



Figure 2: The Trans-Oranje rail and road corridor showing the key TradePort Namibia proposed import and export operational sites: Ariamsvlei (1), Lüderitz Concrete Slab (2) and Lüderitz Port (3) (Source: Risk-Based Solutions, 2019)

2.1. SITE SELECTION

The haulage route through town and to the port area is surrounded by mixed land-use within both Ariamsvlei Settlement and Lüderitz Town. The route follows the existing railway and is intended to eliminate any potential implications on traffic within the two towns as it's transported to the warehouses. Along the way, the route passes initially through some residential areas to the right and some partially dormant semi-industrial on the left of the railway, and mixed use Lüderitz CBD consisting of various institutions, residential properties, tourist accommodation, restaurants and various business.

On a site specific level, two sites (one each) at the Ariamsvlei and at the Port of Lüderitz were selected, on which the warehouse facilities were constructed (corner GPS coordinates presented in Table 3) and operations currently undertaken. The sites selection process took into consideration key site selection factors such as land availability, proximity to sensitive receptors, site accessibility, topography, risks, current land use.

Additionally, a site with the harbour was identified for the proposed operation of a Floating Transshipment / Barge facility were to be installed and operated and for which a separate Environmental Clearance Certificate was obtained. However, due to the declining global economy emanating from the Corvid-19 pandemic and recently the Russia-Ukraine conflict, this particular component of the operations has not commenced.

Table 1: Corner coordinates of the proposed development site

Corner point	Latitude	Longitude
A – Ariamsvlei Warehouse	-28.119220° S	19.838435° E
B – Lüderitz Warehouse	-26.641372° S	15.153275° E
C – Lüderitz Barge Facility	-26.640786° S	15.152960° E

Table 2: Technical details of the proposed facility as required by the Competent Authority

Component	Description / Dimensions		
	Ariamsvlei	Lüderitz Port	
Height of Warehouse facility	9,5 meter	9,5 meter	
Areas of Warehouse facility	426 m2	426 m2	
Area occupied by buildings	XXX	XXX	
Volume (tons) of Fuel & Mineral exported Monthly	Manganese	100 000 ton	100 000 ton
	Iron (Planned)	90 000 ton	90 000 ton
	Lime	–	5000 ton
	Fertiliser	180 000 ton	180 000 ton
	Others	10 000 ton	10 000 ton
Power Requirements	1.5 Kw	1.5 Kw	
Water Requirements	500 liters	500 liters	
Size and number of vessels	Ultra and Supramax, 2 per Month	Ultra and Supramax, 2 per Month	
Size and number of rail wagons	2.4m x 17m, 17 ton Tare, 61 ton Load, 200 oF	2.4m x 17m, 17 ton Tare, 61 ton Load, 200 oF	
Height of fencing	3 meter	3 meter	
Type of fencing	Barbwire	Barbwire	

2.2. KEY COMPONENTS OF TRADEPORT NAMIBIA'S OPERATIONS

The following is the summary of the activities for which the environmental clearance certificate was issued, and which takes into considerations the characteristics of the materials to be handled by the proponent and the sensitivity of the receiving environment at Ariamsvlei and Lüderitz Port areas as well as the need to build closed up warehouses:

- In South Africa: Road trucks will be loaded with sieved and dust treated manganese lumpy ore and other materials such as gypsum, fertiliser and lime in Northern Cape TradePort Namibia - South Africa. Diesel in bond (handled in Tank-tainers) will likely be transported by rail to and from South Africa;