

BACKGROUND INFORMATION DOCUMENT (BID)
PROPOSED DRYLAND TRUCKPORT PROJECT ON PORTION 2 OF THE REMAINDER OF FARM 38,
WALVIS BAY TOWNLAND ALONGSIDE DUNE WALVIS BAY AIRPORT –ROAD IN ERONGO
REGION

(Application for Clearance Certificate)

Application date: February 2023



MAIN OBJECTIVE OF THIS DOCUMENT

The purpose of this document is to:

- To apply for the acquisition of the Environmental Clearance Certificate (ECC) for the proposed new dryland truck port development on portion 2 of the Remainder of farm 38 of the Walvis Bay townland of Erongo Region, alongside the dune road to Walvis Bay airport.
- To provide a brief background of the proposed truck port development project and its proponents;
- **Provide for the Compliant and updated Environmental Management Plan for the project and explain all matters in relation to the Bio-physical environment of the project area;**

- To explain the process that was followed during the Environmental Scoping Study;

1.1 INTRODUCTION

Nambaza Investments cc is the proponent and developer that has proposed to establish and develop the dryland truck port project. The project is on a 15 Hectares of Land and is nonexistence and not operational. The project site area is situated within the Walvis Bay townland area, situated about +- 12 kilometres south of the town of Walvis Bay. The project site/ land is vacant and an application for alienation and/or leasehold was applied to the Municipality of Walvis Bay for operation of business land right to operate a dry truck port. Given the intended objective of the proposed truckport, the truck port shall be called **‘Walvis Bay International Truck-Stop’**

Its proposed business Activities include town planning and subdivision of portion 2 from the remainder of farm, the construction of Storage and handling of containers, Storage and handling of mining materials in the warehouses, the establishment of long-

distance truck parking spaces, warehousing, Convenient shop, fuel station (diesel pumps), overnighting or self-catered accommodation rooms, ablution facilities and a reception stamp duty clearance office. Other basic services such as water are available onsite, electricity will be provided and established by NORED on the facility once the clearance is acquired. Other safety and truck port compliance measures like consent from relevant stakeholder such as Walvis Bay Municipality and Roads Authority shall be acquired as required. The site is associated with open desert dune and dry savannah with small plant, with no surface watercourse and no wildlife conservation area.

The aim of the WITS development is primarily to give long distance truckers an opportunity to rest, refresh and feel at home in Walvis Bay. The additional amenities proposed for the WITS are intended to boost these objectives by creating a one stop centre for logistics to enable a faster truck turnaround time in Walvis Bay. The project will be done in two phases. Phase 1 - the development of the Truck-Stop and Parking (WITS) with the parking, ablution, convenient shop, workshop and site offices. Phase 2 - the development the auxiliary services (Logistics centre) The development of a World Class Truck Stop is motivated by several reasons shared both by industry agents and public agents, notably:

- The un-availability of truck parking areas at port premises leading to haphazard parking (e.g., along the roadway, on road shoulder etc).
- Poor traffic flow in Walvis Bay due to increasing freight trucks on roads.
- Road dilapidation due to uncontrolled flow of heavy freight trucks.
- Increasing market requirements for a higher level of truck parking.
- And, the need to develop Namibia as a logistics hub with an efficient transport network and distribution centres. The WITS is thus needed to support the municipality of Walvis Bay and to assist Namibia in its development ambitions as a logistics hub.

This site falls under the jurisdiction of the Erongo Region, Walvis Bay Townland and an application for alienation and/or purchase of the portion was lodged with the Walvis Bay Municipality who verified and measured the piece of land. A joint venture agreement shall be signed upon approval of the mutual benefits between the proponent of the Truck dry port and Walvis Bay Municipality and other benefits that will be directed to the Walvis Bay community. The project has

already received endorsement from the land owners, which is the Walvis Bay Municipality

The intention for applying for the clearance certificate is therefore to ensure the continuous operation and existence of the project to run it in a profitable, eco-friendly and sustainable way. The aim is to follow the Principles of Eco-development and offer clients the attraction that conserves the environment and improves the well-being of local people. Eco-project development is about uniting conservation, communities, and sustainable environmentally friendly project by minimizing impact on the environment

- To minimize the impact of new truck port development on the Environment, including natural resources, local residents and existing surrounding land uses;
- To ensure site selected for truck port is appropriate for long term operation and that methods are sustainable;
- To ensure proper consideration of the effects of new developments on truck port facilities; and,
- To ensure compliance with environmental requirements.
- Provide training and empowerment for local communities to achieve sustainable development in the region
- create jobs for the local community (estimated about 50 skilled and unskilled to be employed)

Nambaza Investments cc has appointed Nyepez Consultant cc to apply for an Environmental Clearance Certificate from the Ministry of Environment & forestry for compliance purposes. The Environmental Impact Assessment (EIA) will be conducted under the requisites of the Environmental Management Act (EMA) (Act 7 of 2007) and its Regulations (2012).

1.2 LOCALITY

The proposed dryland truckport development project is on a 15 Hectares of Land and not a functional or non-operational project situated on portion 2 of the Remainder of Farm 38 of Walvis bay town land.

1.3 THE TRUCKPORT DEVELOPMENT PROJECT ACTIVITIES

The following facilities are planned to be established on the site. The WITS campus will span 15 hectares of truck parking and auxiliary amenities estimated at N\$100 million. This will be including:

- 24-hour Convenient store with sit down area
- Two island forecourt for trucks with underground fuel tanks
- One island forecourt for normal cars with underground fuel tanks
- Medical centre with showers, a gym and a barbershop

- 111 parking bays for trucks and 30 parking bays for normal cars
- Truck service centres including tyre repair, lube changing and truck repair
- Office Park for resident logistics companies
- Training Centre for Maritime and Logistics
- Warehouses for cargo consolidation and dispatch
- Container storage and handling yard
- Self-catering accommodation units to service visitors

The EIA process to be followed:

Nyepes Consultancy cc has and will follow the Environmental Impact Assessment Process prescribed in the Environmental Management Act (2007) to identify issues of concern.

1.4 AIMS OF THIS STUDY

The aims of initial scoping submitted will be to:

- Comply with Namibia’s Environmental Assessment Policy, Environmental Management Act (2007) and its February 2012 EIA Regulations;
- To provide for a compliant and updated Environmental Management Plan for activity monitoring and evaluation purposes

- Consult all Interested and Affected Parties (I&AP’s) to ensure that their input is taken into account;
- Review the legal and policy framework and its relevance to this project;
- Describe the biophysical and socio-cultural environment of the project to determine its sensitivities and suitability;
- Identify and assess impact related to the construction, operation and later decommissioning of the truckport and associated infrastructure and propose suitable mitigation strategies.
- In February 2023 a Scoping Report or EIA report and Management plan in line with the 2012 EIA Regulations of the Environmental Management Act (2007) and terms of reference will be submitted for approved and an initial Environmental Clearance Certificate **will be required. Copies of the reports will be uploaded on the Ministry of Environment tourism & forestry’s portal online system for review, assessment and consideration of approval by the Environmental Commissioner.**

1.5 PUBLIC PARTICIPATION

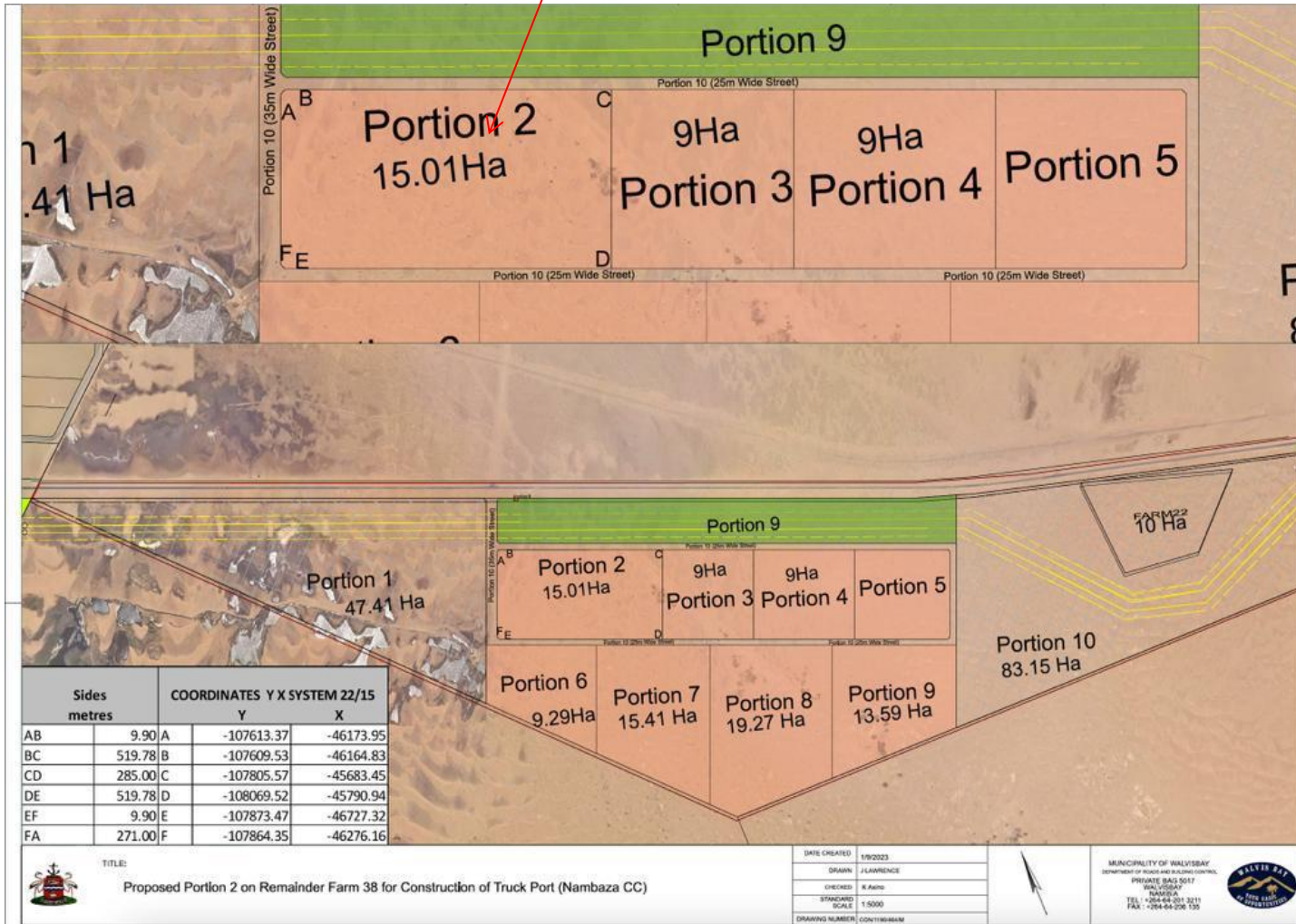
Public participation will and is important in the EIA process. It allows active interaction between (I&AP’s) and the client. The aim of the

participatory process for EIA process is to give opportunity to different I&APs to voice their opinions, suggestions and/or comments on this project.

1.6 CONCLUSION

It should therefore be noted that upon site visits, monitoring and analysis, human settlement and business activities had caused physical changes to surrounding communal plots on near the area. This gives projects like this to add and enhance the socio-economic light industrialized sustainable development.

Project area



PROJECT LOCALITY SITE: PROPOSED TRUCKPORT, PORTION 2 OF FARM 38 WALVIS BAY TOWNLANDS; 15 HECTARES



1.7. REGAISTRATION AND COMMENTS

Participant Name:	Organisation/affiliations:
Position:	Telephone:
Fax:	Email:

Postal address:
Comments/suggestion and questions:

Please fill in particulars and return completed document to be registered as an Interested and Affected Parties (I&AP) on or before the 07^h June 2023:

NYEPEZ Consultancy cc Cell: +264 814554221 Email: gsinyepe@yahoo.co.uk
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