

<p>Project Name</p>	<p>Development of a New Fuel Retail Service Station On Erf 1532, Ext 6, Omuthiya Townlands Oshikoto Region</p> <p>BASELINE SCOPING REPORT</p>
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ABBREVIATIONS AND ACRONYMS

AQG	Air Quality Guidelines
BAT	Best Available Technology
BID	Background Information Document
BSR	Baseline Scoping Report
CBD	Central Business District
CI	Cumulative Impacts
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
COVID-19	'CO' stands for corona, 'VI' for virus, and 'D' for disease. Formerly, this disease was referred to as '2019 novel coronavirus' or '2019-nCoV.'
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
GRN	Government of the Republic of Namibia
GSN	Geological Survey of Namibia
HDI	Human Development Index
HES	Health Environmental and Safety
HPP	The Harambee Prosperity Plan
IAPs	Interested and Affected Parties
ISO	International Organization for Standardization
M ²	Square meters
MET	Ministry of Environment and Tourism
MME	Ministry of Mines and Energy
MOL	Ministry of Labour
MURD	Ministry of Urban and Rural Development
NAAQS	National Ambient Air Quality Standards
NAMWATER	Namibia Water Corporation Ltd
NHC	National Heritage Council
NO ₂	Nitrogen Dioxide
NSI	Namibia Standards Institute
OTC	Omuthiya Town Council
PM	Particulate Matter
PPE	Personal Protective Equipment
PPP	Public Participation Process
SABS	South African Bureau of Standards
SHE	Safety, Health & Environment
SME	Small and Medium Enterprises
SO ₂	Sulphur Dioxide
TLV	Threshold Limit Value

TABLE OF CONTENTS

SECTION	DESCRIPTION	PAGE
1.0	SCOPING ASSESSMENT	4
1.1	Introduction	4
1.2	Terms of References	4
1.3	Approach to the EIA Study	5
2.0	DESCRIPTION OF THE DEVELOPMENT	6
2.1	Project Promoter	6
2.2	Project Location - Site Context	6
2.3	Existing Infrastructures	6
2.3.1	Access to the Site	6
2.3.2	Water Supply	6
2.3.3	Electricity Supply	8
2.3.4	Sewerage System	8
2.3.5	Site Surface Drainage	8
2.3.6	Waste Handling	8
2.4	Details of the Proposed Activities	12
2.5	Local Standards for Fuel Service Stations	12
2.6	Consideration for Project Alternatives	13
2.6.1	The Alternative Site	13
2.6.2	The No Action Alternative	14
2.6.3	Comparing of Alternatives	15
3.0	THE LEGAL AND POLICY FRAMEWORKS	17
4.0	THE RECEIVING ENVIRONMENT	19
4.1	Introduction	19
4.2	Access to the Site	19
4.3	Topography	19
4.4	Climatic Data	19
4.5	Geology and Soil Characteristic	20
4.6	Hydrology	20
4.7	Waste Management Dust	20
4.8	Dust Impacts	21
4.9	Air Qualities	21
4.10	Noise Impacts	21
4.11	Visual Impacts	21
4.12	Archaeological and Cultural Heritage	21
4.13	The Ecosystem	22

4.14	The Socio-Economic Environment	22
5.0	IMPACT ASSESSMENT METHODOLOGY	22
5.1	Types of Impacts	23
5.2	Identification of Impacts	23
5.3	Mitigation of Impacts	23
6.0	IMPACTS AND MITIGATION MEASURES	26
6.1	Positive Impacts	26
6.1.1	Employment Creation	26
6.1.2	Boost to the Local Economy (Opuwo)	26
6.1.3	Imparting of New Skills	26
6.1.4	Contribution to the State Coffers	27
6.1.5	Training of Employees	27
6.1.6	Socio and Economic Impacts	28
6.2	Adverse/Negative Impacts and Mitigation	29
6.2.1	Traffic Congestion	29
6.2.2	Surface Water and Drainage	29
6.2.3	Soil Disturbances	29
6.2.4	Waste Generation and Management	30
6.2.5	Environmental Pollution	31
6.2.6	Noise Impacts	32
6.2.7	Impacts on the Ecosystem	32
6.2.8	Visual Impacts	32
6.2.9	Archaeological and Cultural Heritages	33
6.2.10	Fire Risk and Control	33
6.2.11	Health and Safety	33
6.2.12	Covid-19 Control and Prevention	35
7.1	Environmental Economics Criteria	38
7.2	Efficiency Criterion	38
7.3	Equity Criterion	38
7.4	The Intergenerational Equity or Sustainability Criterion	39
7.5	Conclusion	39

TABLES

Table	Description	Page
TABLE 1	: National Legislation	17
TABLE 2	: National Policies AND Related Programme	18
TABLE 3	: Impact Assessment Methodology	24
TABLE 4	: Nature or Status of Impacts	24
TABLE 5	: Extent or Scale of the Impact	24
TABLE 6	: Duration	25
TABLE 7	: Intensity or Magnitude of the Impact	25
TABLE 8	: Probability of Impact	25
TABLE 9	: Determination of Significance	25
TABLE 10	: Waste Generation and Management	30
TABLE 11	: Sources of Environmental Pollutions	31
TABLE 12	: Summary of Impact Assessment	37

LIST OF FIGURES/PHOTOS

FIGURE 1	: Site Location - Google Map	7
FIGURE 2	: Site Location - Township Layout Context	7
FIGURE 3	: Standing on Erf 1532 looking northwest to B1 Highway	9
FIGURE 4	: B1 Highway passing through the centre of the Omuthiya Town Center	9
FIGURE 5	: View to the north of the Project Site	10
FIGURE 6	: View standing at southwest of Erf 1532 looking to the South	10
FIGURE 7	: Available services at the Project Site Proposed Site	11
FIGURE 8	: Livestock and preserved indigenous trees	11
FIGURE 9	: Waste from neighbouring building	21
FIGURE 10	: Covid-19 Safety Measures (Signs & Symbols)	36

1. **SCOPING (BASELINE)**

1.1 **Introduction**

Ekwao Consulting (hereinafter Ekwao) has been appointed by Degrande Investments CC (hereinafter Degrande) to conduct an Environmental Impact Assessment (EIA) for the development of its proposed fuel retail service station and associated activities on Erf 1532, extension 6, Omuthiya Townlands.

This EIA consists of three sections as follows:

- Baseline Scoping Report (BSR)
- Environmental Management Plan (EMP), and
- Public Participation Process (PPP)

This report represents as far as possible the outcome of the Scoping Assessment conducted with respect to the proposed development.

1.2 **Terms of References**

The terms for this EIA were to:

- critically look into the location and suitability of the site for the proposed activity
- provide a detailed description of the Baseline Information and to list the national environmental legislative and regulatory frameworks which have bearings on the development
- provide a description, evaluation and analysis of the potential environmental impacts which the proposed development is likely to pose, expressed in terms of the physical, biological (ecological) and socio-economic aspects
- present an evaluation of the technology, procedures and processes to be used in the implementation of the project
- conduct a Public Participation Process (PPP) during which the views, concerns, inputs and attitudes of the community particularly the nearby residents are assessed and evaluated towards the proposed development
- formulate an Environmental Management Plan (EMP), proposing the measures to be taken to eliminate and to minimize adverse impacts on

the environment during the Construction and Operational Phases of the service station

- submit the EIA Report to the Ministry of Environmental, Forestry and Tourism (MEFT) for consideration whether or not to award or to refuse the award of an Environmental Clearance Certificate (ECC) for the planned development

1.3 **Approach to the Study**

Ekwao has adopted an investigative approach which took into account the existing environment and the possible impacts which the proposed development will bring to bear to the physical, biological (ecological) and socio-economic environments. The proposed site (which is Erf 1532 in extension 6) was assessed by way of:

- physical observations
- visual surveying
- taking of photographic images, and
- talking to the proponent and the residents in the immediate vicinity of the development

A description of the property (land) and its location were critically assessed and considered for suitability to the proposed development. All national legislations, policies and guidelines that are applicable to the planned activity are also listed and highlighted.

Mitigation measures for identified environmental impacts were considered over the two phases of the development which are:

- the Construction Phase which includes the pre-construction, construction and post construction activities
- the Operational Phase which entails the day-to-day operational activities of the development

Mechanism for monitoring and evaluation of compliance were proposed and included in the EMP.

Finally, a Public Participation Process (PPP) as required by the Environmental Management Act was conducted within the restrictions imposed by GRN to deal with the Covid-19 pandemic.

2. DESCRIPTION OF THE DEVELOPMENT

2.1 Project Promoter

The envisaged development is promoted by Degrande Investments CC – a 100% owned and controlled Namibian company. Degrande Investments aspires to construct and to operate a modern fuel service station with modern amenities which are often associated with fuel service stations in the town of Omuthiya, one of the fastest growing towns in northern Namibia.

2.2 Project Location - Site Context

The piece of land earmarked for the development is Erf 1532 located in extension 6 and measures 3202 m². The stand is fully formalised with all required services installed and functional. The zoning is business and therefore in line with the planned development. The footprint for the built up area is expected to be ±35% of the total land size.

From a traffic flow perspective, the filling station is adjacent the B1 highway, one of the most vital and busiest roads in the country linking the central and coastal towns to the four densely populated northern regions of Namibia. In this respect, the viability of the project is therefore not in question.

2.3 Existing Infrastructures

2.3.1 Access to the Site

Most traffic will enter the service station from the B1 Highway which is 45 m to the northwest. A suitable paved access road will have to be constructed to link the filling station to the B1 highway. Access from the northeast is provided via a street road still to be constructed.

2.3.2 Water Supply

The plot is fully serviced and supplied with potable water by the Omuthiya Town Council. A water fire hydrant point was observed on the plot. The water requirement for the development, both during the Construction and Operational Phases is not expected to impact negatively on the existing water supply at the town. Generally, water is a scarce resource in Namibia and must be used sparingly.

Harvesting of rainwater from rooftops should be considered to supplement potable water supplied by Council. Such water can be used for cleaning purposes. Recycling of water used at the car wash facility should also be considered.

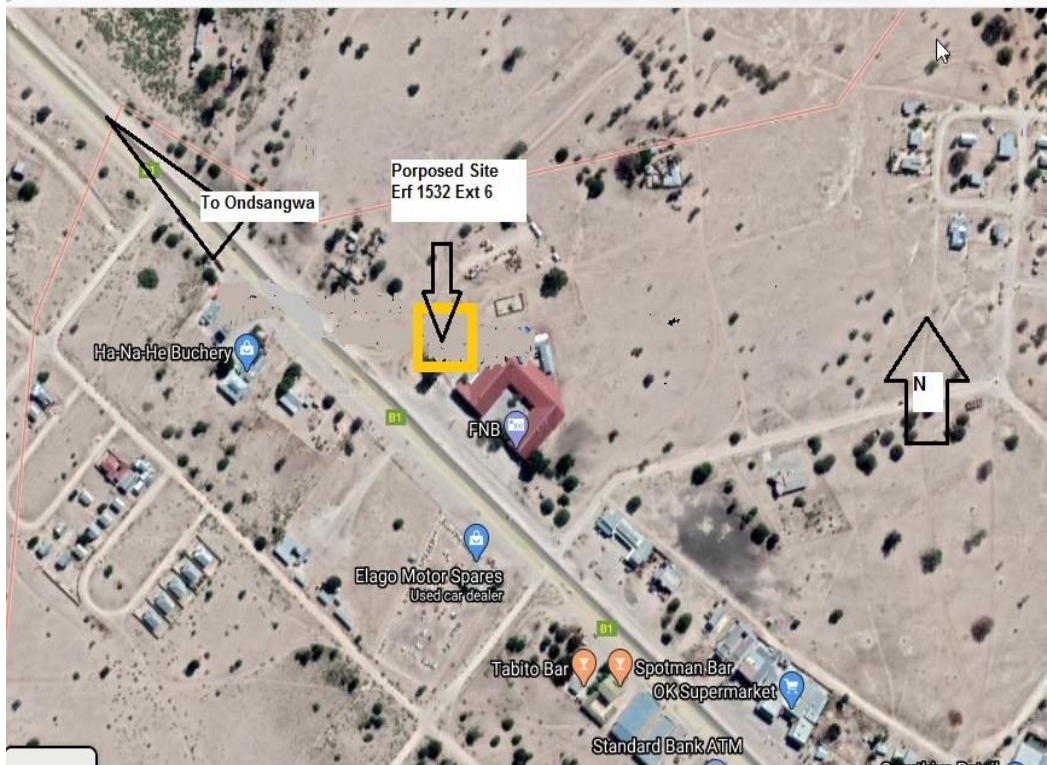


Figure 1: Site Location – Google Map

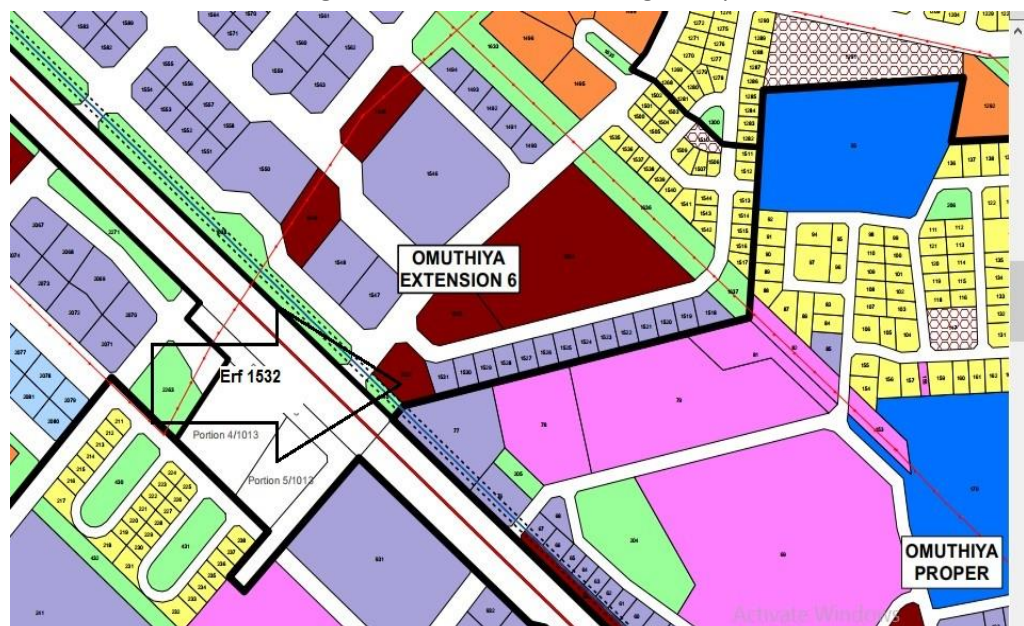


Figure 2: Site Location – Township Layout Context

2.3.3 Electricity Supply

Electricity is available on site. The local electricity supplier is Nored. The existing power supply is sufficient to cater for the proposed development. In the long term, solar panels installed on the rooftops of the buildings can supplement the energy requirements of the filling station. This will reduce the energy bill of the service station considerably. Overall, the energy requirement for the project is not expected to have any negative impact on the current electricity demands in the town of Omuthiya.

2.3.4 Sewerage System

The site is linked to the sewerage system. As standard practice, the number of toilets and or ablution facilities required for the fuel retail service station has to be indicated on the drawings which have to be submitted to the local authority for approval.

2.3.5 Site Surface Drainage

The site has a gentle fall to the northeast and during the rainy season most of the rainwater is expected to drain in this direction. The B1 highway to the northwest of the site is slightly elevated such that rainwater from the tarmac surface will drain towards the filling station. A suitable drainage system has therefore to be provided in the design phase to divert surface run-off and storm water from the site during the operational phase.

2.3.6 Waste Handling

All wastes (solid and liquid) have to be taken care of, as provided for in the Environmental Management Plan (EMP) designed for the development. Suitable waste skips have to be provided, emptied and cleaned in line with the bylaws of the Omuthiya local authority. A waste skip from the neighbouring shopping complex is located on Erf 1532, probable because the land is vacant. Windblown papers and plastics (Figure 7 and 9) were spotted all around the site which indicates the poor cleanliness of the town.



Figure 3: Standing on Erf 1532 looking northwest to the B1 Highway



Figure 4: The B1 Highway passing through the centre of Omuthiya



Figure 5: View to the north of the project site



Figure 6: View standing at the southwest corner of Erf 1532 looking to the South



Figure 7: Available services on site – water & fire hydrant connection points.



Figure 8: Livestock (goat) grazing within the township land reserve. Preserved indigenous trees in the town



Figure 9: Waste from the adjacent shopping complex kept in a poorly made structure. Windblown waste papers & plastics around the project site.

2.4 **Details of the Proposed Activity**

The study area consists of a site measuring 3202 m² as shown in Figure 1. The proposed development will entail the construction of a fuel service station integrated with what have become standard facilities at modern fuel retail service stations.

- canopied forecourt housing fuel pumps
- convenience store and take-away
- related administrative offices
- banking automatic teller machines (ATMs)
- a tyre repair workshop
- car wash
- ablution facilities
- truck stop
- long distance bus terminal
- adequate paved parking bays

At the time of the EIA assessment, specific details of the exact design and layout of the proposed filling station were unavailable, as the entire project is still in the concept design phase. However, considering the details presented by the proponent, a modern filling station is envisaged.

Typically, such filling station will make provision for underground storage of unleaded petrol and diesel. The typical tank allocation is on a four storage tank facility, using two tanks for the storage of petrol and two tanks for the storage of diesel. However, this is depended on the anticipated sales volume for each fuel product.

A modern filling station will have a canopied forecourt with three or four dispensing islands on which pumps for the dispensing of fuel from the underground storage tanks are located. The standard industry practice is for the area under the canopy to be slightly raised above the level of the remainder of the service area and sealed with an impervious layer.

2.5 **Local Standards for Fuel Service Stations**

Since Namibia is still in the process of developing its own standards, the current standard practice used is that of SABS 089:1999. The installation of the fuel tanks and pipelines at the filling station are to be in line with SABS Standards (SANS 10089: Parts 1-3).

In terms of these standards:

- underground Fuel Storage Tanks (USTs) should be a minimum composite tanks fiber-reinforced resin coated steel tanks
- installation requirements for USTs as prescribed in terms of the SABS codes
- filler point containment measures for the containment of spillage during tank filling as prescribed in terms of the SABS codes
- supply pipeline types, containment measures and installation requirements are specified

The tanks are filled from a common filler box. The filler point is surrounded by secondary sleeving to prevent surface water and soil from entering the filler box. The fuel tanker operator will pump out any spillage into this filler box at the time of fuel delivery.

From these tanks, fuel is pumped through underground pipelines, which are laid to the forecourt area, where it is finally dispersed into customers' vehicles. Dispensing pumps will be fitted with emergency cut off valve as per legislation and standards.

All storm water that may potentially be contaminated by fuel or oil spills is directed to a separator unit prior to exiting the site. In addition, waste water from the carwash facility is drained through a separator before discharging such waste water into the sewerage system of town council.

2.6 **Consideration for Project Alternatives**

Alternatives to this proposed development have been assessed from the environmental and socio-economic perspectives. The alternative considered are:

- Alternative Site Scenario
- No Action Alternative/Scenario, and
- Comparisons of Alternatives

2.6.1 **The Alternative Site**

The relocation option to a different site is an option available for the project implementation; however the selection of a site intended for use as a fuel retail service station is made based on evaluations of a number

of factors such as traffic volumes, site accessibilities, availability of services (water, electricity, sewerage, waste disposal,) etc.

The promoter has purchased the specific land based on its strategic location for the intended purpose. As such there are no alternative sites available to the promoter for the proposed development.

The land is located within the Omuthiya Townlands and has been formalised, fully serviced and zoned for business. With a surface area of 3202 m², the land is big enough to accommodate the scale and size of development planned by the promoter.

It is common knowledge that serviced land for development of businesses, construction of housing and industries is in limited supply from almost all local authorities throughout the country. For the developer to look for an alternative site will be a cumbersome process and there is no guarantee that any such site will be successfully secured.

The promoter has already made a substantial initial investment to buy the land. Designs for the service station are currently being drawn up for submission to the Ministry of Mines and Energy and to the local authority. An alternative site would result in the loss for the funds already paid to professional service providers such as Architect, Structural Engineer and Quantity Surveyors.

In consideration of the above concerns and assessment of the current site, the option for an alternative site is not a feasible proposition at this stage.

2.6.2 **The 'No Action' Alternative**

The 'No-action Alternative' in respect to the proposed project implies that the status quo is maintained. This option is the most suitable alternative from an extreme environmental perspective because it ensures non-interference with the existing conditions. However, the need for such a development is high and the anticipated insignificant environmental impacts resulting from the Construction Phase have already been experienced (the site is in built up area).

This option will however, involve several losses both to the project proponent, the Town Council of Omuthiya (no payment for services/rates), the Namibian community at large (no employment) and Central Government in that no tax will be paid to the State coffers.

The land which is zoned for business will remain undeveloped and under-utilized or neglected. The 'no project' option is the least preferred option from the socio-economic and partly environmental perspective because,

if the project is not done:

- the economic benefits especially during the Construction Phase, i.e. provision of jobs for skilled and non-skilled workers will not be realised
- there will be no generation of income by the developer and the local authority (Omuhiya Town Council) will not be paid for the provision of rates and taxes
- the social-economic status of Namibia and the local people would remain unchanged
- the available local skills would remain under utilised
- no employment opportunities will be created for Namibians who will otherwise work at the fuel retail service station after the construction has been successfully completed
- the scenario of no-action clearly sends out a negative vibe and discourages investors to invest in the local oil industry

From the above explanations, it is obvious that the 'No Project Alternative' is not a desirable alternative from the socio-economic perspectives since no benefits will accrue to anyone including the promoter, the local authority, the youths roaming around the streets looking for employment and central Government (no taxes, etc.).

However, from the environment conservation perspective, the 'No Action Alternative' will be beneficial in that any potential negative impacts associated with the project implementation will be avoided.

The "No Action Alternative" should not be adopted, as there is a fundamental need to encourage sustainable development as long as such developments are conducted in line with the provisions of the Environmental Management Act and abiding by the provisions outlined in the Environmental Management Plan (EMP) for such a development.

2.6.3 **Comparing of Alternatives**

Under the 'Development Alternative/Scenario' the proposed development would provide direct and indirect employment to the local people. During the Construction Phase, jobs will be provided to the construction workers in trades such as bricklayers, plasters, joiners, electricians, pavers, carpenters, plumbers, etc.

The Construction Phase will be followed by the Operational Phase (business phase) in which jobs in the form of fuel jockeys, shop attendants, cleaners, security/guards, cashiers, etc. will be provided. Employees will be drawn from the local community, hence combating the scourge of unemployment.

In the event of a 'No Action Alternative/Scenario' development will not take place. There would be no benefit derived from the site and nor would there be the insignificant environmental impacts.

Provided the environmental impact mitigation measures as proposed for in the EMP are adhered to, the development will have minimal negative to insignificant impacts to the environment.

3. THE LEGAL AND POLICY FRAMEWORKS

To protect the environment and achieve sustainable development, all projects, programs and policies deemed to have adverse impacts on the environment are required to undergo an EIA according to the Namibian legislation. The following legislations govern the EIA process in Namibia, pertaining to the proposed activity:

TABLE 1: NATIONAL LEGISLATIONS	
The Environmental Management Act, Act No. 7 of 2007	The Environmental Impact Assessments (EIA) is regulated by the Ministry of Environment and Tourism (MET) in terms of the Environmental Management Act, (Act No. 7 of 2007). This Act was gazetted in December 2007 (Government Gazette No. 3966) and the Environmental Impact Assessment Regulations: Environmental Management Act, 2007 (Government Gazette No. 4878) were promulgated in February 2012.
The Local Authority Act, (Act No.23 of 1992)	The Act provides for the establishment of local authorities which run formal establishments such as towns, villages and settlements. The Opuwo Town Council was established under the Local Authority Act.
Water Resource Management Act (Act No. 11 of 2013)	The line ministry is the Ministry of Agriculture, Water and Forestry. This Act provides for the management, protection, development, use and conservation of water resources; to provide for the regulation and monitoring of water services and to provide for incidental matters.
Road Fund Administration Act	Regulates traffic and use of public roads in Namibia including aspects related to road safety, vehicle licensing, roadworthiness, Mass Distance Charges, abnormal loads, etc.
Atmospheric Pollution Prevention Act (Act No. 45 of 1965)	This Act was enacted in 1965 is still being applied in independent Namibia today and resorts under the Ministry of Health and Social Services. The Act attempts to guard against the pollution of the atmosphere. A number of sections of this Act relate to 'Air Pollution Control Certification', dust control, closure certificate, etc. At present, the Ministry does not grant any certificates as no procedures or guidelines exist. The best practice would be to notify the Ministry of the anticipated emissions.
National Heritage Council Act (Act No. 27 of 2004)	The line ministry is Ministry of Youth, Sport and Culture. The National Heritage Council Act provides for the protection and conservation of places and objects of heritage significance and the registration of such places and objects. It also makes provision for archaeological 'impact assessments'. Part V: Permits, paragraphs 51 and 52). If applicable, the relevant permits must be obtained before disturbing or destroying a heritage site as set out in the Act.
Atomic Energy and radiation Protection Act (Act No. 5 of 2005)	The Hazardous Substance Ordinance No. 14 of 1974 was repealed and amended by the Atomic Energy and Radiation Protection Act. The Act provides for the control of substances which may cause injury or ill-health or death of human beings by reason of their toxic, corrosive, irritant, strongly sensitising or flammable nature. Whilst the environmental aspects are not really explicitly stated, the Act provides guidelines with respect to importing, handling and storage, etc. of hazardous substances. The line ministry is the Ministry of Police, Safety and Security (the Drag Law Enforcement Unit).

Regional Council Act (Act No. 23 of 1992)	The Act resorts under the Ministry of Urban and Rural Development and was enacted to promote the planning and coordination of policies at the regional. Under Article 28, the powers, duties, functions, rights and obligations of regional councils include overseeing the general implementation of regional development activities.
The Labour Reform Act (Act No. 11 of 2007)	Overseen by the Ministry of Labour, the Labour Act as amended aims to “promote and maintain the welfare of the people and ... to further a policy of labour relations conducive to economic growth, stability and productivity”. It details basic conditions of employment, and health, safety and welfare requirements of employers.
The Petroleum Products & Energy Act (Act No.13 of 1990)	The Act makes provision for the procurement, handling and storage of petroleum products. The line ministry is the Ministry of Mines and Energy.

TABLE 2: NATIONAL POLICIES AND RELATED PROGRAMME

The Environmental Policy of Namibia	The Environmental Assessment Policy requires that all projects initiated by both the government and private sector that have a detrimental effect on the environment must be accompanied by an EIA. It further provides a guideline list of all activities that require an impact assessment. The proposed activity is listed as an operation requiring an impact assessment.
Vision 2030 and National Development Plans (NDPs)	Vision 2030 states that: “The nation shall develop its natural capital for the benefit of its social, economic and ecological well-being by adopting strategies that: promote the sustainable, equitable and efficient use of natural resources; maximize Namibia’s comparative advantages; and reduce all inappropriate use of resources. However, natural resources alone cannot sustain Namibia’s long-term development, and the nation must diversify its economy and livelihood strategies.
The Harambee Prosperity plan (HPP)	The HPP was launched by President Geingob in March 2015 as a targeted Action Plan to accelerate development in key defined priority areas, which lay the basis for attaining prosperity for all in Namibia. The Plan does not replace, but complements the long-term goal of the National Development Plans [NDPs] and Vision 2030. HPP introduces an element of flexibility in the Namibian planning system by fast tracking development in areas where progress is insufficient. It also incorporates new development opportunities and aims to address challenges that have emerged after the formulation of NDPs.
COVID-19 Guidelines and Regulations	In the wake of the deadly Covid-19 pandemic, the Government of the Republic of Namibia has put in place measures to contain the spread of the virus. Such measures have included lockdowns of certain regions/towns, shut down of schools, banning of religious gathering, limiting numbers of people attending weddings & funerals and or meetings and restrictions of movements of people. The borders have also remained closed for tourists.

4. THE RECEIVING ENVIRONMENT

4.1 Introduction

With respect to the receiving environment, the impacts which the proposed development is likely to pose have been evaluated as described in this section. The study information was gathered through a number of sources such as:

- visual investigation of the site
- discussions with the proponent
- taking of photographs
- observation of the current environmental status of the immediate surrounds

Only those elements of the environment that have a direct bearing on the impact assessment process of the proposed development are discussed. The severity of the potential impacts is largely determined by the state of the receiving environment.

4.2 Access to the Site

Access to the site is as described in section 2.3.1 above and is not repeated here.

4.3 Topography

The topography is flat with a gentle slope to the northwest of the site. Generally, the town of Omuthiya is in a depression (*omulamba*) at 1080 m above sea level. When approached from the direction of Ondangwa, Omuthiya becomes visible only from a distance of approximately 500 m. At an altitude of 1081 m above sea level, Ondangwa is 81 m higher. The same applies when one approached Omuthiya from the direction of Oshivelo.

Generally, the topographical characteristic of the site is not expected to have any detrimental effect on its developmental potential. It is however advisable to provide for an appropriate drainage system in the design phase to divert surface run-off water from the slightly elevated B1 Highway.

4.4 Climatic Data

Climatological data for the project site were sourced from the 'Weather Spark'. During the wet season, Omuthiya is mostly cloudy but generally clear and hot all year around. On average the project site receives

between 400 mm and 500 mm of rain per annum with most precipitation occurring between November and March each year.

Daily maximum and minimum temperatures range between the highest of 35°C and lowest of 17°C respectively. During winter, night temperature could drop as low as 3°C.

The average sunshine per season is 1 382 hours. The benefit of sunshine hours is that the use of alternative energy supply such as solar energy can be applied. With these amounts of sunshine hours, the project could install solar panels and effectively supplement the expensive energy that it sources from Nored thereby reducing its energy bill and passing the benefits on to its customers.

4.5 **Geology and Soil Characteristics**

Based on the work carried out by Miller and Schalk 1980, Miller 1990, the general geology and stratigraphy of the 'Owamboland basin', is comprised of rocks of the Damara Sequence, overlain by the Karoo and Kalahari Groups. Within the project site, the only rock formation encountered on the surface which is quite widespread through the basin, is the Andoni Formation.

The characteristic of the Andoni Formation is primarily white medium grained semi-consolidated sands often appearing in bands from 100 cm to 300 cm thick which could be slightly pyritic. There is no known geological faulting in the area. From the development perspective, the natural soil structure is strong enough to support any top structures which may be erected, as long as the concrete strength recommended for the foundation is adhered to.

4.6 **Hydrology**

There are no permanent sources of surface water such as river, streams, ponds, springs, lakes or dams observed in the vicinity of the project site.

4.7 **Waste Management**

The development of a fuel retail service station will generate waste both liquid and solid which have to be properly managed. Waste skips for solid wastes generated by the filling station have to be provided and a waste management procedure developed and strictly enforced.

Collection and emptying of waste skips is done by OTC. In fact, Council will only give a Certificate of Fitness to the fuel retail service station once satisfied that all bylaws have been complied with.

4.8 **Dust Impacts**

Dust is only expected during the Construction Phase. During the spring months, southern and southwestern winds are quite prevalent at Omuthiya, often blowing up dust and reducing visibility. Other than the occasional wind-driven dust, little dust should be expected during the Operational Phase. Most of the surface areas have to be interlocked and neatly paved to maintain a higher standard of cleanliness.

4.9 **Air Quality**

Construction activities for the service station are likely to be associated with some generation of noxious gases emissions from construction vehicles and equipment used during that time. These have the potential to negatively impact the ambient air quality. The impact is however of a short duration (construction) and not expected during the operational phase of the service station.

4.10 **Noise Impacts**

The site is located in the Central Business District (CBD) of Omuthiya where a range of business activities are conducted generating significant levels of noise impacting on the ambient noise levels especially during the day. The filling station is adjacent the busiest B1 Highway used by many vehicles virtually on a 24/7 basis. It is important to point out that, when the Roads Authority proposed to divert the B1 Highway to pass outside the CBD area, the town council and the residents of the town objected to the plan, saying that diverting the highway will kill off business in the town. The development will therefore not impact negatively on the noise level in the area.

4.11 **Visual Impacts**

By their nature, service stations are usually lit at night which could be a nuisance to sensitive receptors; however, the development is the CBD with street lighting at night. Generally, the visual aspects of the area has also been altered by several man-made structures in the form of advertising billboards, overhead powerlines, telephone lines and MTC towers.

The development is therefore expected to blend in well with the existing structures and infrastructures in the surrounds without compromising the general visual character of the area.

4.12 **Archaeological & Cultural Heritages**

Desk studies and physical observations of the project site and its surrounds, conducted by EIA Consultant did not reveal any items of

archaeological interest or of cultural heritages. In the unlikely event of such sites (artifacts, stone tools, pottery vessels, metal objects, weapons, human bones etc.) being unearthed during the construction activities, work must be stopped and officials from the National Heritage Council summoned to the site. Work should only proceed once an 'all clear' has been granted by NHC.

4.13 **The Ecosystem**

The site is in a buildup area and therefore the ecosystem has been completely altered by past human activities. Big trees were however preserved and not chopped down as can be seen figures 6 & 8. Livestock mostly cattle and goats were observed grazing around within some parts of the town area (Figure 8).

4.14 **The Socio-Economic Environment**

Unemployment is a serious problem in Namibia particularly amongst the youth. There are limited economic opportunities in many towns in the northern regions of the country where the majority of the Namibian population resides. The proposed development will create employment opportunities during its construction and operational phases.

It is projected that a minimum of 40 people will be employed during the construction phase which will take about eight (8) months. The number of employment opportunities created during the operational phase of the development is projected to peak at 30 once all related commercial activities have been established and operational.

5. **IMPACT ASSESSMENT METHODOLOGY**

The objective for the assessment of impacts is to identify and assess any possible impacts that may arise from the implementation of the proposed development. At the same time, the findings are presented to MEFT so as to allow the authority to make an informed decision on whether the proposed activity should be:

- authorized
- authorized with conditions that will mitigate identified impacts within acceptable levels, and or
- entirely rejected and refused

In this sense, impacts are defined as the changes in an environmental parameter that results from undertaking an activity. These changes are the difference between effects on an environmental parameter where the activity is undertaken compared to where the activity is not undertaken, and occur over a specific period and within a defined area (EMA 2007).

5.1 **Types of Impacts**

Different types of impacts may occur from the proposed development, which could be positive or negative, and can be categorised as being direct (primary), indirect (secondary) or cumulative impacts.

Direct impacts are those caused directly by the activity and generally occur at the same time and at the place of the activity (for example, dust generated as a result of excavation for building foundations).

Such impacts are often associated with the construction, operation and maintenance of a development or activity and are therefore obvious and quantifiable. However, indirect impacts are induced changes that may occur as a result of the activity (development). Cumulative impacts can occur from the collective impacts of individual minor actions over a period of time and can include both direct and indirect impacts.

5.2 **Identification of Impacts**

The identification of potential impacts associated with an activity on the environment should include impacts that may occur during the Construction, Operational and Decommissioning Phases of such an activity. Included in the process of identification and assessment of impacts are inter alia, the following:

- determining current environmental conditions in sufficient detail so that there is a baseline against which impacts are identified and measured
- determining future changes to the environment that will occur if the proposed activity does indeed take place
- understanding the activity in great details so as to understand all consequences associated with such an activity

5.3 **Mitigation of Impacts**

Once impacts have been identified or predicted for a particular activity, appropriate mitigation measures have to be established. Mitigation measures are the modification of certain activities in such a way so as to reduce the impacts on the environment. The objectives of mitigation measures are to:

- find more environmentally sound ways of doing things
- enhance the environmental benefits of a proposed activity
- avoid, minimize or remedy negative impacts

- ensure that residual negative impacts are within acceptable levels

When mitigation measures are considered for certain impacts, they should be organized in a hierarchy of actions, namely:

- avoid negative impacts through the use of preventatives
- minimize or reduce negative impacts to ‘as low as practicable’
- remedy or compensate for negative residual impacts that are unavoidable and cannot be reduced further

TABLE 3: IMPACT ASSESSMENT METHODOLOGY	
The Concept for Environmental Impact Assessment in this report will relate to:	
Risk Assessment	Certain impacts to the environment are identified
Risk Valuation	By using a stipulated assessment criteria whereby impacts are given a rating or weighting and obtaining an overall rating or significance of an impact, and
Risk Management	Relating directly to applicable mitigation measures to be implemented to manage a risk of an impact in the ‘best interest’ of a society. (Shogren, 1990).

TABLE 4: NATURE OR STATUS OF THE IMPACT	
Appraisal of the effect that the proposed activity would have on the receiving environment rated as:	
Positive:	Beneficial impact on the environment
Neutral:	No impact on the environment
Negative:	Adverse impact on and at a cost to the environment

TABLE 5: EXTENT OR SCALE OF THE IMPACT	
This indicates whether the impact associated with the activity will be:	
Site Specific:	Impacting within the boundaries of the site
Local:	Impacting within a radius of 3 km of the site
Regional:	Impacting on a regional scale, i.e. the entire Oshikoto Region
National:	Impacting Namibia or across international borders

TABLE 6: DURATION	
Duration indicates whether the lifetime of the impact will be	
Short term:	0 to 5 years
Medium term:	5 to 15 years
Long term:	Impact ceases after the operational life of the activity or as a result of natural process or human intervention

TABLE 7: INTENSITY OR MAGNITUDE OF THE IMPACT	
Establishes whether the impact is destructive or benign and indicated as either	
Low:	The impact affects the environment in such a way that natural, cultural and social functions and processes are not affected
Medium:	The affected environment is altered but natural, cultural and social functions and processes continue, albeit in a modified way
High:	Where natural, cultural or social functions or processes are altered to the extent that it will temporarily cease
Very High:	Where natural, cultural or social functions or processes are alerted to the extent that it will permanently cease

TABLE 8 : PROBABILITY OF THE IMPACT	
Probability describes the likelihood of the impact actually occurring and is indicated as:	
Improbable:	The possibility of the impact to materialize is very low because of design, historical experience or implementation of adequate corrective actions
Probable:	There is a distinct possibility that the impact will occur
Highly Probable:	It is most likely that the impact will occur regardless of any prevention or corrective action

TABLE 9 : DETERMINATION OF SIGNIFICANCE	
The significance of an impact is determined through a synthesis of the aspects produced in terms of their Nature (N), Extent (E), Duration (D), Intensity (I) and Probability (P).	
Significance Rating (S) = (Sum of Extent + Duration + Intensity) x Probability	
The resultant ratings are now described as follows:	
S < 25 Low Impact:	The impact would not have a direct influence on the decision to the development
S = (25 - 50): Medium Impact	The impact could influence the decision to the development unless it is effectively mitigated
S > 50 High Impact:	The impact must have an influence on the decision process to the development

6. **IMPACTS AND MITIGATION MEASURES**

In the section below, all possible impacts associated with the proposed development are discussed in details while possible mitigation measures are described in the EMP section of the EIA document.

6.1 **POSITIVE IMPACTS**

6.1.1 **Employment Creation**

The filling station will help to combat unemployment as new job opportunities will be created during both phases – construction and operational. It is projected that a minimum of fifty (50) employment opportunities will be created during the construction phase followed by another thirty (30) during the operational phase.

6.1.2 **Boost to the Local Economy**

It is expected that, in general, people from the Oshikoto Region and from within the town of Omuthiya will be hired to work at the service station and related business activities. This will contribute to the local economy in that employees will be spending their disposable incomes in the town of Omuthiya through payment of water, electricity and rates & taxes to local council coffers and buying groceries and clothing from local shops hence boosting the local economy.

During the construction phase, it is expected for the successful contractor to procure construction materials (cement, stones, bricks, brickforce, steel products, roofing, plumbing, tiling, electrical goods, etc.) required from local suppliers.

As noted in the previous section of this report, energy plays a pivotal role in economic growth and development. The development of a filling station at Omuthiya will help to improve accessibility of petroleum products to the local residents including the hundreds of motorists driving through the town using the B1 Highway, hence boosting the local economy.

6.1.3 **Imparting of New Skills**

New employees will be hired, especially from the youth section of the population. Those employees without previous working experiences have to be couched and given on-the-job training and therefore helping them to acquire useful skills and knowledge to help them throughout their working life.

6.1.4 **Contribution to the Local and National Economy**

As local company, Degrande Investment CC is expected to source its petroleum products from fuel suppliers and distributors which pay taxes to the State. In addition, Degrande Investments will also be sourcing merchandise for its convenience shop from other traders and as such, liable for tax payments (PAYE, company income tax, VAT, etc.) and other levies (social security commission, workmen's compensation, etc.) and therefore contributing to the national coffer and to the national economy (transport of fuel to Omuthiya).

6.1.5 **Training of Employees**

It is imperative that all employees who will be hired to work on this development undergo induction training on all aspects related to the environment with emphasis placed on how their activities, the materials or products that they use and handle can harm the environment.

All impacts as identified in the scoping assessment and recommended mitigation measures should be conveyed to the workers during such training session.

The provisions of the EMP should be explained to all workers and any sub-contractors (electricians, artisans, plumbers, bricklayers, etc.) who may be hired by the main contractor. Where possible, translation should be provided for the benefit of those employees with limited understanding of the official language.

All employees who have undergone an environmental awareness induction are expected at the end of such training to be able to:

- define the terms associated with the environment
- understand the potential impacts that the project is likely to cause
- outline the processes that effect the environment
- recognize what waste does to the environment
- demonstrate what can be done to help prevent harmful impacts to the environment

The developer has to ensure that training has been offered prior to the workers starting with construction activities. A copy of the EMP should be provided to the Site Agent/Site Manager and that the content is well understood and conveyed to all employees.

The same training as described above should be offered to all those employees who will be hired and recruited by the promoter for the Operational Phase of the facility.

The nature of the impact is POSITIVE and significance rating is VERY HIGH.

Mitigation

- employment should be provided to deserving employees without discrimination on the basis of race, origin, gender or political affiliation
- people from marginalised communities such as the San people and bushmen should be considered for employment
- disabled people should also be considered for suitable vacancies

6.1.6 Socio and Economic Impacts

Unemployment is a serious problem in Namibia particularly among the youths especially in the rural areas where economic activities are rather limited. The proposed development will create employment opportunities during its construction phase and the operational phase. It has been projected that a minimum of 30 people will be employed during the operational phase while the construction period is expected to provide employment opportunities to anything between 40 and 50 people.

The disadvantage which comes with this type of development is that, once the construction activities are observed on site, quite a large number of jobseekers will flock to the site in search of employment. This has an added disadvantage in that too many unemployed people will:

- resort to creating informal accommodation facilities
- resort to drinking alcohol and to partake in illicit activities such as crimes, drugs, etc.

6.2 **NEGATIVE IMPACTS AND MITIGATION MEASURES**

6.2.1 **Traffic Congestion**

The proposed fuel service station is 45 m from the B1 road and is not expected to cause any traffic congestion. Permissible driving speed in urban areas is 60 km per hour. Speed humps have been prominently constructed on either side of B1 road. The speed hump from the direction of Ondangwa is at the turnoff to the filling station.

Mitigation:

- establish & clearly mark entry and exit points to the filling station
- provide adequate parking space within the service station yard

6.2.2 **Surface Water and Drainage**

The fuel retail service station should have an impervious surface to avoid water infiltration into the ground. Surface water from the paved areas is likely to contain amounts of oils and greases, the design should therefore ensure that used water from sections of the filling station where spills are anticipated, should pass through properly constructed oil interceptors. This will reduce surface runoff from impacting on natural the environment around the service station.

Lack of a proper site surface drainage will result in water clogging up and accumulating on the service station making movements of traffic and people cumbersome. The potential impact associated with surface runoff can be effectively mitigated.

Mitigation:

- ensure an adequate and efficient drainage system is constructed
- provide adequate oil interceptors
- harvesting of rainwater from the rooftops for cleaning purposes

6.2.3 **Soil Disturbances**

The construction will include digging of foundations and levelling off of certain areas. This, unfortunately, will involve some disturbances of the soil profile and associated microbial communities. The flat slope of the land implies that minimal levelling will be needed and thus reduced soil disturbances. The underground tanks will require excavation of pits and the remaining materials not used in backfilling of the pits could be used

for levelling and landscaping of the fuel retail station. The impact is NEGATIVE but the footprint is comparatively small.

Mitigation:

- limit excavation activities to construction areas only
- foundation to be excavated should be clearly demarcated

6.2.4 Waste Generation and Management

Various types of waste are expected to be generated during the construction and operational phases. Waste management has to include the management of both solid and liquid wastes. Suitable waste skips have to be provided in which different types of wastes are stored. Collection of wastes is handled by the local town council (Omuthiya Town Council).

Litter blown from the project site may accumulate in the surrounding areas resulting in visual nuisance. Sources of waste, anticipated volumes and recommended disposal/mitigation measures are as given in the table below.

TABLE 10: WASTE GENERATION AND MANAGEMENT		
Nature of Waste	Volume	Disposal & Mitigation Measures
Construction Phase		
Excavated soil	Moderate	<ul style="list-style-type: none"> • Use for levelling & landscaping • Comply with the EMP
Cement bags, paint containers, steel scraps, broken bricks, nails, building rubble	Moderate	<ul style="list-style-type: none"> • Re-use • Sell to waste papers & scarp dealers • Dispose at Town Council landfill sites • Separate waste & place in designated bins • Comply with the EMP
Timber	Low	Sell for firewood
Operational Phase		
Solid waste : papers, bottles, cans, plastics, etc.	Moderate	<ul style="list-style-type: none"> • Procure adequate waste skips • Discourage littering by patrons • Display prominently 'no waste signs' • Keep premises tidy & clean • Comply with the EMP
Liquid waste (water, fuel, oil, grease, etc.)	Moderate	<ul style="list-style-type: none"> • Ensure suitable stormwater drainage is designed • Install oil interceptors • Monitor quality of effluent discharged frequently
Emission from vehicles	Low	<ul style="list-style-type: none"> • Emitted directly into the air • Ensure vehicles are switched off when idle • Comply with the EMP

Decommissioning Phase		
Metals, i.e. scraps	Low	<ul style="list-style-type: none"> • Sell or re-use • Comply with the EMP
Equipment	Low	<ul style="list-style-type: none"> • Sell or re-use • Comply with the EMP
Unused concrete	Low	<ul style="list-style-type: none"> • Use for rehabilitation or re-use • Comply with the EMP
Soil	Low	<ul style="list-style-type: none"> • Use in rehabilitation of site • Comply with the EMP

6.2.5 Environmental Pollution

Possible environmental pollutions associated with this type of development are listed in the table below which also includes the proposed mitigation measures.

TABLE 11: SOURCES OF ENVIRONMENTAL POLLUTIONS	
Sources	Mitigation Measures
Vehicular emissions	<ul style="list-style-type: none"> • Vehicles to be switched off when stationary • Ensure the facility is spacious and well aerated • Ensure rules at the facility are enforced
Fuel & oil spills	<ul style="list-style-type: none"> • Ensure employees are well trained • Fit hoses with quick-acting leak-proof cocks or with approved nozzles • Ensure proper waste collection, handling and disposal
Lubricant containers and packaging materials	<ul style="list-style-type: none"> • Ensure suitable & adequate waste skips are provided • Encourage proper waste collection, handling & disposal • Ensure employees are well-trained • Comply with the EMP
Office & shop wastes	<ul style="list-style-type: none"> • Ensure adequate skips for different types of wastes are provided • Ensure proper handling, collection and disposal • Maintain a high standard of housekeeping • Ensure employees are well trained on the EMP
Waste water	<ul style="list-style-type: none"> • Construct a proper drainage water system • Treat water through oil interceptors before discharging into the environment • Install oil intercepts • Ensure employees are properly trained • Maintain high standard of housekeeping
Leakages	<ul style="list-style-type: none"> • All underground fuel tanks should satisfy local and international standards • Use only approved fuel tanks and monitor volumes to detect any possible leaks timeously • To prevent any fuel leaks from getting into the environment, the tanks should be properly treated • A layer of clay should be used to encase the tanks during installation • Follow the recommendation provided by the supplier • Ensure adequate training is provided to employees

6.2.6 **Noise Impacts**

Noise is unwanted/undesirable sound that can affect job performance, safety and health of humans. Psychological effects of noise include annoyance and disruption of concentration. Physical effects include loss of hearing, pain, nausea and interference with communications when the exposure is severe.

The construction activities will involve the use of heavy machinery and other miscellaneous sources of noise for construction site (concrete mixers, trucks delivering construction materials such as bricks, sand, aggregate, etc.). This is not likely to cause any significant degradation of the local environment because it will be limited to the construction site. In addition, the noise levels produced are unlikely to exceed the background levels which will be for a short period of time.

Mitigation

- limit construction hours to daylight only
- avoid unnecessary long idle, hooting & revving of construction vehicles
- construction vehicles should be well maintained to avoid excessive noise levels

6.2.7 **Impacts on the Ecosystem**

The proposed development is in a buildup area and as such the biodiversity has been degraded by human activities. Big trees have been preserved as seen in photographs (?). The nature of the impact is therefore NEUTRAL and the significance rating is LOW to INSIGNIFICANT.

Mitigation

- give due regard to the protection of the ecosystem
- comply with the EMP

6.2.8 **Visual Impacts**

The prominent man-made features observed around the project site are communication towers for MTC, Telecom, advertisement boards (billboards) and electrical powerlines. During the construction phase for this specific project, visual intrusion will take the form of overhead cranes, scaffolding and the general traffic at the construction site.

After the construction phase, a tall canopied forecourt structure will remain as a permanent feature intruding on the open view of the

horizon. If littering and illegal dumping on the site are not controlled, this could increase the visual impact of the proposed development.

Mitigation

- train employees on good housekeeping
- protect amenity values

6.2.9 Archaeological and Cultural Heritage

Desk studies and site observation did not reveal any items of known archaeological or areas of heritage and cultural interests on the project site itself or in the vicinity of the development. In the unlikely event of any such items being unearthed during the construction phase, work must be stopped and officials from the National Heritage Council and the Namibia Police summoned to the site. Work should only proceed once an all 'Ok' has been granted by NHC.

Mitigation

- give due respect to issues of cultural heritage
- comply with the EMP

6.2.10 Fire Risk and Control

Petroleum products present significant risk to the environment due to their inflammable nature. This implies that the proponent must put adequate measures in place to prevent and control possible fire explosions. The nature of impact is NEGATIVE and the significance rating is MEDIUM with mitigation.

Mitigation

- ensure the facility is kept clean and free from fire hazards and litters
- naked fire should be avoided – place notice signs prohibiting smoking within the fuel retail service station boundaries
- all electrical installation on the premises should be carried out by qualified and certificated artisans
- install fire control appliances (portable fire extinguisher, both CO₂, dry powder and water types and sand buckets)
- ensure employees are adequately trained in the use of firefighting devices and conduct regular fire drills at least once a year

- ensure all equipment and tools are regularly serviced and well maintained
- implement leakage detection mechanism
- gas cylinders (if the fuel service will sell LPG) should be kept outside in an open air (not inside a building) and regular leakages checks should be conducted
- observe safety measures (no use of cellphone, avoid smoking, etc. when on the fuel service station)

6.2.11 Health and Safety

Safety is of paramount importance in the execution of any project activity. During the Construction and Operational Phases, access to the project site has to be secured and restricted so as to ensure that the health & safety of employees, members of the general public who may visit the premises are protected and safeguarded.

This would include risks associated with operating construction machinery on site, excavating trenches and the installation and/or connection of services (water, sewer & electricity). Neglect to apply applicable industry safety standards could lead to incidents and accidents which are undesirable and often associated with costly consequences.

During the Operational Phase, exhaust emissions from fuel combustion is another safety hazard. Depending on the efficiency of the refinery process, combustion of petrol produces mainly CO₂ (±13%), water (±13%) and Nitrogen (±73%). A very small portion of N is converted to Nitrogen Oxide (NOx) and some to Nitrate Hydrocarbons.

Incomplete combustion leads to the production of Carbon Monoxide (CO), Volatile Organic Compounds (VOCs) fuel, Nitrogen Oxides and Lead in thousands of compounds both in gas and particulate phases. VOCs are hazardous to human health, for instances, long exposure to Benzene could lead to cancer (EHC, 2003). NOx cause irritation of respiratory track and may exacerbate asthma and may damage blood vessels. Extended exposure to Lead (Pb), could lead to several physiological disorders in man with the most sensitive parts being kidney, blood and the nervous system. The emissions may also contaminate the environment including soil and water.

Mitigation

CONSTRUCTION PHASE

- Enforce strict safety precautions during the construction. These should include provision of PPEs (overalls, helmets, dust masks, welding shielding/goggles, earmuffs, safety boots, etc.)
- Ensure supervision of works is carried out by competent staff that sees to it that correct materials are procured and used, that proper mixing of elements is adhered to and that a high standard of workmanship is maintained throughout the construction.
- Construction site should be sealed off from non-construction workers and the general public.
- Provide for first aid facilities and emergence response plan
- Provide toilet facilities and suitable change rooms for workers

OPERATIONAL PHASE

- Ensure that employees undergo regular medical check-ups (at least twice a year)
- Vehicles should be switched off to minimise emissions
- Ensure proper aeration within the premises
- PPEs should be provided to employees and wearing thereof enforced
- Install first aid facilities
- Develop a fire emergence response plan
- Develop an accident response plan
- Provide washroom facilities for the workers

6.2.12 **Covid-19 Control and Prevention**

This EIA is conducted during the time when the whole world is battling to contain the spread of the deadly SARS CoV-2, the virus that causes Coronavirus Disease 2019 (Covid-19). Depending on the type of work being performed and exposure risk, it is incumbent upon the employers to provide a safe and corona-free working environment and for the employees to comply with the control and prevention measures as stipulated by the Covid provided by the Ministry of Health & Social Services.

Mitigation

The Covid-19 general guidelines recommended to be applied by the employers, employees and patrons during the two phases of the filling station are:

- Wash your hands frequently with soap and clean water for at least 20 seconds
- Avoiding touching your eyes, nose and mouth with unwashed hands
- Practice social distancing by staying a distance of at least 2 meters from the next person when queuing at the filling station or any other place
- Avoid close contact with people who are sick with Covid-19
- Wear face mask which covers the mouth and nose
- Comply with laws and regulations as announced by the authority from time to time
- Observe and comply with symbols in the figure below:



FIGURE 10: Covid-19 Safety Signs & Symbols

TABLE 12: SUMMARY OF IMPACT ASSESSMENT - CONSTRUCTION & OPERATIONAL PHASES

Phases	Potential Impacts	Impact Assessment				Impact Significance	
		Extent	Duration	Intensity	Probability Occurrence	If Mitigated	Rating
Construction	Roads & Access to the Site	1	1	2	4	(-)16	LOW
	Training of Employees on Environment	3	3	3	4	(+)36	MEDIUM
	Site Surface Drainage	1	4	2	4	(-)28	MEDIUM
	Increased Traffic Around the site	2	3	3	4	(-)32	LOW
	Impact on Environmental Pollution	1	2	3	4	(-)24	LOW
	Noise Impacts	1	2	1	4	(-)16	LOW
	Dust Impacts	2	1	1	4	(-)16	LOW
	Waste Handling	1	1	2	4	(-)16	LOW
	Visual Intrusion	2	2	2	4	(-)24	LOW
	Archaeological, Heritage & Cultural Aspects	1	1	1	2	(-)6	LOW
	Impacts on the Ecosystem	1	3	2	4	(-)24	LOW
	Fire Risk & Control	3	2	3	4	(-)32	MEDIUM
	Health & Safety	2	2	2	4	(-)24	MEDIUM
	Socio-economic (Employment)	3	3	4	6	(+)60	HIGH
	Socio-economic (Social ills: drugs, alcohol)	2	3	2	4	(-)28	MEDIUM
Operational	Training of Employees on Environment	3	3	3	6	(+)54	HIGH
	Fire Risk & Control	2	3	3	4	(-)32	MEDIUM
	Safety & Health	2	3	3	4	(+)32	MEDIUM
	Site Drainage	1	3	2	2	(-)12	LOW
	Noise Impact	2	2	1	4	(-)20	LOW
	Air Quality	2	3	1	4	(-)24	LOW
	Dust Impact	2	3	1	2	(-)12	LOW
	Waste Handling	2	3	2	4	(-)28	MEDIUM
	Impact on the Ecosystem	1	3	1	2	(-)10	LOW
	Visual Intrusion	2	4	2	4	(-)32	MEDIUM
	Socio-economic (Employment)	3	4	3	8	(+)80	HIGH
	Socio-economic (social ills: drugs, alcohol)	2	2	2	4	(-)24	LOW
	Socio-economic (on Local Residents)	3	3	4	6	(+)60	HIGH

7. EVALUATIONS & CONCLUSIONS

7.1 Environmental Economic Criteria

A final qualitative assessment is considered in terms of the criteria used in the field of Environmental Economics. These criteria are explained by Stauth (1983), namely:

- Efficiency Criterion,
- Equity Criterion, and
- Intergenerational Equity Criterion.

7.2 Efficiency Criterion

A project is considered to be efficient if it brings about a net benefit to society. If some people are made better off without anyone else being made worse off, then a project is considered efficient in environmental economics terms.

This project will bring significant economic benefits to the town of Omuthiya – a town faced with an influx of people emigrating from the rural area to urban area in search of employment opportunities and better living conditions.

The project will create employment opportunities during its Construction and Operational Phase and will further support secondary industries and commercial opportunities in the town through the procurement of goods and services.

7.3 Equity Criterion

The equity criterion relates to the distribution of costs and benefits in the affected society. A project is equitable if it brings about a situation in which the distribution of social well-being is improved.

The envisaged operation will benefit the local people without disadvantaging them in any way. They will not suffer any displacement or loss of land or be subjected to adverse health conditions.

Direct benefits will include remuneration to employees, while indirect benefits would include increased work opportunities in the supporting industries, i.e. transport companies, suppliers of building materials, etc.

7.4 **The Intergenerational Equity (or Sustainability) Criterion**

This criterion considers the economic impacts on future generations, i.e. it extends the considerations of equity to future generations. Thus a project should be able to make the present generation better off without making future generations worse off. It should be able to provide benefits to future generations without degrading the resource base that the society depends on for its wellbeing. The development proposed by Degrande Investments does not pose any significant threats to human health.

7.5 **Conclusion**

Overall the economic benefits that accrue from the proposed developed will by far outweigh the limited negative impacts on the biological, natural and socio-economic environments. The fuel filling station is expected to perform positively in relation to the efficiency, equity and sustainability criteria.

It is recommended that an Environmental Clearance Certificate (ECC) be granted to Degrande Investments CC for its proposed development in the town of Omuthiya.

<p>Project Name</p>	<p align="center"> Development of a New Fuel Retail Service Station On Erf 1532, Ext. 6, Omuthiya Townlands Oshikoto Region </p> <p align="center"> PUBLIC PARTICIPATION PROCESS </p>
<p>Report Status</p>	<p align="center"> Final </p>
<p>EIA Reference Number</p>	<p align="center"> APP -001577 </p>
<p>Prepared For</p>	<p align="center"> DEGRANDE INVESTMENTS CC Erf 1532, Omuthiya Main Road Omuthiya P O Box 19372 OMUTHIYA Namibia </p>
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TABLE OF CONTENTS

SECTION	DESCRIPTION	PAGE
1.	Introduction	1
2.	Project Announcement	1
3.	Identification of Stakeholders	2
4.	Background Information Document	2
5	Notices for the EIA	2
6	Comments and Responses	4
TABLE 1	Project Advertisement	1
TABLE 2	Statutory Stakeholders	2
TABLE 3	Notified Stakeholders Furnished with BID	2
FIGURE 1	EIA Notices at the Project Site	3
FIGURE 2	EIA Notice being observed	4
ANNEX A	Advert Notices - New Era	
ANNEX B	Advert Notices - Confid�ente	
ANNEX C	BID	

PUBLIC PARTICIPATION PROCESS

1. Introduction

Public Participation Process (PPP) is an integral part of the EIA process as outlined in Section of 27(1) (h) of the Environmental Management Act and Section 32 of Environmental Assessment Regulations. One of the objectives of the Scoping Assessment for this development was to identify key stakeholders so as to involve them in the EIA process.

Generally, the PPP is a platform which affords an opportunity to stakeholders, who are classified either as Interested and Affected Parties (IAPs) to the proposed development. During the PPP, such stakeholders are given an opportunity to express their views, comments and/or to voice any concerns which they might have with regard to the proposed development. In broader terms, the objectives of the PPP are the following:

- to increase awareness and public confidence and in so doing to maximize benefits and minimize risks
- to ensure transparency and accountability in decision-making and therefore less conflict, since decisions are deemed to have been made through consensus
- to secure approval from stakeholders which gives some form of assurance and a sense of partnership with the proposed development and prevents unnecessary disputes and costs associated with litigations

2. Project Announcement

The project was announced in the local newspapers on the dates as shown in the table below. The EIA Notices describing the proposed project, its location, the proponent and the EIA Consultant were also affixed on the premises of the site earmarked for the development. Due to the Covid-19 outbreak, no public information sharing meeting was held, however, IAPs were invited to submit their comments and or concerns via emails so as to limit the spread of the Coronavirus. The adverts are attached to the end of this section.

Table 1: Project Advertisements				
Date	Publication	Distribution	Language	Publication Rate
4 th June 2020	Confidante	Nationwide	English	Weekly, Thursdays
11 th June 2020	Confidante	Nationwide	English	Weekly, Thursdays
4 th June 2020	New Era	Nationwide	English	Daily, Mon to Fri
11 th June 2020	New Era	Nationwide	English	Daily, Mon to Fri

3. Identification of Stakeholders

The following were identified as stakeholders representing various State Organs and/or Agencies: entities, groups and or individuals:

Table 2: Statutory Stakeholders		
Stakeholder	Designation	
Oshikoto Regional Council	The Governor	Hon M P Ya Ndakolo
	Chairperson: Management Com.	Hon. S P Shivute
	Chief Regional Officer	Mr F Enkali
	Director: Development Planning	Ms V Kapenda
Omuthiya Town Council	Office of the Mayor	Hon K Uusiku
	Chairperson Management Com.	Hon B Nashongo
	Chief Executive Officer (acting)	Mr P Nghulondo
	Manager: Technical & Environment	Mr P Nghulondo
MME	Director of Energy	Mr J titus
	Petroleum Commissioner	Ms M Shino
	Petroleum Supply & Distribution	Mr. I Nghishoongele
	Fuel Retail Licencing	Mr Geingob
MET	Environmental Commissioner	Mr Timo Mufeti
	Deputy Environ. Commissioner	Dr C !Garus-Oas
	Head: Environmental Affairs	Mr D Nchindo

4. Background Information Document

A Background Information Document (BID) on the project was prepared and copies emailed or send via WhatAspp to identified stakeholders as per the table 3 below. The BID is attached as Annex A.

Table 3: Notified Stakeholders Furnished with BID		
Name	Designation & Organisation	Sent By
Mr W Mupya	Councillor, Opuwo Urban Constituency	Emailed
Mr P Nghulondo	Acting CEO, Omuthiya Town Council	Emailed
Mr P Nghulondo	Manager : Technical Services & Environment	Emailed
Ms R Matheus	Town Planning Officer, Omuthiya Town Council	Emailed
Mr V Thehekkepa	Choppies Shopping Centre (neighbouring property)	Emailed

5. Notices for the EIA

In addition to the announcement of the development in the local newspapers, distribution of BIDs to identified IAPs, EIA Notices were also prepared and placed on the fence of the property. An Information Sharing Meeting was also announced to take place on 27 September 2019 at the project site.



FIGURE 1: EIA Notice posted at the site



FIGURE 2: Two locals observing the EIA Notice

6. Comments and Responses

No IAPs registered for the project and therefore no comments, complains or issues were raised with respect to the proposed development by Degrande Investments.

ANNEX

NEWSPAPER ADVERTS - Degrande Investments

CLASSIFIEDS

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Rates and Deadlines

- To avoid disappointment of an advertisement not appearing on the date you wish, please book timeously
- Classifieds smalls and notices: 12:00, two working days prior to placing
- Cancellations and alterations: 16:00, two days before date of publication in writing only

Notices (VAT Inclusive)

- Legal Notice N\$460.00
- Lost Land Title N\$402.50
- Liquor License N\$402.50
- Name Change N\$402.50
- Birthdays from N\$200.00
- Death Notices from N\$200.00
- Tombstone Unveiling from N\$200.00
- Thank You Messages from N\$200.00

Terms and Conditions Apply.



PUBLIC NOTICE ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Notice is hereby given that an application for Environmental Clearance Certificate (ECC) will be submitted to the Ministry of Environment, Forestry & Tourism in terms of the Environmental Management Act (Act 7 of 2007) and applicable Regulations with respect to the following development:

Development: New Fuel Service Station & Related Activities

Location: Erf 1532, Ext 6, Omuthiya Townlands, OMUTHIYA

Proponent: Degrande Investments CC

Public Information Sharing Meeting
No meeting will be held but Interested & Affected Parties are invited to submit their inputs and/or concerns in writing to the contact details below.

Closing Date
26 June 2020 @ 17h00
EIA Consultant
Ekwao Consulting 4350 Lommel Street, Ongwediva
Cell: 081 127 3027 & Fax: 088 645 026
Email: ekwao@iway.na

Interested and Affected Parties are hereby invited to register and to submit their comments, interests, issues and/or concerns with respect to the proposed development to the EIA Consultant by 26 June 2020. A Background Information Document (BID) is available.

REZONING NOTICE

TAKE NOTICE THAT **RITTA KHIBA PLANNING CONSULTANTS (TOWN AND REGIONAL PLANNERS AND ENVIRONMENTAL CONSULTANTS)** ON BEHALF OF THE OWNER **MR. J.L. ABED OF ERF 785 AND PROSPECTIVE OWNER OF ERF 786, OMULUNGA STREET, HAKAHANA INTENDS TO APPLY TO THE MUNICIPAL COUNCIL OF WINDHOEK FOR THE :**

REZONING OF ERVEN 785 & 786 OMULUNGA STREET, HAKAHANA FROM 'RESIDENTIAL' WITH A DENSITY OF 1:100m² TO 'BUSINESS' WITH A BULK OF 0.4 AND CONSENT TO USE BOTH ERVEN FOR BUSINESS (BUTCHERY, WAREHOUSE) PURPOSES WHILE REZONING IS BEING PROCESSED AND FREE RESIDENTIAL BULK.

Erven 785 & 786 Omulunga Street, Hakahana measures approximately 388m² and 375m² in extend respectively. Both erven are zoned 'Residential' with a density of 1:100 m². There are existing residential buildings situated on each erf. The intention is to turn the existing residential building into business buildings to operate as butchery and a warehouse unit once Council approves. The number of vehicles for which parking will be provided on-site will be in accordance with the Windhoek Town Planning Scheme.

Take notice that the locality plan of the erf lies for inspection on the Town Planning notice board in the Customer Care Centre, Main Municipal Offices, Rev. Michael Scott Street, Windhoek.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Municipality (City of Windhoek, P.O Box 59) and or submit the objections to Urban Planning, Room 518, 5th Floor, and or with the applicant in writing within 14 days of the last publication of this notice. The last day of objections is 2nd July 2020.

APPLICANT:



TOWN AND REGIONAL PLANNERS, ENVIRONMENTAL CONSULTANTS
P.O. BOX 22543
WINDHOEK
TEL: 061-225062 / 0815788154 / 0812505559
FAX: 088614935
E-mail: rkhiba@gmail.com/info@rkpc.com.na

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) INVITATION TO COMMENT

MINING CLAIMS:
71806, 71807, 71808, 71809, 71810, 71811, 71812, 71813, 71814 and 71815

PROONENT:
Peace Garden Game farm cc

CENTRE FOR GEOSCIENCES RESEARCH cc

has been appointed to undertake an Environmental Impact Assessment (EIA) in accordance with the Namibian Environmental Management Act (2007) and it Regulations (2012).

Peace Garden Game farm cc is proposing to undertake aggregate quarry of sandstone at farm Magariental 81/Peace Garden Game farm cc in Gobabis district, Omaheke Region.

However due to COVID-19 restrictions NO PUBLIC GATHERINGS ARE ALLOWED, hence consultation is through correspondence in writing, via email to get the copy of the Background Information Document (BID), to the email below within a period of seven days from the date of advert.

Interested & Affected Parties are invited to submit their comments regarding this project at cegeornam@gmail.com or call 0856419511 on or before **05 June 2020**.

For further information on the meeting and BID Please contact:
Mr Mulife Siyambango (EAP)

CENTRE FOR GEOSCIENCES RESEARCH cc

P.O. Box 31423 Pioneerspark
Windhoek, Namibia.
128A Bach Street
Tel: 061-307157/
Cell: 0856419511
Email: cegeornam@gmail.com

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Lesley 081 815 1764

FOR Classifieds
061-2080800

NOTICE

Stubenrauch Planning Consultants cc on behalf of the owner of Erf 892 Outapi Extension 2, herewith informs you that we intend to apply for the following:

- Rezoning of Erf 892 Outapi Extension 2, from "Residential" with a density of 1:500 to "General Residential" with a density of 1:100.
- Consent to commence with construction while the rezoning is in process.

Erf 892 is situated in Outapi Extension 2 and measures ± 763m² in extent. According to the Outapi Town Planning Scheme Erf 892, Outapi Extension 2 is zoned for "Residential" purposes. It is the intention of the owner to rezone the subject erf to "General Residential" with a density of 1:100 for the purpose of constructing townhouses. The proposed rezoning will enable the owner to construct a maximum of 7 townhouses on rezoned Erf 892, Outapi Extension 2.

According to the Outapi Town Planning Scheme "Townhouse" refers to (two or more residential units with a maximum height of two (2) storeys which form part of a townhouse scheme, designed and built as a harmonious architectural entity, of which every dwelling unit has a ground floor).

Sufficient on site parking will be provided in accordance with the Outapi Town Planning Amendment Scheme.

Further take notice that the locality map of the erf lies for inspection during normal office hours on the town planning notice board at the Outapi Town Council Office and SPC Offices, 45 Feld Street, Windhoek.

Further take notice that any person objecting to the proposed change in land use as set out above may lodge such objection together with the grounds thereof, with the Town Council and with the applicant in writing before **Friday, 16 June 2020**.

Applicant:
Stubenrauch Planning Consultants
PO Box 11869
Windhoek
Tel.: (061) 251189

Our Ref: W/20019



NOTICE

Stubenrauch Planning Consultants cc on behalf of the owner of Erf 755 Outapi Extension 2, herewith informs you that we intend to apply for the following:

- Rezoning of Erf 755 Outapi Extension 2, from "Residential" with a density of 1:500 to "General Residential" with a density of 1:100.
- Consent to commence with construction while the rezoning is in process.

Erf 755 is situated in Outapi Extension 2 and measures ± 1002m² in extent. According to the Outapi Town Planning Scheme Erf 755, Outapi Extension 2 is zoned for "Residential" purposes. It is the intention of the owner to rezone the subject erf to "General Residential" with a density of 1:100 for the purpose of constructing townhouses. The proposed rezoning will enable the owner to construct a maximum of 10 townhouses on rezoned Erf 755, Outapi Extension 2.

According to the Outapi Town Planning Scheme "Townhouse" refers to (two or more residential units with a maximum height of two (2) storeys which form part of a townhouse scheme, designed and built as a harmonious architectural entity, of which every dwelling unit has a ground floor).

Sufficient on site parking will be provided in accordance with the Outapi Town Planning Amendment Scheme.

Further take notice that the locality map of the erf lies for inspection during normal office hours on the town planning notice board at the Outapi Town Council Office and SPC Offices, 45 Feld Street, Windhoek.

Further take notice that any person objecting to the proposed change in land use as set out above may lodge such objection together with the grounds thereof, with the Town Council and with the applicant in writing before **Friday, 16 June 2020**.

Applicant:
Stubenrauch Planning Consultants
PO Box 11869
Windhoek
Tel.: (061) 251189
Our Ref: W/20020



NOTICE

Stubenrauch Planning Consultants cc was appointed to apply to the Ongwediva Town Council and Namibia Planning Advisory Board (NAMPAB) for the following:

- Rezoning of proposed Portion A of the Remainder of Farm Ongwediva Town and Townlands No. 811 from "Undetermined" to "Institutional" for a place of Instruction (Private School);
- Reservation of proposed Portion B of the Remainder of Farm Ongwediva Town and Townlands No. 811 as a "Street".

Proposed Portion A and B is to be created from the subdivision of the Remainder of Farm Ongwediva Town and Townlands No. 811. The proposed portions will respectively measure 6.21ha and 1.86ha extent. According to the Ongwediva Town Planning Amendment Scheme No. 8 proposed Portions A and B are zoned "Undetermined". Portion A of the Remainder of Farm Ongwediva Town and Townlands No. 811 is to be rezoned from "Undetermined" to "Institutional" for Place of Instruction (Private School). Portion B will be reserved as a "Street", serving as an access to the proposed place of instruction.

Sufficient onsite parking (on Portion A) will be provided in terms of the Ongwediva Town Planning Amendment Scheme No. 8.

Further take notice that the locality map of the subject erf lies for inspection during normal office hours on the notice board at the Ongwediva Town Council and SPC Office, 45 Feld Street, Windhoek.

Further take notice that any person objecting to the proposed change in land use as set out above may lodge such objection together with the grounds thereof, with the Ongwediva Town Council Office and with the applicant (SPC) in writing before **Friday, 16 June 2020**

Applicant:
Stubenrauch Planning Consultants cc
PO Box 41404
Windhoek
Tel: (061) 251189
Our Ref: W/20022



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- Classifieds smalls and notices: 12:00, two working days prior to placing
- Cancellations and alterations: 16:00, two days before date of publication in writing only

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- Legal Notice N\$460.00
- Lost Land Title N\$402.50
- Liquor License N\$402.50
- Name Change N\$402.50
- Birthdays from N\$200.00
- Death Notices from N\$200.00
- Tombstone Unveiling from N\$200.00
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Public Notice

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Legal Notice

PUBLIC NOTICE ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Notice is hereby given that an application for Environmental Clearance Certificate (ECC) will be submitted to the Ministry of Environment, Forestry & Tourism in terms of the Environmental Management Act (Act 7 of 2007) and applicable Regulations with respect to the following development:

Development: New Fuel Service Station & Related Activities

Location: Erf 1532, Ext 6, Omuthiya Townlands, OMUTHIYA

Proponent: Degrande Investments CC

Public Information Sharing Meeting

No meeting will be held but Interested & Affected Parties are invited to submit their inputs and/or concerns in writing to the contact details below.

Closing Date
26 June 2020 @ 17h00

EIA Consultant
Ekwa Consulting 4350 Lommel Street, Ongwediva
Cell: 081 127 3027 & Fax: 088 645 026
Email: ekwa@iway.na

Interested and Affected Parties are hereby invited to register and to submit their comments, interests, issues and/or concerns with respect to the proposed development to the EIA Consultant by 26 June 2020. A Background Information Document (BID) is available.

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REZONING NOTICE

TAKE NOTICE THAT RITTA KHIBA PLANNING CONSULTANTS (TOWN AND REGIONAL PLANNERS AND ENVIRONMENTAL CONSULTANTS) ON BEHALF OF THE OWNER MR. J.L. ABED OF ERF 785 AND PROSPECTIVE OWNER OF ERF 786, OMULUNGA STREET, HAKAHANA INTENDS TO APPLY TO THE MUNICIPAL COUNCIL OF WINDHOEK FOR THE :

REZONING OF ERVEN 785 & 786 OMULUNGA STREET, HAKAHANA FROM 'RESIDENTIAL' WITH A DENSITY OF 1:100m² TO 'BUSINESS' WITH A BULK OF 0.4 AND CONSENT TO USE BOTH ERVEN FOR BUSINESS (BUTCHERY, WAREHOUSE) PURPOSES WHILE REZONING IS BEING PROCESSED AND FREE RESIDENTIAL BULK.

Erven 785 & 786 Omulunga Street, Hakahana measures approximately 388m² and 375m² in extent respectively. Both erven are zoned 'Residential' with a density of 1:100 m². There are existing residential buildings situated on each erf. The intention is to turn the existing residential buildings into business buildings to operate as butchery and a warehouse unit once Council approves. The number of vehicles for which parking will be provided on-site will be in accordance with the Windhoek Town Planning Scheme.

Take notice that the locality plan of the erf lies for inspection on the Town Planning notice board in the Customer Care Centre, Main Municipal Offices, Rev. Michael Scott Street, Windhoek. Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Municipality (City of Windhoek, P.O Box 59) and or submit the objections to Urban Planning, Room 518, 5th Floor, and or with the applicant in writing within 14 days of the last publication of this notice. The last day of objections is 2nd July 2020.

APPLICANT:

RITTA KHIBA Planning Consultants
TOWN AND REGIONAL PLANNERS, ENVIRONMENTAL CONSULTANTS
P.O. BOX 22543 WINDHOEK
TEL: 061-225062 / 0815788154 / 0812505559
FAX: 088614935
E-mail: rkhiba@gmail.com / info@rkpc.com.na

REZONING NOTICE

Take notice that Nghivelwa Planning Consultants (Town and Regional Planners) on behalf of the owners, intends applying to the Oshikuku Town Council for the:

- Rezoning of Erf 971, Oshikuku Extension 2 from "Single Residential" to "General Residential" with a density of 1:100;
 - Consent to commence construction of flats while the rezoning is being formally processed.
- Erf 971 is located in Oshikuku Extension No. 2 and measures 347m² in extent. The erf is currently zoned for "Single Residential" purposes.

It is the intention of the owners to rezone Erf 971, Oshikuku Extension 2 from "Single Residential" to "General Residential" with a density of 1:100. The proposed rezoning will enable the owner to construct flats on the property; therefore, they are not expected to have any negative impacts to the surrounding area nor the urban character.

Should this application be successful, the number of vehicles for which parking must be provided on-site will be in accordance with the Oshikuku Town Planning Scheme.

Further take notice that the plan of the erf lies for inspection on the town planning notice board of the Oshikuku Town Council: lipumbu Tshilongo Road, Oshikuku and the applicant: Suite 4, Paragon Office Suites, Garten Street, Windhoek.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Town Council and with the applicant in writing within 14 days of the last publication of this notice.

The last date for any objection is: 2 July 2020

Dated at Oshikuku this 11th day of June 2020.

Applicant: Nghivelwa Planning Consultants
P O Box 40900, Aussspanplatz
Web: www.nghivelwa.com.na
Email: planning@nghivelwa.com.na
Tel: 061 269 697 Cell: 085 3232 230



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Email: timwaen@gmail.com



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ENVIRONMENTAL CLEARANCE NOTICE

Public Participation Notice in terms of Regulation No. 29, Section 21 under the Environmental Management Act (Act No. 7 of 2007)

Proposed Development: Proposed Township & Related Infrastructure Development

Location: Erven Re/6 & Re/236, Klein, Windhoek Urban, Khomas Region, Namibia

Proponent: Private Developer

EAP: Erongo Consulting Group

Competent Authority: Ministry of Environment & Tourism

The proposed development may not be undertaken without an Environmental Clearance Certificate (ECC) as enshrined in the Environmental Management Act (Act 7 of 2007) and its Regulations.

The EIA Process and the purpose of this EIA study is to identify the direct and indirect impacts that the development will have on the natural resources, eco-system, and the socio-economic dimensions of the neighbouring communities and populations.

Interested and Affected Parties are hereby invited to register and participate in the public consultation process to give input, comments, and opinions. Please submit your comments in writing not later than 18 June 2020.

COMMENTING PERIOD: 4-18 June 2020, 1700 Hours

- Erongo Consulting Group
- +264-81-277-2797 or +264-85-277-2797
- Email: info@erongoconsultinggroup.co.za / erongoconsulting@gmail.com
- www.erongoconsultinggroup.com/ / www.erongoconsultinggroup.co.za

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Contact: Mandy

• T: 061 24 6136 C: 081 895 8296
• E: mandy@confidentenamibia.com



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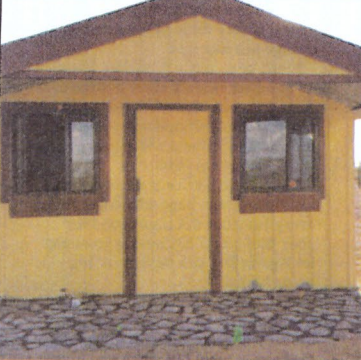


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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Notice is hereby given that an application for Environmental Clearance Certificate (ECC) will be submitted to the Ministry of Environment, Forestry & Tourism in terms of the Environmental Management Act (Act 7 of 2007) and applicable Regulations with respect to the following development:

Development	New Fuel Service Station & Related Activities
Location	Erf 1532, Ext 6, Omuthiya Townlands, OMUTHIYA
Proponent	Degrande Investments CC
Public Information Sharing Meeting	No meeting will be held but Interested & Affected Parties are invited to submit their inputs and/or concerns in writing to the contact details below.
Closing Date	26 June 2020 @ 17h00
EIA Consultant	Ekwao Consulting 4350 Lommel Street, Ongwediva Call: 081 127 3027 & Fax: 088 645 026 Email: ekwao@iway.na

Interested and Affected Parties are hereby invited to register and to submit their comments, interests, issues and/or concerns with respect to the proposed development to the EIA Consultant by 26 June 2020. A Background Information Document (BID) is available.

City of Windhoek
Vision: To be a SMART and Caring City by 2022

PUBLIC NOTICE

PERMANENT CLOSURE OF PORTION A OF ERF 6281, KATUTURA AS 'PUBLIC OPEN SPACE' (THE PORTION IS + 64.48m IN EXTENT) AND WILL BE CONSOLIDATED WITH ERF 5780 KATUTURA INTO NEW ERF 'X'

Notice is hereby given in terms of section 50(1)(a)(ii) of the Local Authorities Act of 1992 (Act 23 of 1992) that the city of Windhoek proposes to close permanently the under-mentioned portion as indicated on locality plan, which lies for inspection during office hours at the office of Urban policy room 517 Municipal offices, Independence Avenue.

PERMANENT CLOSURE OF PORTION A OF ERF 6281, KATUTURA AS 'PUBLIC OPEN SPACE' (THE PORTION IS + 64.48m IN EXTENT) AND WILL BE CONSOLIDATED WITH ERF 5780 KATUTURA INTO NEW ERF 'X'

Objections to the proposed closing are to be served on the secretary townships board, private bag 13289 and the Chief Executive Officer, P.O Box 59 Windhoek within 14 days after the appearance of this notice in accordance with section 50(1)(c) of the above Act.

Issued by: Office of the Chief Executive Officer
Corporate communication Marketing and public participation
Tel: 061 221 1212
Fax: 061 221 1212
Email: info@cityofwindhoek.na

Enquire: Department of Economic, development and community services
Public Works
Tel: 061 221 1212
Fax: 061 221 1212
Email: info@cityofwindhoek.na

PUBLIC NOTICE

INVITATION FOR PUBLIC PARTICIPATION

Notice is hereby given to all Interested and affected parties (I&APs) that an application will be made to the Environmental Commissioner in terms of The Environmental Management Act (No 7 of 2007) and Environmental Impact Assessment Regulations (2012) for the following proposed activity


PROJECT NAME: ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED FUEL RETAIL FACILITY
PROJECT LOCATION: ERF 1416 EXT 1 NKURENKURU
DEVELOPMENT AREA SIZE: 19133 m2

Project Description: The proposed project development will support the erection of a new fuel retail facility which includes forecourt, steel canopy and underground fuel storage tanks, ATMs, Agriculture and animal related products offices

PROONENT: JEY AND NICOLE TRADING ENTERPRISES CC
CONSULTANT: CONSERVER INVESTMENT CC, CONSULTANTS

Therefore notice is hereby given to All I & APs to comment on the proposed activity. To request a copy of the Background Information Document you can please request before deadline of submission of comments

Deadline for submission of comments: 03/07/20
Contact: Conserver Investment cc 0814087482/ 0817 637974
E-Mail: Inyungu@gmail.com



NOTICE

Take notice that HARMONIC TOWN PLANNING CONSULTANTS CC, Town and Regional Planners, on behalf of the owner of erf, intends to apply to the City of Windhoek, Townships Board and NAMPAB for the:

•The Rezoning of Erf No. 8816 (Formerly Public Open Space) (A portion of Erf 4247) Schönlein Street, Windhoek, from 'Public Open Space' to 'Institutional'.


Erf No. 8816 (Formerly Public Open Space) (A portion of Erf 4247) Schönlein Street, Windhoek, measures 9369 m2 in extent and was reserved as "Public Open Space" in terms of the Windhoek Town Planning Scheme. The erf was permanently closed-off as a "Public Open Space" in terms of Article 50 (1) (a) (ii) of the Local Authorities Act of 1992 (Act 23 of 1992).

The proposed rezoning of Erf 8816 (Formerly Public Open Space) (A portion of Erf 4247) Schönlein Street, Windhoek to "Institutional" will enable the owner to erect an institutional facility on the Erf. Sufficient parking will be provided for in accordance with the requirements of Windhoek Town Planning Scheme.

Further take notice that the plan of the erf lies for inspection on the Town Planning notice board at the City of Windhoek and at Harmonic Town Planning Offices, 76B Pasteur Street, Windhoek West.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Municipality (City of Windhoek, P.O Box 59) and or submit the objections to Urban Planning, Room 518, 5th Floor, and or with the applicant in writing within 14 days of the last publication of this notice. The last day of objections is 2nd July 2020.

Interested and Affected Parties are hereby invited to register and to submit their comments, interests, issues and/or concerns with respect to the proposed development to the EIA Consultant by 26 June 2020. A Background Information Document (BID) is available.



Contact: Harold Kisting
Harmonic Town Planning Consultants CC
Town and Regional Planners
P.O. Box 3216 Windhoek
Cell 081 127 5879 / 061 - 238460
Fax 088645401
Email: hkisting@namibnet.com

REZONING NOTICE

TAKE NOTICE THAT RITTA KHIBA PLANNING CONSULTANTS (TOWN AND REGIONAL PLANNERS AND ENVIRONMENTAL CONSULTANTS) ON BEHALF OF THE OWNER MR. J.L. ABED OF ERF 785 AND PROSPECTIVE OWNER OF ERF 786, OMULUNGA STREET, HAKAHANA INTENDS TO APPLY TO THE MUNICIPAL COUNCIL OF WINDHOEK FOR THE:

REZONING OF ERVEN 785 & 786 OMULUNGA STREET, HAKAHANA FROM 'RESIDENTIAL' WITH A DENSITY OF 1:100m² TO 'BUSINESS' WITH A BULK OF 0.4 AND CONSENT TO USE BOTH ERVEN FOR BUSINESS (BUTCHERY, WAREHOUSE) PURPOSES WHILE REZONING IS BEING PROCESSED AND FREE RESIDENTIAL BULK.

Erven 785 & 786 Omulunga Street, Hakahana measures approximately 386m² and 375m² in extent respectively. Both erven are zoned 'Residential' with a density of 1:100 m2. There are existing residential buildings situated on each erf. The intention is to turn the existing residential building into business buildings to operate as butchery and a warehouse unit once Council approves.

The number of vehicles for which parking will be provided on-site will be in accordance with the Windhoek Town Planning Scheme.

Take notice that the locality plan of the erf lies for inspection on the Town Planning notice board in the Customer Care Centre, Main Municipal Offices, Rev Michael Scott Street, Windhoek.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Municipality (City of Windhoek, P.O Box 59) and or submit the objections to Urban Planning, Room 518, 5th Floor, and or with the applicant in writing within 14 days of the last publication of this notice. The last day of objections is 2nd July 2020.

Interested and Affected Parties are hereby invited to register and to submit their comments, interests, issues and/or concerns with respect to the proposed development to the EIA Consultant by 26 June 2020. A Background Information Document (BID) is available.

APPLICANT:



TOWN AND REGIONAL PLANNERS,
ENVIRONMENTAL CONSULTANTS
P.O BOX 22543
WINDHOEK
TEL: 061-225062 / 0815788154 / 0812505559
FAX: 088614935
E-mail: rkhiba@gmail.com/info@rkpc.na

NOTICE

Take notice that HARMONIC TOWN PLANNING CONSULTANTS CC, Town and Regional Planners, on behalf of the owner of the respective erf, intends to apply to the City of Windhoek, Townships Board and NAMPAB for the:

• The Rezoning of Erf No. 8816 (Formally Public Open Space) (A portion of Erf 4247) Schönlein Street, Windhoek, from 'Public Open Space' to 'Institutional'.

Erf No. 8816 (Formally Public Open Space) (A portion of Erf 4247) Schönlein Street, Windhoek, measures 9369 m² in extent and was reserved as "Public Open Space" in terms of the Windhoek Town Planning Scheme. The erf was permanently closed-off as a "Public Open Space" in terms of Article 50 (1) (a) (ii) of the Local Authorities Act of 1992 (Act 23 of 1992).

The proposed rezoning of Erf 8816 (Formally Public Open Space) (A portion of Erf 4247) Schönlein Street, Windhoek to "Institutional" will enable the owner to erect an institutional facility on the Erf. Sufficient parking will be provided for in accordance with the requirements of Windhoek Town Planning Scheme.

Further take notice that the plan of the Erf lies for inspection on the Town Planning notice board at the City of Windhoek and at Harmonic Town Planning Offices, 76B Pasteur Street, Windhoek West.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the City of Windhoek and with the Applicant in writing within 14 days of the last publication of this notice (final date for objections is Friday, 3rd July 2020).



Contact: Harold Kisting
 Harmonic Town Planning Consultants CC
 Town and Regional Planners
 P.O. Box 3216 Windhoek
 Call 081 127 5879 / 061 - 238460
 Fax 088646401
 Email: hkisting@namibnet.com

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Ekwao Consulting

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Notice is hereby given that an application for Environmental Clearance Certificate (ECC) will be submitted to the Ministry of Environment, Forestry & Tourism in terms of the Environmental Management Act (Act 7 of 2007) and applicable Regulations with respect to the following development:

Development: New Fuel Service Station & Related Activities
Location: Erf 1532, Ext 6, Omuthiya Townlands, OMUTHIYA
Proponent: Degrande Investments CC
Public Information Sharing Meeting: No meeting will be held but Interested & Affected Parties are invited to submit their inputs and/or concerns in writing to the contact details below.
Closing Date: 26 June 2020 @ 17h00
EIA Consultant: Ekwao Consulting, 4350 Lommel Street, Ongwediva, Cell: 081 127 3027 & Fax: 088 645 026, Email: ekwao@iway.na

Interested and Affected Parties are hereby invited to register and to submit their comments, interests, issues and/or concerns with respect to the proposed development to the EIA Consultant by 26 June 2020. A Background Information Document (BID) is available.

City of Windhoek

PUBLIC NOTICE

PERMANENT CLOSURE OF PORTION A OF ERF 6281, KATUTURA AS 'PUBLIC OPEN SPACE' (THE PORTION IS ± 64.48m IN EXTENT) AND WILL BE CONSOLIDATED WITH ERF 5780 KATUTURA INTO NEW ERF 'X'

Notice is hereby given in terms of section 50(1)(a)(ii) of the Local Authorities Act of 1992 (Act 23 of 1992) that the City of Windhoek proposes to close permanently the under-mentioned portion as indicated on locality plan, which lies for inspection during office hours at the office of Urban policy room 517 Municipal offices, Independence Avenue.

PERMANENT CLOSURE OF PORTION A OF ERF 6281, KATUTURA AS 'PUBLIC OPEN SPACE' (THE PORTION IS ± 64.48m IN EXTENT) AND WILL BE CONSOLIDATED WITH ERF 5780 KATUTURA INTO NEW ERF 'X'

Objections to the proposed closing are to be served on the secretary townships board, private bag 13289 and the Chief Executive Officer, P.O. Box 59 Windhoek within 14 days after the appearance of this notice in accordance with section 50(1)(c) of the above Act.

Issued by: Office of the Chief Executive Officer
 Corporate communication Marketing and public participation
 Tel: 061 232 2344
 Email: communications@windhoek.gov.na

Enquiries: Department of Economic development and community services
 Section Head: Planning & Development
 Tel: 061 232 2344
 Email: township@windhoek.gov.na

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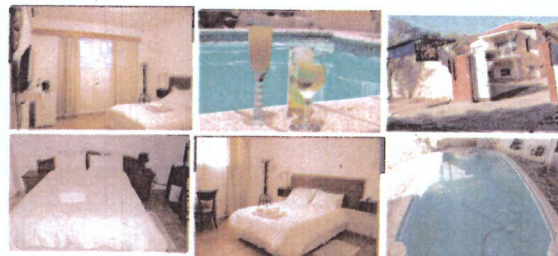
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For More Details

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