	6	2	1	4	36	D	Bush clearing may only occur through cutting or trimming. No scalping or ploughing is permitted.	4	2	1	2	14	D	4	2	1	2	14	D	If the servitude, access routes and construction areas are denuded, there will be a significant increase in erosion
	Bush clearing and Construction	Vegetation removal	Loss of topsoil	6	2	1	4	36	D	6	2	1	4	36	D	Bush clearing may only occur through cutting or trimming. No scalping or ploughing is permitted. Topsoil removed from foundation sites or drum stations must be removed and stored for rehabilitation and protected from erosion during storage.	6	2	1	2	18	D	6	2	1	2	18	D	If the servitude, access routes and construction areas are denuded, there will be a significant increase in erosion and loss of topsoil
	Vehicle Access	Establishment of multiple access tracks	Environmental damage beyond minimal impact footprint.	8	3	2	4	52	D	8	3	2	4	52	D	Ongoing maintenance of access roads and tracks to ensure access through all weather conditions must occur. Drivers must be sensitised to the issue of creating illegal multiple tracks.	8	3	2	2	26	D	8	3	2	3	39	D	During wet weather, access roads can become severely damaged and impact on use. This encourages drivers to find alternate route.
	Access and Construction	Hardening of surfaces	Inhibition of vegetation reestablishment	6	3	1	4	40	D	6	3	1	4	40	D	All hardened surfaces will be ripped during the rehabilitation phase to assist with rapid vegetation re-establishment.	6	3	1	2	20	D	6	3	1	2	20	D	Hardening of soil surfaces will prevent the re-establishment of vegetation.



Ecology	All activities	Construction	Fragementation of habitats	4	2	1	3	21	D	4	2	1	5	35	D	Can be limited by minimising clearance wherever possible; by ensuring good discipline of vehicle movements on site and staying on one track.	4	2	1	3	21	D	4	2	1	3	21	D	Activities during construction will divide up the continuity of habitats and prevent natural movements.
Traffic Impacts	Access	Use of public roads	Deterioration of public roads	8	2	3	4	52	D	8	2	3	4	52	D	Ensure vehicles are not overloads. Repair damage caused by construction vehicles to private roads immediately.	4	2	3	2	18	D	4	2	3	2	18	D	Movements of construction equipment on construction roads can cause damage.
Agriculture	Access and construction	All activities	Loss of productivity due to interference with farming activities or hunting activities	6	2	1	4	36	D	6	2	1	4	36	D	Contractor to liaise with landowners to correlate farm/ hunting activities with construction activities to ensure no interference.	6	2	1	3	27	D	6	2	1	3	27	D	Movements of construction equipment on construction roads can cause damage.
CUMULATIVE IMPACTS																													
Economic Development	All activities	Employment	Creation of temporary jobs during construction - POSITIVE IMPACT	6	2	2	4	40	D	6	2	2	4	40	D	Contractor to employ as many local labourers as is feasibly possible. Contractor to have skills development plans in place.	8	4	2	5	70	D	8	4	2	5	70	D	Construction phase will create temporary jobs for unskilled labour and drivers. This will result in a significant moderate positive impact in the area.

IMPACT ASSESSMENT OF THE PREFERRED ROUTE AND ALTERNATIVE  
OPERATIONAL PHASE

IMPACT DESCRIPTION				PRE-MITIGATION SIGNIFICANCE												PROPOSED MITIGATION	POST-MITIGATION SIGNIFICANCE												IMPACT STATEMENT
				ALTERNATIVE A1 - Western Corridor						ALTERNATIVE A2 - Eastern Corridor							ALTERNATIVE A1 - Western Corridor						ALTERNATIVE S2 - Eastern Corridor						
	Activity	Aspect	Impact	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence	Magnitude	Duration	Scale	Probability	Significance	Confidence		
DIRECT IMPACTS																													
Avifaunal Impacts	Operation	Electrified Conductor	Electrocution of avifauna and collisions	4	4	1	3	27	D	4	4	1	3	27	D	Ensure that all these structures remain in working order at all times. If an increase in bird strikes is observed, then bird diverter and bird guard placement may have to reviewed and improved.	4	4	1	2	18	D	4	4	1	2	18	D	This impact will be low during operation due to the placement of bird diverters to increase the visibility of the conductor. The tower structure to be used reduces the probability of bird electrocutions and bird guards will be implemented where required.
Fires	Conductor	Conductor failure	Ignition of veld resulting in fires	10	4	3	2	34	P	10	4	3	2	34	P	Regular line inspections to ensure the integrity of the line.	10	4	3	2	34	P	10	4	3	2	34	P	Fires do occur on occasion as a result of conductor failure. However, design has been optimised to prevent such events wherever possible
Servitude Maintenance	Bush Clearing	Lack of bush clearing	Overgrown servitude and associated electrical clearance problems	10	4	3	3	51	P	10	4	3	3	51	P	Eskom to ensure that the vegetation clearance and line maintenance occurs as per Eskom Policies.	6	4	1	2	22	P	6	4	1	2	22	P	This impact has been rated moderate due to the number of issues raised by landowners in the area relating to poor servitude maintenance.

	Access	Poor maintenance of access tracks	Poor maintenance of access tracks results in erosion of these tracks.	6	4	1	4	44	P	6	4	1	4	44	P	Eskom to ensure that the access mainteance occurs as per Eskom Policies. Suggest cooperating with landowner to maintain access tracks.	6	4	1	2	22	P	6	4	1	2	22	P	This impact has been rated moderate due experience of other eskom lines where maintenance of the access tracks is non-existent and significant erosion features have developed
INDIRECT IMPACT																													
Servitude Maintenance	Access	Lack of security	Poor lock management on Eskom servitude gates exposes landowners to illegal trespassers and provides access to criminals.	8	4	1	3	39	P	8	4	1	3	39	P	Eskom to ensure that the access mainteance servitude gates and locks occurs as per Eskom Policies. Suggest cooperating with landowner to maintain security .	8	4	1	2	26	P	8	4	1	2	26	P	This impact has been rated moderate due experience of other eskom lines where lock management on servitude gates has assisted criminal access to private land.
Provision of Electricity	Faulting	Loss of stable electricity supply i.e. outages	Impact on businesses, schools, hospitals etc through non-availability of power	8	1	3	2	24	D	8	1	3	2	24	D	Strict maintenane regieme must be upheld to ensure faulting levels remain low.	8	1	3	2	24	D	8	1	3	2	24	D	This impact has been rated Low as the commissioning of this proposed powerline will reduce the risk of faulting and power outages in the region
CUMULATIVE IMPACTS																													
Economic Development	Power Supply to Region	Strengthening of the grid	Strengthening of the grid will ensure uninterrupted electricity supply in Northern Zululand	10	4	3	4	68	D	10	4	3	4	68	D		10	4	3	4	68	D	10	4	3	4	68	D	Strengthening of the will assist with improving economic development in the region, alleviating poverty and assist with provision of basic services to all - HIGH POSITIVE IMPACT