

Figure 4: Illustration of the two Rail / Truck transportation routes proposed by TradePort Namibia

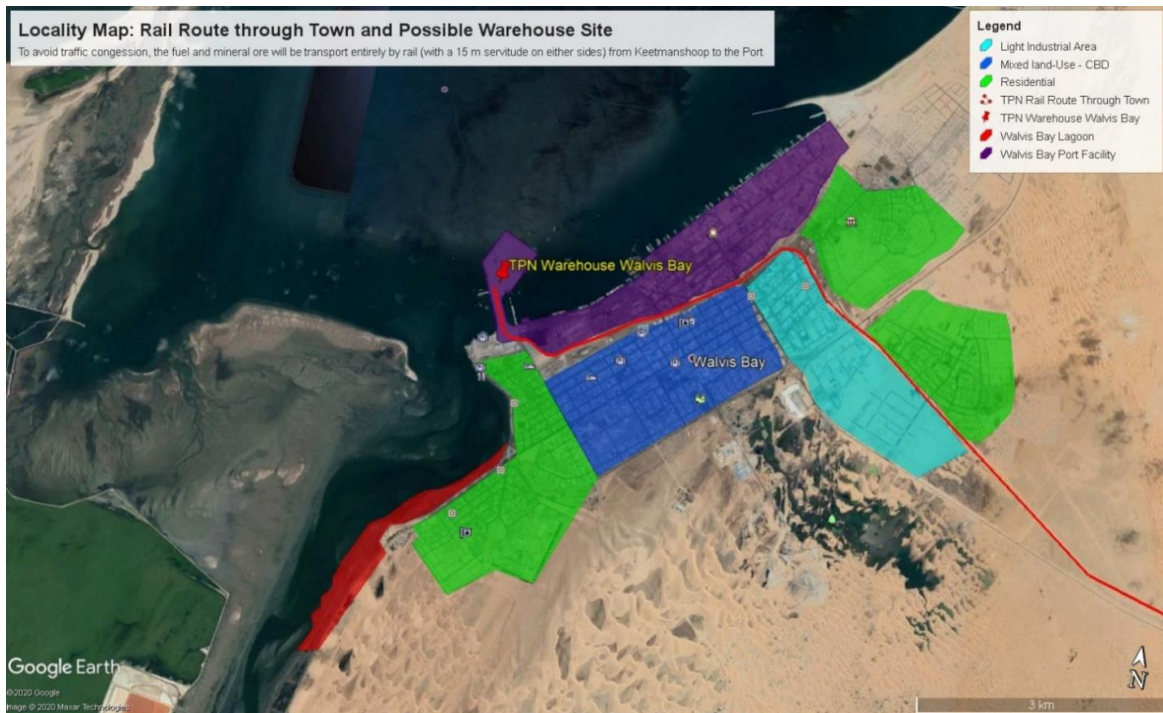
## 2.1. SITE SELECTION

The proposed route through town and to the port area is surrounded by mixed land-use. The route follows the existing railway and is intended to eliminate any potential implications on traffic within the two towns as its 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 Walvis Bay CBD consisting of various institutions, residential properties, tourist accommodation, restaurants and various business.

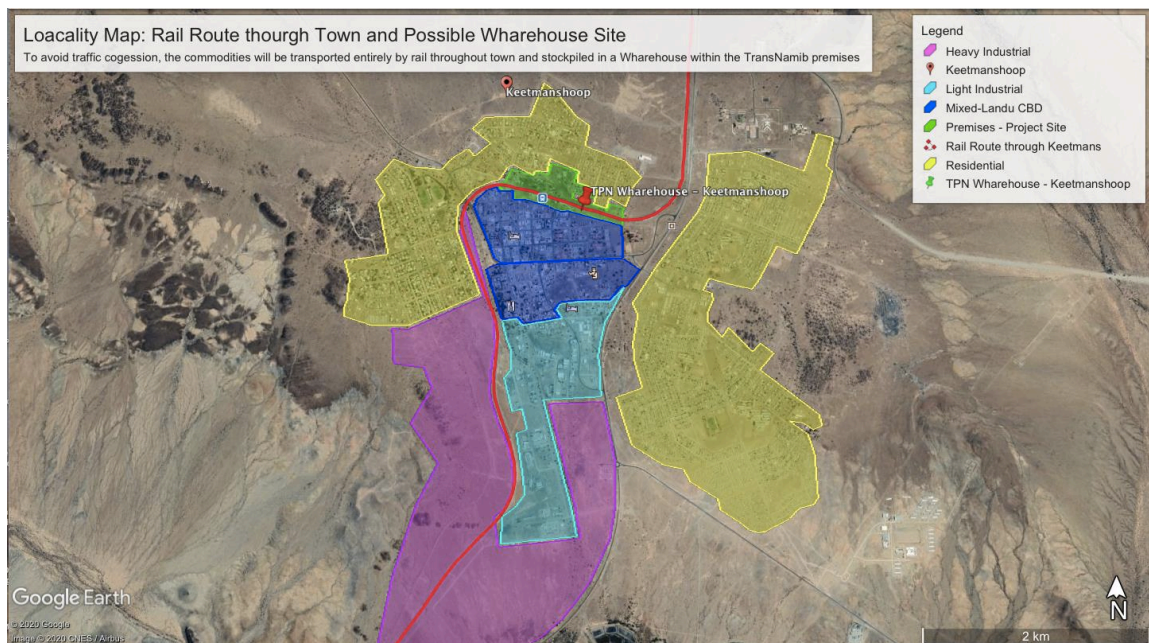
On a site specific level, two site (one each) at the Walvis Bay (**Figure 5**) Port and in Keetmanshoop (**Figure 6**) were selected, on which the warehouse facilities will be constructed (corner GPS coordinates presented in **Table 3**). The site selection process took into consideration key site selection factors such as land availability, proximity to sensitive receptors, site accessibility, topography, risks, current land use.

Table 3: Corner coordinates of the proposed development site

Corner point	Latitude	Longitude
A – Keetmanshoop	-26.574593°	18.137809°
B – Keetmanshoop	-26.574874°	18.137726°
C – Keetmanshoop	-26.575037°	18.138300°
D – Keetmanshoop	-26.574751°	18.138402°
E – Walvis Bay	-22.959265°	14.489111°
F – Walvis Bay	-22.959899°	14.489853°
G – Walvis Bay	-22.958643°	14.491517°
H – Walvis Bay	-22.958464°	14.490142°



**Figure 5:** Haulage route along the existing railway line through different land uses in the Walvis Bay town



**Figure 6:** Haulage route along the existing railway line through different land uses in the Keetmanshoop town

## 2.2. KEY COMPONENTS OF TRADEPORT NAMIBIA'S OPERATIONS

Most of the fuel and mineral commodities originates from South Africa and will be mainly exported in bulk on an alternating basis but with a consistent volume of between 80 000 and