A SCOPING REPORT ON THE ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT OF A SERVICE STATION IN KEETMANSHOOP

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IMPALA ENVIRONMENTAL

ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED DEVELOPMENT OF A SERVICE STATION IN KEETMANSHOOP, SOUTHERN NAMIBIA

EXECUTIVE SUMMARY

1. Introduction

1.1 Overview

The proponent, Albida Development Trust, intends to set up a fuel service station ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop. The station will comprise of petroleum and diesel storage tanks and associated structures. Impala Environmental Consulting was appointed by the proponent to undertake an Environmental Assessment (EA) and Environmental Management Plan (EMP) for the proposed service station project.

1.2 Location

The proposed fuel station is located on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop along the B1 road. Coordinates for the centre of the area are 18.138449 and -26.591544.

1.3 Environmental Assessment Requirements

The Environmental Regulations procedure (GN 30 of 2012) stipulates that no fuel depot or service may be established without an environmental clearance certificate. As such, an environmental clearance certificate must be applied for in accordance with regulation 6 of the 2012 environmental regulations. It is imperative that the environmental proponent must conduct a public consultation process in accordance with regulation 21 of the 2012 environmental procedure, produce an environmental scoping report and submit an Environmental Management Plan for the proposed fuel station.

1.4 Project Alternatives

An alternative to the proposed filing station would be to allocate the land-usage to other income generating activities such as establishing a retail store or an industrial outlet

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FINAL SCOPING REPORT

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1. Introduction

1.1 Project Background

The proponent, Albida Development Trust, intends to set up a fuel service station on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop. The station will comprise of petroleum and diesel storage tanks and associated structures. An outline of the area is shown in the image below.

Figure 1 A satellite imagery showing the outline of the project. The service station area is indicated by the yellow box.

Figure 2 shows the settlements that are found in the area. The project is in a communal area.

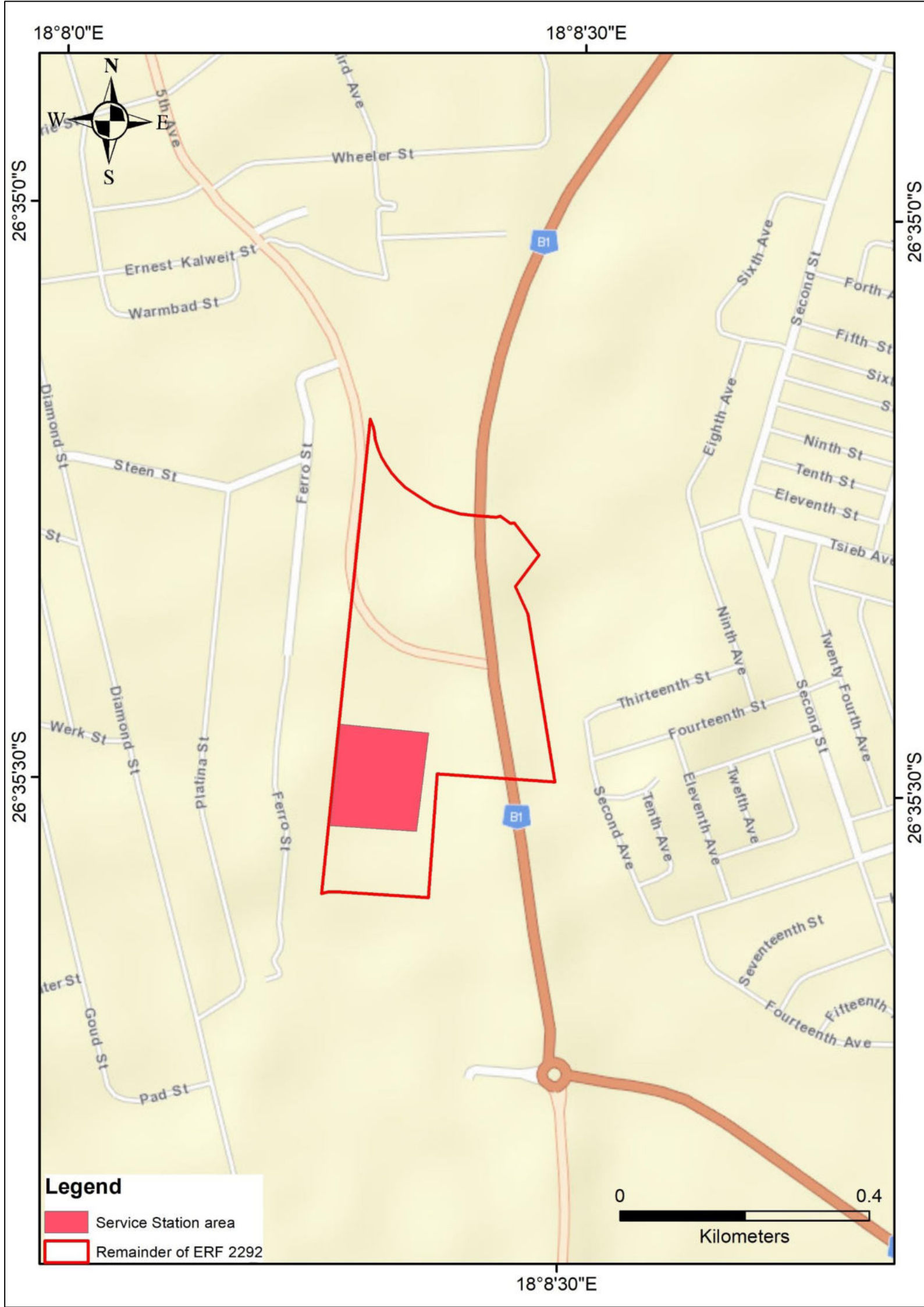
1.1.1 Environmental Consultant

Impala Environmental Consulting cc was appointed by the proponent to undertake an Environmental Assessment (EA) and Environmental Management Plan (EMP) for the mineral exploration project. Impala does not have any interest, be it business, financial, personal or other, in the proposed activity, application or appeal, other than fair remuneration for work performed on this project. The public participation process and report writing was overseen by Mr. Ndaluka Amutenya as the EAP. CV's of various role players are annexed to the appendix section of this report.

1.1.2 Proponent of the Proposed Project

The project belongs to Albida Development Trust. The company forms part of a local investment company focused on the development on energy related projects in Namibia.

Project Holder	Postal Address	Email Address	Contact
Albida Development Trust	P.O. Box 81513, Windhoek, Namibia	sandworx@brandbergcon.com	0855505032


18°8'0"E
18°8'30"E
26°35'0"S
26°35'30"S
N
W
E
S
5th Ave
Wheeler St
Ernest Kalweit St
Warmbad St
Diamond St
Steen St
Ferro St
Platina St
Werk St
Goud St
Pad St
B1
Sixth Ave
Second St
Eighth Ave
Ninth St
Tenth St
Eleventh St
Tsieb Ave
Ninth Ave
Twenty Fourth Ave
Thirteenth St
Fourteenth St
Second Ave
Tenth Ave
Eleventh Ave
Twelfth Ave
Seventeenth St
Fourteenth Ave
Legend
Service Station area
Remainder of ERF 2292
0
0.4
Kilometers

1.2 Project Location

The proposed fuel station is located on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop along the B1 road. Coordinates for the centre of the area are 18.138449 and -26.591544.

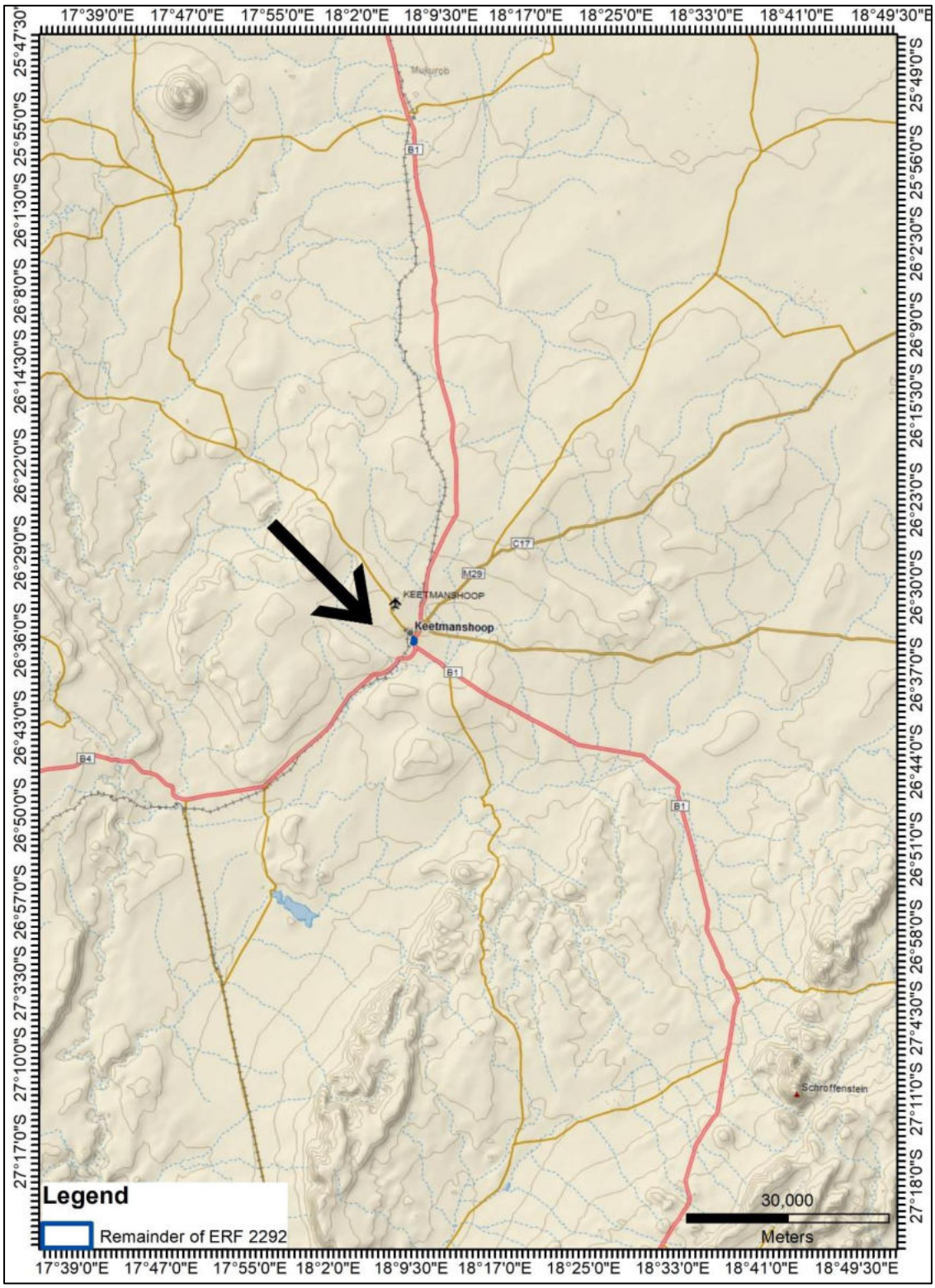


Figure 3 Locality map of the exclusive prospecting project area

1.3 Infrastructure and Services

1.3.1 Electricity

The site will be connected to the electricity main line of the Keetmanshoop municipality, which will be in all phases of the project. The necessary guidelines and precautionary measures relating to the use of electricity shall be adhered to.

1.3.2 Water Supply

Water from the municipality will be used during construction and operational phases of the filling station. More so there will be water storage tanks to increase water capacity at the project site to the required amount.

1.3.3 Refuse and Waste Removal

Solid waste collection centre for the entire station will be located strategically and covered on top and on the sides to protect against weather and scavengers as per the Ministry of Health Standards. The waste will then be collected by private waste collectors for disposal at the approved dumping sites. Waste bins will be provided for each section for temporarily holding of waste before delivery into the central solid waste collection area. This report recommends the construction of a three-pit oil water interceptor tank, where all runoff water will be directed to before being discharged into the main drainage system.

1.3.4 Security

A guard shall be located next to the main entrance for easy security operations around the building during construction and there will be guards at all times during the operation phase of the Project.

1.3.5 Parking Area

The parking area will be provided with facilities such as lights, and signs for easy entry and exit to allow free flow of traffic. The parking bay will be inclined to a degree that does not allow stagnation of water and thus linked to storm water drainage system. Parking area floor will be made of capro slabs.

1.3.6 Landscaping

The un-built area will be landscaped after construction, using plant species available locally. This will include establishment of flowerpots to improve the visual quality of the site.

1.3.7 Pavement Works

The filing station will have capro floor covering all open sections apart from the office and sanitary facilities.

1.3.8 Fire Fighting Provision

Portable fire-extinguishers will be fitted, as required, in vehicles and, as well as on-site where possible.

1.4 Environmental Impact Assessment Requirements

The Environmental Regulations procedure (GN 30 of 2012) stipulates that no fuel service station may be established without an environmental clearance certificate. As such, an environmental clearance certificate must be applied for in accordance with regulation 6 of the 2012 environmental regulations. It is imperative that the environmental proponent must conduct a public consultation process in accordance with regulation 21 of the 2012 environmental procedure, produce an environmental scoping report and submit an Environmental Management Plan for the proposed fuel station.

1.5 Purpose of the Scoping Report

The scoping report is prepared for Albida Development Trust which intends to set up a fuel service station on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop. Environmental scoping is a critical step in the preparation of an EIA for the proposed service station project activities. The scoping process identifies the issues that are likely to be most important during the EIA and eliminates those that are of little concern. The scoping process shall be concluded with the establishment of terms of reference for the preparation of an EIA, as set out by the Ministry of Environment and tourism. The purpose of this scoping report is to:

- Identify any important environmental issues to be considered before commencing with the proposed activities.

- To identify appropriate time and space boundaries of the EIA study.
- To identify information required for decision-making.

As such, the key objectives of this scoping study are to:

- Inform the public about the proposed activities.
- Identify the main stakeholders, their comments, and concerns.
- Define reasonable and practical alternatives to the proposal.
- To establish the terms of reference for an EIA study.

1.6 Terms of Reference

The approach and methodology taken was guided by the Environmental Regulations of 2012 and the Terms of Reference (ToR) which were provided by the proponent:

- Identify all legislation and guidelines that have reference to the proposed project.
- Identify existing environmental (both bio-physical and socio-economic) conditions of the area to determine their environmental sensitivity.
- Inform Interested and Affected Parties (I&APs) and relevant authorities of the details of the proposed development and provide them with a reasonable opportunity to participate during the process.
- Consider the potential environmental and social impacts of the development and assess the significance of the identified impacts.
- Compile a Scoping Report detailing all identified issues and possible impacts, stipulating the way forward and identifying specialist investigations, if required.
- Outline management and mitigation measures in an Environmental Management Plan (EMP) to minimize and/or mitigate potentially negative impacts.
- Submit the final scoping report to the competent authority and the Environmental Commissioner.

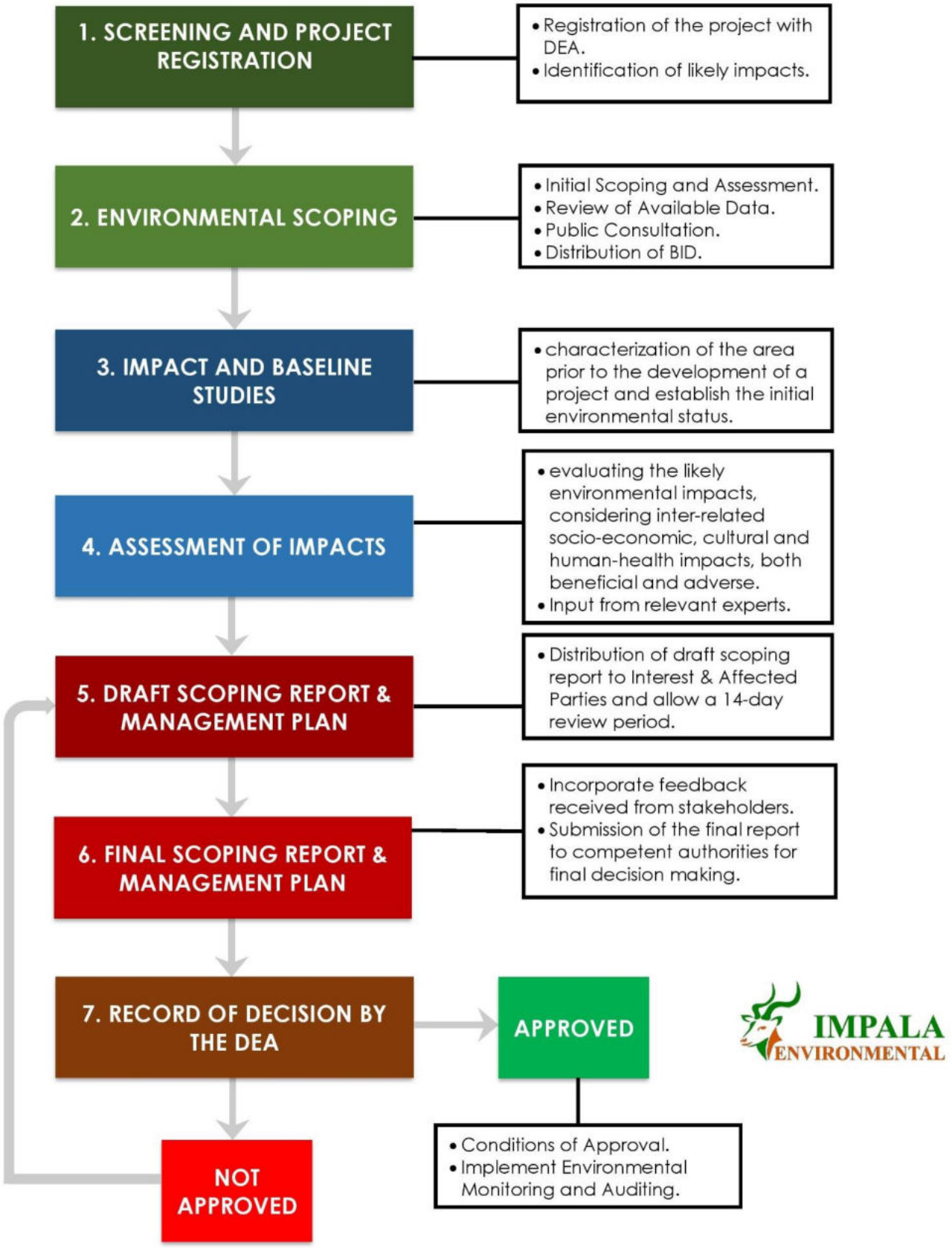


Figure 4 Flowchart of the Environmental Impact Assessment process followed in Namibia.

1.6.1 Environmental Assessment Approach and Methodology

Environmental assessment process in Namibia is governed by the Environmental Impact Assessment (EIA) Regulations No. 30 of 2012 gazetted under the Environmental Management Act, (EMA), 2007, (Act No. 7 of 2007) and in line with the provisions of the Cabinet approved Environmental Assessment Policy for Sustainable Development and Environmental Conservation of 1995.

This report has taken into consideration all the requirements for preparation of all the supporting documents and application for an Environmental Clearance Certificate and lodgement of such application to the Environmental Commissioner (EC), Department of Environmental Affairs (DEA) in the Ministry of Environment and Tourism (MET).

The purpose of the Scoping Phase was to communicate the scope of the proposed project to Interested and Affected Parties (I&APs), to consider project alternatives, to identify the environmental (and social) aspects and potential impacts for further investigation and assessment, and to develop the terms of reference for specialist studies to be conducted in the Impact Assessment Phase if necessary. The steps undertaken during the Scoping Phase are summarised below.

1.6.1.1 Project Initiation and Screening

The project registered on the online ECC portal (eia.met.gov.na) to provide notification of the commencement of the EIA process and to obtain clarity on the process to be followed.

1.6.1.2 Initial Scoping Public Participation Process

The objective of the public scoping process was to ensure that interested and affected parties (I&Aps) were notified about the proposed project, given a reasonable opportunity to register on the project database and to provide initial comments. Steps that were undertaken during this phase are summarised below:

- **I&AP identification:** A preliminary I&AP database was compiled using the farmer's contact details that were obtained from the Ministry of Lands and contact details of other interested and affected parties that were provided by the proponent. Additional I&AP's were added to the database based on

responses to the advertisements and notification letters, as well as attendees to the various meetings.

- **Notification letter and Background Information Document (BID):** A notification letter and Background Information Document was distributed for review and comment for a period of 3-4 weeks after commencement of the project.
- **Advertisements and site notice:** Advertisements announcing the proposed project, the availability of the BID, public meetings and the I&AP registration / comment period were placed in two widely distributed newspapers for two consecutive weeks. Site notices were placed on the boundaries of farm fences and on the notice boards of the Regional Council.

Over and above the issues raised were incorporated into the scoping report. These submissions were collated and responded to as indicated in the public participation section of the scoping report.

1.6.1.3 Compilation and Review of Draft Scoping Report (DSR)

The DSR was prepared in compliance with Section 8 of the EIA Regulations of 2012 and incorporated with comments received during the initial Public Participation Process. The DSR was distributed for a 14-day review and comment period.

1.6.1.4 Final Scoping Report and Completion of the Scoping Phase

The Final Scoping Report (FSR) summarises the following: the legal and policy framework; approach to the EIA and process methodology; the project's need and desirability; proposed project activities; key characteristics of the receiving environment; and key issues of concern that will be further investigated and assessed in the next phase of the EIA.

The FSR complies with Section 8 of the EIA Regulations 2012. All written submissions received during the DSR review and comment period will be collated and responded to. The FSR was submitted to the competent authority. In terms of Section 32 of the Environmental Management Act, 2007 (No. 7 of 2007), the competent authority is then required to make a recommendation on the acceptance or rejection of the report to Ministry of Environment and Tourism (MET): Department of Environmental Affairs (DEA), who will make the final decision.

1.6.2 List of Specialist Studies Undertaken

Section 9(a) of the Environmental Regulations of 2012 requires a disclosure of all the tasks to be undertaken as part of the assessment process, including any specialist to be included if necessary.

No field specific specialist studies were commissioned by the proponent. Although specialist studies were deemed unnecessary for this environmental impact assessment due to low intensity and extent of the activities at this stage. Specialist studies conducted in the area, in previous years, have been reviewed as part of the scoping and assessment process of this project.

1.7 Need and Desirability.

1.7.1 Need of the Project

The applicant identified the need for a filling station in the town of Keetmanshoop. The high visibility of the site from B1 main road lends itself perfectly in terms of visibility for a filling station. In addition, the B1 main road is always busy making the site ideal for a filling station since it is located at the entrance to town. Access to the site is also considered to be good.

Traffic volumes in the area are expected to increase, since the Town is still expanding, and future residential and commercial developments are proposed on the vacant land within the town.

In addition to the above-mentioned, the proposed filling station will be convenient (in terms of refuelling and purchasing items such as bread and milk) for employees working long hours. The development will also be convenient for visitors from surrounding towns. Additional job opportunities would be provided, which could aid in the economic stability of a few families.

1.7.2 Alternatives

An alternative to the proposed filing station site would be to allocate the land-usage to other income generating activities such as establishing a retail store or an industrial outlet. Although the above-mentioned activity may generate revenue for the government and provide employment to a few individuals, there is a need for an additional service station around the Keetmanshoop area.

1.7.2.1 No-Go Alternatives

The no-go alternative will mean that the current land activities such as farming and important vegetation species will not be disturbed, that is, there will not be disturbance of the flora and fauna.

No-go alternative will result in the non-commencement of the project and bring beneficiations to the receiving environment. However, the no-go alternative is not considered since it will lead to negative socio-economic impacts.

2 Summary of applicable legislation

All policies, related to service stations in Namibia, are regulated by the Ministry of Mines and Energy whereas the environmental regulations are regulated by the Ministry of Environment and Tourism. The acts that affect the implementation, operation and management of fuel stations in Namibia are shown below.

2.1 Environmental Management Act of 2007

Line Ministry: Ministry of Environment and Tourism

The regulations that accompany this act lists several activities that may not be undertaken without an environmental clearance certificate issued in terms of the Act. The act further states that any clearance certificate issued before the commencement of the act (6 February 2012) remains in force for one year. If a person wishes to continue with activities covered by the act, he or she must apply for a new certificate in terms of the Environmental Management Act.

2.2 Water Resources Management Act of 2004

Line Ministry: Ministry of Agriculture, Water and Forestry

The act provides for the management, protection, development, usage and conservation of water resources; to provide for the regulation and monitoring of water resources and to provide for incidental matters.

2.3 Nature conservation ordinance, ordinance No. 4 of 1975

Line Ministry: Ministry of Environment and Tourism

The Nature Ordinance 4 of 1975 covers game parks and nature reserves, the hunting

and protection of wild animals (including reptiles and wild birds), problem animals, fish, and the protection of indigenous plants. It also establishes a nature conservation board. The basic set of regulations under the ordinance is contained in GN 240/1976 (OG 3556). The topics covered in the regulations include tariffs (game parks), regulations relating to game parks, swimming baths, use of boats in game parks, inland fisheries, keeping game and other wild animals in capturing. In addition, the ordinance also regulates game dealers, game skins, protected plants, birds kept in cages, trophy hunting of hunt-able game, hunting at night, export of game and game meat, sea birds, private game parks, nature reserves, regulations of wildlife associations and registers for coyote getters.

2.4 National Heritage Act, 2004 (Act No. 27 of 2004)

Line Ministry/Body: National Heritage Council

The National Heritage Act provides for the protection and conservation of places and objects of heritage significance and the registration of such places and objects; to establish a National Heritage Council; to establish a National Heritage Register; and to provide for incidental matters.

2.5 Petroleum Products and Energy Act No. 13 of 1990

Line Ministry/Body: Ministry of Mines and Energy

The act regulates the importation and usage of petroleum products. The act reads as “To provide measures for the saving of petroleum products and an economy in the cost of the distribution thereof, and for the maintenance of a price thereof; for control of the furnishing of certain information regarding petroleum products; and for the rendering of services of a particular kind, or services of a particular standard; in connection with motor vehicles; for the establishment of the National Energy Fund and for the utilization thereof; for the establishment of the National Energy Council and the functions thereof; for the imposition of levies on fuel; and to provide for matters incidental thereof”.

2.6 Forest Act, No. 12 of 2001

Line Ministry/Body: Ministry of Agriculture, Water and Forestry

The act regulates the cutting down of trees and reads as follows "To provide for the establishment of a Forestry Council and the appointment of certain officials; to consolidate the laws relating to the management and use of forests and forest produce; to provide for the protection of the environment and control and management of forest trees; to repeal the preservation of Bees and Honey proclamation 1923, preservation of Trees and Forests Ordinance, 1952 and the Forest Act, 1968; and to deal with incidental matters".

The constitution defines the function of the Ombudsman and commits the government to sustainable utilization of Namibia's natural resources for the benefit of all Namibians and describes the duty to investigate complaints concerning the over-utilization of living natural resources for the benefit of all Namibians and describes the duties to investigate complaints concerning the over-utilization of living natural resources, the irrational exploitation of non-renewable resources, the degradation and the destruction of ecosystem and failure to protect the beauty and character of Namibia. Article 95 states that "*the state shall actively promote and maintain the welfare of the people by adopting; inter-alia policies aimed at maintenance of ecosystems, essential ecological processes and biological diversity of Namibia and utilization of natural resources on a sustainable basis for the benefit of all Namibians both present and future*".

2.7 Atmospheric Pollution Prevention Ordinance 11 of 1976

Line Ministry/Body: Ministry of Health and Social Services

This ordinance provides for the prevention of air pollution and is affected by the Health Act 21 of 1988. Under this ordinance, the entire area of Namibia, with the exception of East Caprivi, is proclaimed as a controlled area for the purposes of section 4(1) (a) of the ordinance.

2.8 Hazardous Substance Ordinance, No. 14 of 1974

Line Ministry/Body: Ministry of Safety and Security

The ordinance provides for the control of toxic substances. It covers manufacture, sale, use, disposal and dumping as well as import and export. Although the environmental aspects are not explicitly stated, the ordinance provides for the importing, storage and handling.

2.9 Namibian Water Corporation (Act 12 of 1997)

Line Ministry/Body: Namibian Water Corporation

The act caters for water rehabilitation of prospecting and service station project areas, environmental impact assessments and for minimising or preventing pollution.

2.10 Public and Environmental Health Act, 2015

Line Ministry/Body: Ministry of Health and Social Services

provide a framework for a structured uniform public and environmental health system in Namibia; and to provide for incidental matters.

2.11 Agricultural (Commercial) Land Reform Act 6 of 1995

Line Ministry/Body: Ministry of Lands, Resettlement and Rehabilitation

To provide for the acquisition of agricultural land by the State for the purposes of land reform and for the allocation of such land to Namibian citizens who do not own or otherwise have the use of any or of adequate agricultural land, and foremost to those Namibian citizens who have been socially, economically or educationally disadvantaged by past discriminatory laws or practices; to vest in the State a preferent right to purchase agricultural land for the purposes of the Act; to provide for the compulsory acquisition of certain agricultural land by the State for the purposes of the Act; to regulate the acquisition of agricultural land by foreign nationals; to establish a Lands Tribunal and determine its jurisdiction; and to provide for matters connected therewith.

3 Description of Proposed Project

3.1 Introduction

The project will involve the preparation of the ground and installation of a filling station. The proposed project is designed in line with other similar projects (petrol stations) that have been constructed by other corporations throughout the country. The proposed project site lies in the neighbourhood of several residential developments.

3.2 Project Design

The proposed development will involve removal of topsoil and vegetation and the leveling of the site. Excavations will be done to facilitate the laying of foundations and underground tanks. There will also be transportation of construction materials and associated wastes to and from the site respectively. The conclusion of the construction phase will be the establishment of a filling station comprising of features discussed earlier in this report. Since the change in the land surface will impact on the storm water flows, adequate drainage system will be put in place. The design of the project has been executed with due consideration of the existing topography of the proposed project site. In general, the design of the project will optimize the use of the best available technology (BET) to prevent or minimize potentially significant environmental impacts associated with the project and to incorporate efficient operational controls together with trained staff, to ensure high level business and environmental performances.

3.3 Construction Materials and Technology as per the Namibia Standards

The building materials will consist of natural stones, sand, and cement. Also steel pipes, roofing tiles, wall tiles, PVC pipes, steel rods and glass will be used. Other materials that will be used on site include timber. The building will be constructed as per the respective structural engineer's detail as provided for in the site plan. Basically, the building structure will consist of concrete appropriately reinforced with metal (steel and iron).

The building will be provided with facilities for drainage of storm water from the roof and canopy through peripheral drainage systems into the storm water drainage system. Drainage pipes will be of the PVC type and will be laid under the building and

the driveway encased in concrete. The development will be connected to a septic tank to be put up during project implementation. The development will have adequate natural ventilation through provision of permanent vents in all habitable rooms, adequate natural and artificial light, piped water stored in tanks and above ground water tanks provided with water pumps to feed overhead tanks and fire fighting facilities.

The technology used in the design and the construction of the filling station will be based on national and international standards which have been customized in Namibia. Important to note is that the constructions will incorporate:

- Occupational Health and Safety measures
- Environmental Protection and Resource Conservation guidelines

3.4 Utilities

The filling station will have a comprehensive and robust infrastructure including, parking area, water storage, electricity distribution and waste disposal.

3.5 Electricity

The site will be connected to the electricity main line of the Keetmanshoop municipality, which will be in all phases of the project. The necessary guidelines and precautionary measures relating to the use of electricity shall be adhered to.

3.6 Water

Minimal water will be used during construction and operational phases of the filling station. More so there will be water storage tanks to increase water capacity at the project site to the required amount.

3.7 Solid Waste/ sewerage

Solid waste collection centre for the entire station will be located strategically and covered on top and on the sides to protect against weather and scavengers as per the Ministry of Health Standards. The waste will then be collected by private waste collectors for disposal at the approved dumping sites. Waste bins will be provided for each section for temporarily holding of waste before delivery into the central solid

waste collection area. This report recommends the construction of a three pit oil water interceptor tank, where all runoff water will be directed to before being discharged into the main drainage system.

3.8 Security

A guard shall be located next to the main entrance for easy security operations around the building during construction and there will be guards at all times during the operation phase of the Project.

3.9 Parking Area

The parking area will be provided with facilities such as lights, and signs for easy entry and exit to allow free flow of traffic. The parking bay will be inclined to a degree that does not allow stagnation of water and thus linked to storm water drainage system. Parking area floor will be made of capro slabs.

3.10 Landscaping

The un-built area will be landscaped after construction, using plant species available locally. This will include establishment of flower pots to improve the visual quality of the site.

3.11 Pavement Works

The filing station will have capro floor covering all open sections apart from the office and sanitary facilities.

3.12 Description of the Project's construction activities

3.12.1 Pre-construction investigations

The implementation of the project's design and construction phase will start with thorough investigation of the site's biological and physical resources in order to minimize any unforeseen adverse impacts during the Project cycle.

3.12.2 Sourcing and transportation of building materials

Building materials will be transported to the project site from the approved extraction, manufacture, or storage sites using transport trucks compliant with the traffic regulations. The building materials to be used in the construction of the Project will be sourced from approved dealers. Greater emphasis will be laid on procurement of building materials from within the local area, which will make both economic and environmental sense as it will reduce negative impacts of transportation of the materials to the project site through reduced distance of travel by the materials transport vehicles.

3.12.3 Storage of materials

Building materials will be stored on site. Bulky materials such as rough stones/aggregate blocks, ballast, sand and steel will be carefully piled on site. To avoid piling large quantities on site, the proponent will order bulky materials such as sand, gravel and stones in bits. Materials such as cement, paints and glasses among others will be stored in temporary structures for safe keeping.

3.12.4 Excavation and Foundation Works

Excavation will be carried out to prepare the site for construction of the perimeter wall foundations, Underground Petroleum Storage Tanks (UPSTs), pavements and drainage systems. This will not involve the use of heavy earthmoving machinery such as tractors and bulldozers but manual excavation hence minimal dust.

3.12.5 Masonry, Concrete work and related activities

The construction of the building walls, foundation, floors, pavements, drainage systems and parking area among other components of the Project will relatively involve a lot of masonry work and related activities. General masonry and related activities will include stone shaping, concrete mixing, plastering, and slab construction, construction of foundations and erections of building walls, the canopy and curing of fresh concrete surfaces. The steel canopy will have two columns.

3.12.6 Structural Steel Works

The associated buildings will be reinforced with structural steel for stability. Structural steel works will involve steel cutting, welding and erection. The station canopy will be made up of steel truss and the column and beam will be cast monolithically.

3.12.7 Roofing and sheet metal works

Roofing activities will include sheet metal cutting, raising the roofing materials such as tiles and structural timber to the roof and fastening the roofing materials to the roof for the associated buildings and structures while the ago pump and PMS pumps will have a steel canopy over them in line with the Petroleum Act.

3.12.8 Electrical works

Electrical work during the construction of the premises will include installation of electrical gadgets and appliances including electrical cables, lighting apparatus, socket set, etc. In addition, there will be other activities involving the use of electricity such as welding and metal cutting.

3.12.9 Plumbing

Installation of pipe work for water supply and distribution will be carried out at the filling station, sanitary facilities and at the water refill point. In addition, pipe work will be done to connect sewage from the premises to the septic tank, and for drainage of storm water from the roof top into the peripheral storm water drainage system. Plumbing activities will include metal and plastic cutting, the use of adhesives, metal grinding and wall drilling among others.

3.13 Operational Activities

3.13.1 Solid waste generation on occupancy

Various activities such as use of sanitary facilities, servicing area and operation of the station in general, will result in the production of a lot of solid waste including used oil and grease containers as well as papers. The proponent will provide facilities for handling solid waste generated within the station. These will include dust bin for the sections, a central waste collection for temporarily holding waste within the premises before segregation and final collection for transportation.

3.13.2 Waste water management

Sewage generated from the proposed site will be discharged into the facility's' septic tank, while storm water from the project area will be channelled into water drainage system that will be developed within the site. However, before discharge of runoff water into the peripheral storm water drainage systems, this assessment recommends the construction of a three-pit oil-water interceptor tank to aid in the removal of oil and grease from the runoff water.

3.13.3 Cleaning

Proponent will employ people who will be responsible for regular washing and cleaning of the pavements, and other common facilities. These people will be responsible for gathering and delivering waste onto the central collection place provided within the station. Cleaning operations will involve the use of substantial amounts of water, disinfectants, and detergents.

3.13.4 General repairs and maintenance

The station and associated facilities will be repaired and maintained regularly during the operational phase of the project. Such activities will include repair of building walls, the canopy and floors, repair and maintenance of electrical fittings and equipment, repairs of leaking water pipes, painting and replacement of worn-out materials among others.

Operations and Processes

The proposed filling station will have its core business revolving on the retailing of petroleum products as listed above. It will offer a wide range of petroleum products including lubricants.

The proposed operations and processes of the Station are as follows:

- Procurement, receipt of refined petroleum products
- Offloading of the petroleum products
- Storage of the petroleum in the above ground storage tanks
- Dispensing of the petroleum products to customer vehicles or containers Sale of lubricants which include engine oils, brake fluid, distilled water, etc. A store, shop and offices.

3.14 Decommissioning Activities

3.14.1 Dismantling of equipment and fixtures

All equipment and fixtures including form wood will be dismantled and removed from the site on decommissioning of the Project. The contractor will ensure safe dismantling of the scaffolding, form wood used for reinforced concrete beams and columns, temporary store and site office.

3.14.2 Removal of waste

Waste from construction of the proposed development will be carted away and disposed of at the approved sites. Waste found at the site will include the remainder of non-re-usable construction materials from:

- Masonry works/building works, (cement bags, broken building blocks, etc.)
- Roofing (broken tiles, timber pieces, steel and iron bar etc.)
- Painting, (paint cans, reject paints, masking tapes, etc.)
- Carpentry and joinery works (timber, nails, glue, etc.)
- Plumbing (pipe fittings and off cuts, etc.)
- Electrical works (residual cables and connectors, damaged electrical fittings, etc.) Wastes generated from dismantling of fixtures and construction equipment.
- Wastes generated from wrappers and packaging material

3.14.3 Site restoration

Once all the waste resulting from demolition and dismantling works is removed from the site, the open earth sites will be restored through replenishment of the top soil and re-vegetation using indigenous plant species.

4 Description of the Current Environment

4.1 Introduction

This section aims to document the present state of the environment, the likely impact of changes being planned and the regular monitoring to attempt to detect changes in the environment. As such, this area represents a low flora diversity.

4.2 Climatic Conditions

4.2.1 Temperature

In the service station project area, December is the warmest month with an average temperature of 29°c at noon. July is the coldest month with an average temperature of 16°c at night. Keetmanshoop, which is in the vicinity of the project area, has distinct temperature seasons, the temperature varies during the year.

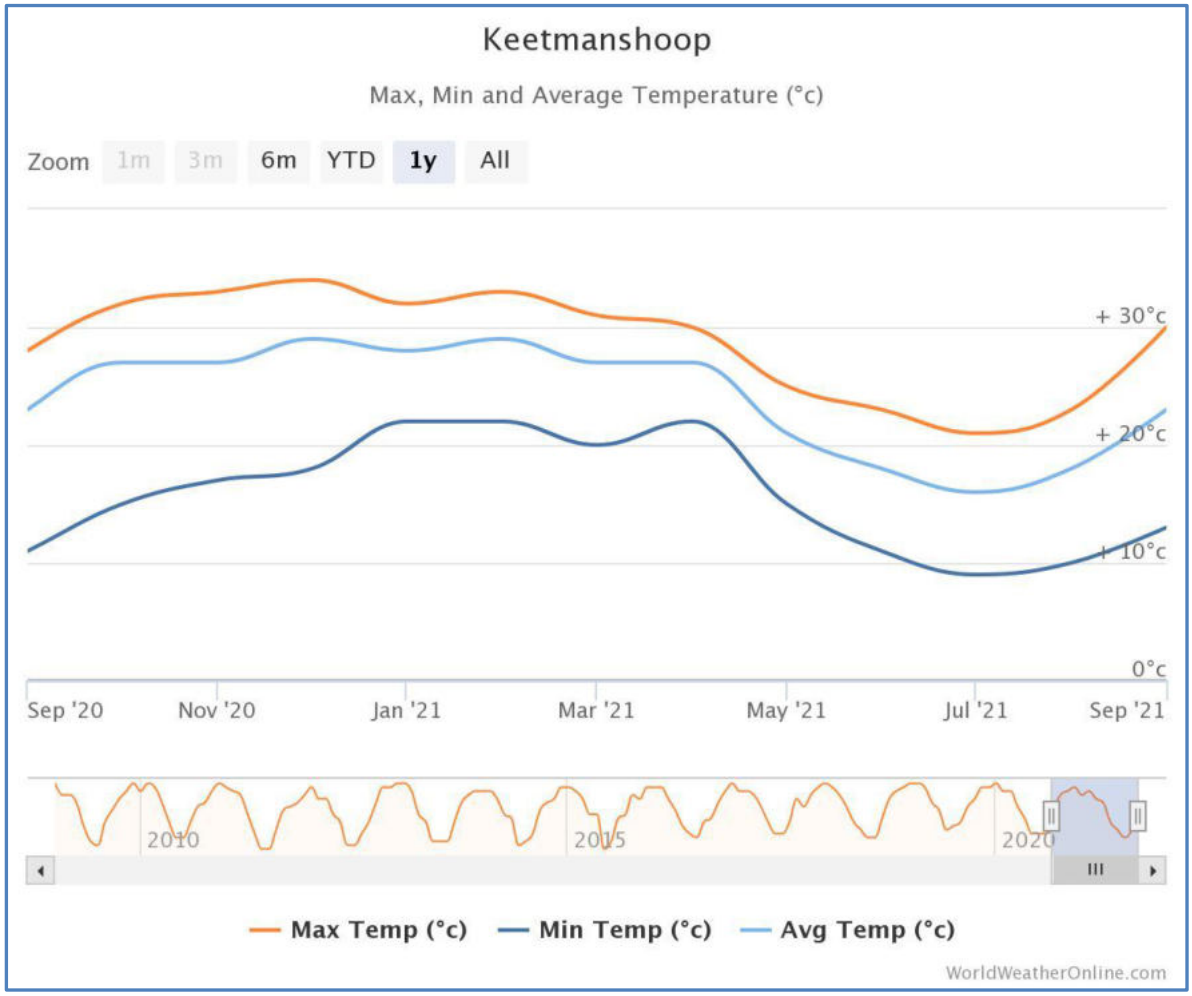


Figure 5 A graph showing the temperature patterns in Keetmanshoop, from www.worldweatheronline.com

In winter, temperatures can get to below 10 degrees centigrade. Overall, winters are mild in temperature, with coldest month most often being June.

4.2.2 Precipitation

In the service station project area, the highest rainfall is usually experienced in January which may reach 5 mm with average rainfall days. In March months, rainfall may reach about 4 mm with average rainfall days. The graph below shows the rainfall patterns in the area.

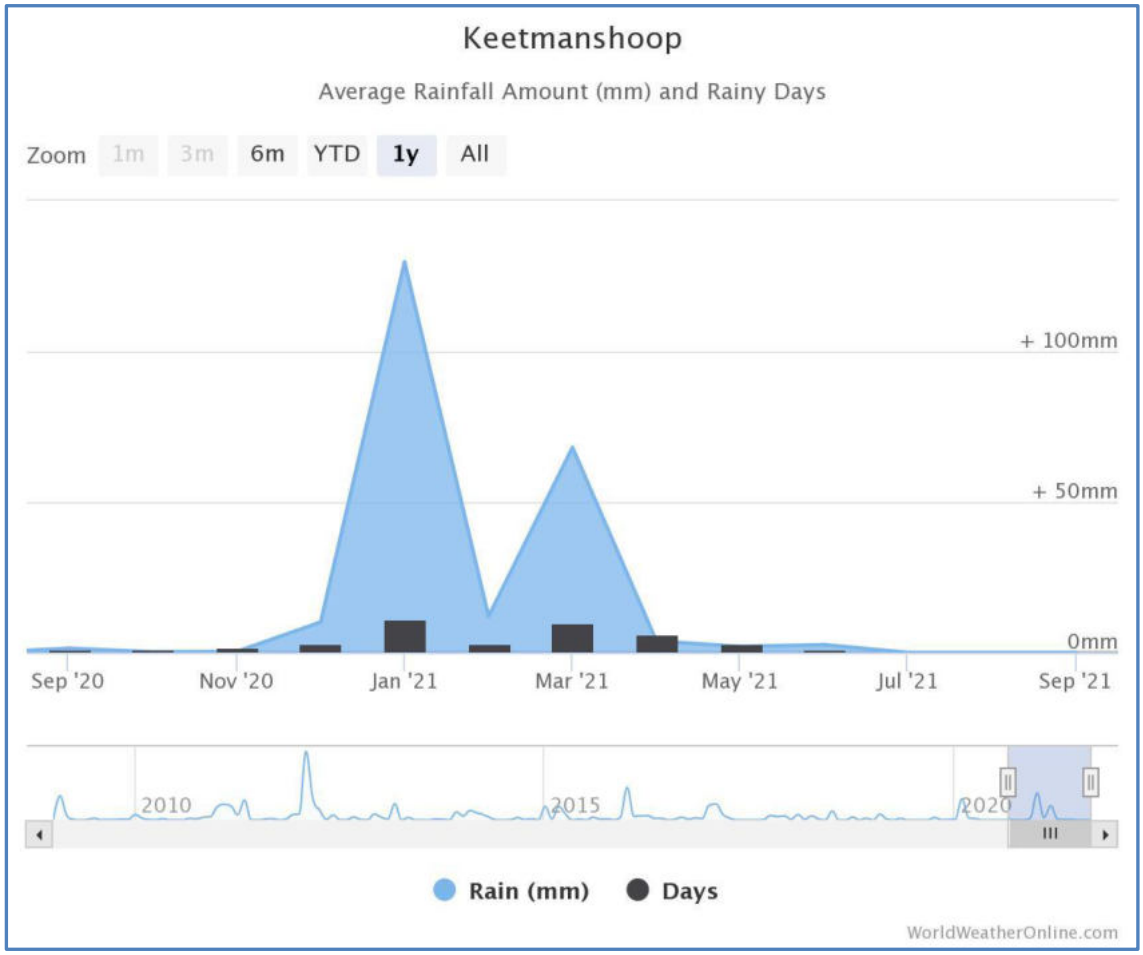
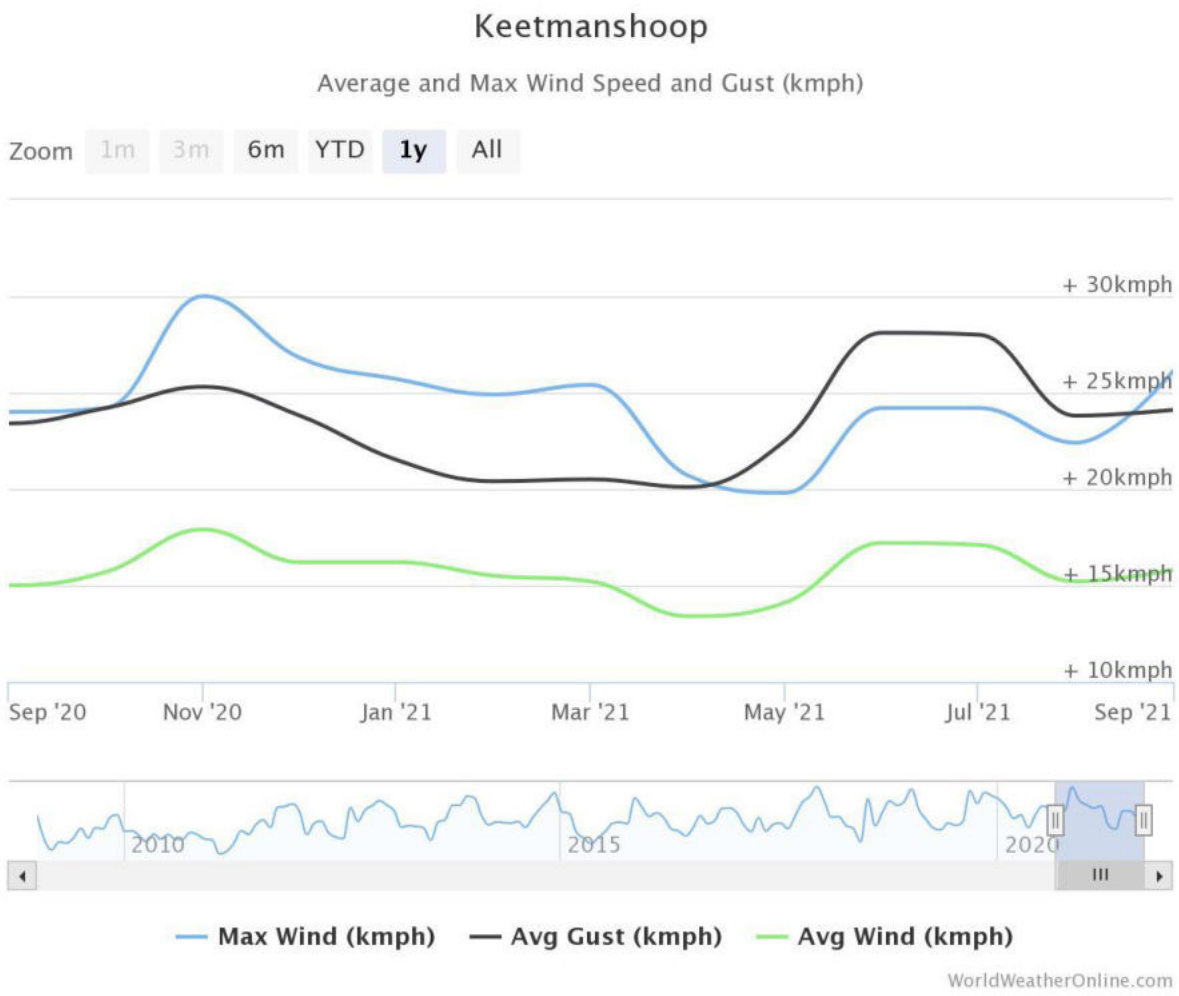


Figure 6 A graph showing rainfall patterns in Keetmanshoop, from www.worldweatheronline.com

4.2.3 Wind

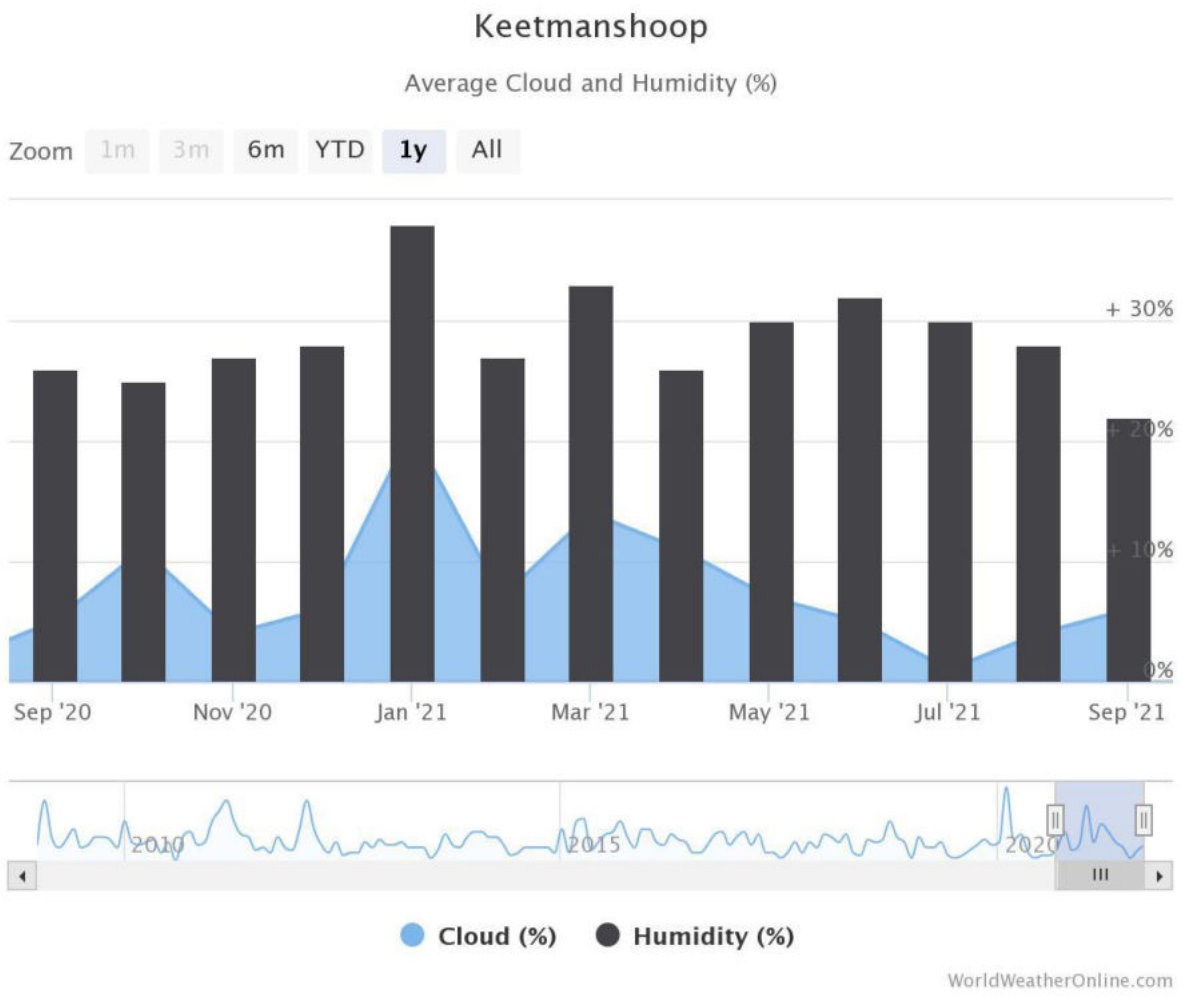
Predominantly easterly. Southerly, westerly, and northerly airflow are common. The Keetmanshoop area is subject to erratic winds and considerable discrepancies despite short distances, due to the hilly terrain. The graph below depicts the wind patterns in

the area. The highest wind speeds are attained in December as shown by the graph below.



4.2.4 Humidity

The relative humidity during the least humid months of the year, i.e., August and September, is around 21 % and the most humid month is January with 38% humidity. Namibia has a low humidity in general, and the lack of moisture in the air has a major impact on its climate by reducing cloud cover and rain and increases the rate of evaporation.



4.3 Air Quality

Activities around the service station project area mainly consist of tourism and small-scale livestock farming. Besides other service station activities, there are no other industries or operating mines in the area or mines in the area. Probable sources of air pollution in the area are emissions and dust from vehicles travelling on gravel roads, dust generated by cattle grazing and wind erosion from the exposed areas.

PM_{10} describes all particulate matter in the atmosphere with a diameter equal to or less than 10 µm and are generally emitted from motor vehicles (diesel engines) and burning of wood. $PM_{2.5}$ describes all particulate matter in the atmosphere with a diameter equal to or less than 2.5 µm and are mostly related to combustion. NO_2 and nitric oxide (NO) are formed simultaneously in combustion processes and other high temperature operations such as blast furnaces. Sources of SO_2 include fossil fuel combustion from industry and power plants. SO_2 is emitted when coal or other biomass fuels are burnt for energy.

Data from accuweather.com shows that the air quality in the Keetmanshoop area is generally excellent with an air quality index of 14 AQI. The ground-level ozone (O_3) is about 14 µg/m³ which is excellent. The fine particle matter levels ($PM_{2.5}$) are about 9 µg/m³. The particle matter (PM_{10}) is about 9 µg/m³. The nitrogen dioxide (NO_2), carbon monoxide (CO), and sulphur dioxide (SO_2) levels in the area are recorded to be 1 µg/m³.

4.4 Geology

The area rests upon reddish-brown sandstones and shales of the Fish River Subgroup in the Upper Nama Group which were overlain by tillites and shales of the Dwyka Formation during the Gondwana glacial period. Some of the carbonates, sandstones, and mudstones in the NE within the area belong to the Dwyka Formation of Karoo Sequence. The area includes part of the Fish River, which is the main ephemeral watercourse in southern Namibia, and is a tributary of the Orange River. Fish River consists of Cenozoic alluvial sediments which covers Permo-Carboniferous sediments.

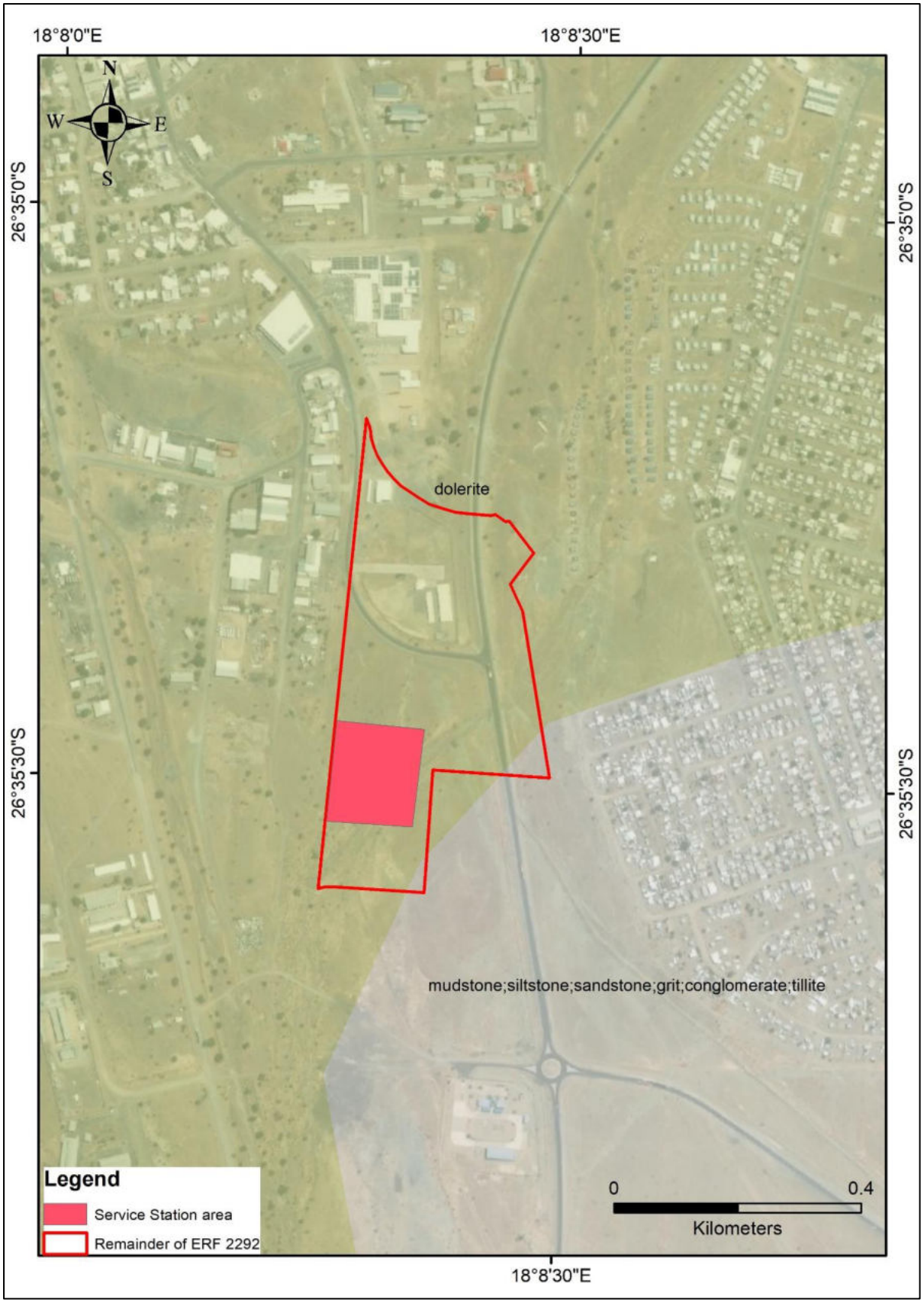
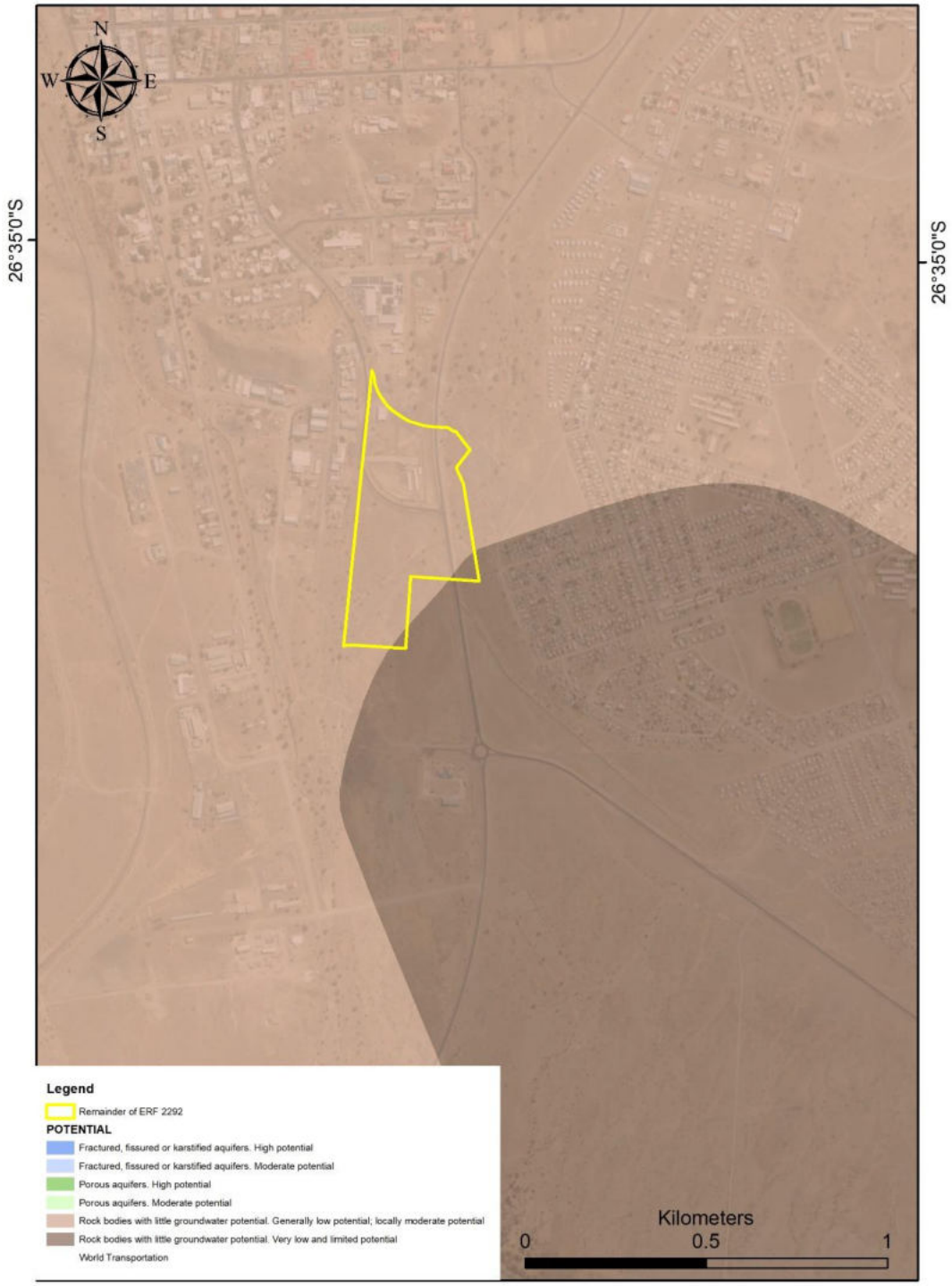


Figure 7 A geological map of the area

4.5 Hydrogeology and Water Resources

There are no major rivers that run through the project area. The project area is underlain by rock bodies with little groundwater potential.



4.6 Flora

The vegetation in the Karas Region varies greatly from the north to the south and from the east to the west.

The surrounding area is characterised by low-medium botanical diversity. Based on site visits and the literature review, all the vegetation that are found within the vicinity of the area are considered to be of “medium” to “high” sensitivity against external conditions. The growing season is relatively short due to the semi-arid climate.

Grass is dependable on rainfall, which in-turn causes livestock and other animals to suffer during periods of minimal rainfall (Burke, 2003). The mineral exploration area, which is semi-arid, contains diverse vegetation species which include a number of species endemic to Namibia. Table 1 below lists the different plant species which are most likely to occur within the project area.

The density of vegetation in the vicinity of the service station project site is sparse. Every effort will be made to protect the existing trees and schrubs, as these are very important to the ambience and visual appeal of the service station project site. A vegetation expert will be consulted throughout the lifecycle of the service station project program. The protected plant species in the project area are shown in the table below.

Table 1 Table of plant species which are protected under the Forestry Act and likely to occur in the area.

SCIENTIFIC NAME	COMMON NAME
Acacia erioloba	Camel thorn
Acacia haematoxylon	Grey camel thorn
Albizia anthelmintica	Worm-bark false-thorn
Boscia albitrunca	Shepherd’s tree
Euclea pseudebenus	Ebony tree
Ficus cordata	Namaqua fig

4.7 Fauna

4.7.1 Introduction

The information is based on a detailed literature review and a site visit which was carried out. The purpose of the Fauna literature review is to identify all potential

amphibians, reptiles, and mammals expected on the project area and the surrounding farms in the vicinity of the service station project area. The proposed service station project area supports numerous faunal species but there are no species that are exclusive to the study area.

Larger types of animals such as zebras, giraffes, and lions are rare in this area. There are no species which are exclusively endemic to the service station area. Based on literature review, development of a service station project in the area will not have a negative impact on any of the species in the project area.

4.7.2 Amphibians

Griffin (1998) highlighted that amphibian species are declining throughout the world due to various factors such as climate change and habitat destruction. There are approximately 4000 species of amphibians worldwide of which over 200 species are present in Southern Africa and 57 in Namibia (Griffin, 1998). However, this low figure may be due to the lack of detailed studies carried out on amphibians. The table below shows the different amphibian species that are likely to occur within the study area.

Table 2 A list of amphibian species which may occur in the project area

SCIENTIFIC NAME	COMMON NAME	STATUS	OCCURRENCE	REFERENCE
PLATANNAS				
Xenopus laevis	COMMON PLATANNA	**SECURE**	ABUNDANTLY	(Daudin, 1802)
TOADS				
Breviceps adspersus	BUSHVELD RAIN FROG	**SECURE**	ABUNDANTLY	Peters, 1882
Bufo dombensis	DOMBE DWARF TOAD	**ENDEMIC & INADEQUETLY KNOWN**	ABUNDANTLY	Bocage, 1895
Bufo poweri	MOTTLED TOAD	**SECURE**	ABUNDANTLY	Hewitt, 1935
FOSSORIAL FROGS				
Phrynomantis affinis	SPOTTED RUBBER FROG	**AMBIGUOUS (RARE?)**	RARELY	(Boulenger, 1901)

Phrynomantis bifasciatus	BANDED RUBBER FROG	**SECURE**	ABUNDANTLY	(Smith, 1848)
SAND FROGS, BULLFROGS, RIDGED FROGS, CACOS, PUDDLE FROGS etc.				
Cacosternum boettgeri	COMMON CACO	**SECURE**	ABUNDANTLY	(Boulenger, 1882)
Tomopterna krugerensis	KNOCKING SAND FROG	**SECURE**	RARELY	Passmore et al, 1975
Tomopterna tandyi	TANDY'S SAND FROG-	**SECURE**	ABUNDANTLY	Channing et al, 1996
TREE FROGS, REED FROGS & KASSINAS				
Kassina senegalensis	BUBBLING KASSINA	**SECURE**	ABUNDANTLY	(Dumèril et al, 1841)

4.7.3 Mammals

Considering the relative size of the service station project area, the mammal fauna will not be affected by the service station project activities of the proponent. Namibia is seemingly well endowed with mammal diversity with around 250 species know to be present within the country (Griffin, 1998). There are currently 14 mammal species which are considered to be endemic to Namibia, including 11 species of rodents and small carnivores which are not well known. Griffin (1998), points out that most of these endemic mammals are associated with the Namib and Escarpment with 60% of these appearing to be rock-dwelling species. The author, Griffin (1998) further highlights that the endemic mammal fauna is best characterized by the endemic rodent family *Petromuridae* (Dassie rat) and the rodent genera *Gerbillurus* and *Petromyscus*. The table below shows the mammal species which are likely to occur within the study area. A full list, of mammal species that are likely to occur within the area, is in the appendix section at the end.

Table 3 Mammal species which are likely to occur within the project area.

SCIENTIFIC NAME	COMMON NAME
Antidorcas marsupialis	Springbok
Atelerix frontalis angolae	Southern African Hedgehog
Canis mesomelas	Black-backed Jackal
Caracal caracal	Caracal
Crocuta crocuta	Spotted Hyena
Cynictis penicillata	Yellow Mongoose
Felis nigripes	Black-footed Cat
Galerella sanguinea	Slender Mongoose

Genetta genetta	Small Spotted Genet
Ictonyx striatus	Striped Polecat
Lepus capensis	Cape Hare Secure
Lepus saxatilis	Scrub Hare
Manis temminckii	Ground Pangolin
Mellivora capensis	Honey Badger/Ratel
Oreotragus oreotragus	Klipspringer
Oryx gazella	Gemsbok
Otocyon megalotis	Bat-eared Fox
Parahyaena (Hyaena) brunnea	Brown Hyena

4.7.4 Reptiles

The literature review showed that there are approximately 30 reptile species that are expected to occur in the site area. According to the Namibia Conservation Ordinance of 1975, there are four reptile species protected, namely:

Table 4 Protected reptile species in the project area

SCIENTIFIC NAME	COMMON NAME	STATUS
Geochelone Pardalis	Leopard Tortoise	Protected
Varanus Albigularis	Veld Leguaan	Protected

Griffin (1998) highlighted the presence of 261 species of reptiles which are present in Namibia. These reptiles make up 30% of the reptile species found on the continent. 55 species of Namibian Lizards are classified as endemic (Griffin, 1998). The author, Griffin (1998), describes that more than 60% of the reptiles found in Namibia are protected by the conservation Ordinance. Although the project activities may affect reptile habitat, the project will not have any significant impact on the reptile species within the proposed service station area. Namibia, with 129 species of lizards, has one of the continent's richest lizard Fauna. The table in the appendix shows the reptile species which are likely to occur within the vicinity of the service station project area.

4.8 Avifauna (Birds)

Simmons et al (2003) points that although Namibia's Avifauna is comperatively sparse compared to the high rainfall equatorial areas elsewhere in Africa, approximately 658 species have already been recorded with a diverse unique group of arid endemics. There are approximately 650 species of birds that have been recorded in Namibia, although the country's avifauna is comparatively sparse compared to the high rainfall

equatorial areas in Africa (Brown & Lawson, 1989). Brown et al (1989) mentions that 14 species of birds are endemic or near endemic to Namibia with the majority of Namibian endemics occurring in the Savannah of which ten species occur in a north-south belt of dry Savannah in Central Namibia. Simmons (2003) recorded 63 species of birds within the vicinity of the project area. 650 bird species are recorded in Namibia, of which 160 species are present in area, especially after good rains fall (Christian, 2005). These birds consist of raptors, chats, larks and karoid species. Christian (2005) recorded the presence of the following bird species in the vicinity of the area, which include:

Table 5 Bird scpecies which are likely to occur within the site area.

SCIENTIFIC NAME	COMMON NAME
Agapornis roseicollis	Rosy-faced Lovebird
Eupodotis rueppellii	Rüppell's Korhaan
Lanioturdus torquatus	White-tailed Shrike
Parus carpi	Carp's Tit
Phoeniculus damarensis	Violet Wood-Hoopoe
Poicephalus rueppellii	Rüppell's Parrot
Pternistis hartlaubi	Hartlaub's Spurfowl
Tockus damarensis	Damara Hornbil
Tockus monteiri	Monteiro's Hornbill

A full list of bird species within the area is shown in the appendix.

4.9 Archaeology and Heritage Sites

No declared heritage sites are found within the project area.

4.10 Socio-Economic Environment

4.10.1 Demographics of Keetmanshoop

The German industrialist Johan Keetman gave the town Keetmanshoop its name (Hoop is derived from Afrikaans and means "hope"). In 1866 the place was founded as a missionary station and Keetman, who supported the mission financially, was hoping that through the evangelisation the hostile tribes of the then called Namaland would be pacified. Keetman never visited the town that was named after him.

However, the original population of the town by a Nama tribe reaches back to the end of the 18th century. The modern town Keetmanshoop lies approx. 500 km south of the capital Windhoek and has about 22000 inhabitants, including the suburb Kroenlein. The town lies in the centre of southern Namibia and at the western outskirts of the Kalahari Basin. Today it is the most important hub regarding road and rail traffic in southern Namibia. Already during the formative years of Keetmanshoop it was an important trade station. The national road B1 developed out of the former trading routes. The existing railway line from Windhoek to Keetmanshoop was extended to Lüderitz in 1908, which gave Keetmanshoop access to the Atlantic Ocean. Apart from Karakul breeding tourism is one of the most important economic sectors. Due to its geological and climatic conditions an agricultural utilization of the region is hardly possible. With an average rainfall of 100 – 200 ml annually and some years without any precipitation the water supply is granted by the nearby Naute Dam. One of the main tourist attractions in the area are the quiver tree forests. The quiver trees are mostly found on private farms and can be visited. The name derives from the utilisation of the trees' branches by the San to make quivers for their arrows. Thirteen kilometres northeast of Keetmanshoop on the farm Gariganus we find one of the most famous quiver tree forests, which has been declared a National Monument.

4.10.2 Social Economic Impact

The proposed filling station will help vehicle owners plying along that route to fuel their vehicles and provide them with petroleum products, lubricants, service their vehicles etc. The proponent will also contribute towards the economic growth of our nation through revenue collection and other relevant duties as may be imposed by authorities.

In particular, the proposed Project will generate the following positive socio-economic impacts:

1. During the operation phase of the Project, the proponent will be required to pay tax to the government hence contributing to the economic growth of our nation
2. The proposed Project will indirectly contribute towards enhancement of security in the neighbourhood of the area

3. Apart from the direct employment of construction workers, the proposed Project will also benefit the following categories of individuals:

- **Transporters:** Investors on lorry and trailer transport will benefit greatly from the Project. This benefit will extend to vehicle dealers and manufacturers, lorry drivers and turn boys.
- **Sand Harvesters:** Locals involved in sand harvesting are to be major beneficiaries of the Project. The benefit will extend to the local authority entitled to levy taxes on sand transporters.
- **Ballast Quarries:** There will be massive use of ballast. These will ensure that the Quarry owners and workers benefits greatly.
- **Cement Manufacturers:** The local cement manufacturers and their employees and shareholders are direct beneficiaries of the development. The government will also get some impressive increase in V.A.T. and other taxes levied on cement.
- **Manufacturers and dealers of other building materials:** Most of the building materials to be used are locally sourced. Relevant companies, their workers and shareholders will be direct beneficiaries of the development.

5. Assessment of Impacts

The purpose of this assessments of impacts section is to identify and consider the most pertinent environmental impacts and to provide possible mitigation measures that are expected from the development and on-going filing station operation. Two different phases are associated with the proposed development. Firstly, the construction phase, and secondly the operational phase are being covered by this assessment. Should the facility close or expand in the future, an EIA will need to be conducted to deal with the associated changes to the Service Station. Mitigation measures for the identified impacts are also provided in this Section.

The following assessment methodology was used to examine each impacts identified:

Table 6 Assessment methodology used to examine the impacts identified

Evaluation Criteria	Symbol	Significance of Rating
Nature of impact:	**P or N**	Effect the proposed activity would have on the affected environment which is positive (***P***) or negative (**N**)
Extent of impact:	**O**	**On-Site** (the site and it's immediate surrounds)
	L	**Local** (Keetmanshoop Area)
	R	**Regional** (Karas Region)
	N	**National** (Namibia)
	I	**International**
Duration of impact:	**SD**	Short Duration (0 to 5 years)
	MD	Medium Duration (5 to 15 years)
	LD	Long Duration (lifetime of the development)
Intensity of impact:	**L**	**Low** intensity where the natural, cultural and social functions and processes are not affected.
	M	**Medium** intensity where the affected environment is altered but natural, cultural and social functions and processes can continue.
	H	**High** intensity where the affected environment is altered to the extent that natural, cultural and social functions and processes will temporarily or permanently cease.
Probability of impact:	**LP**	**Low probability** is when the possibility of the impact occurring is low.
	P	**Probable** is when there is a distinct possibility that it will occur.
	HP	**Highly probable** is when the impact is most likely to occur.
	D	**Definite** where the impact will occur.
Significance of Impact: Further subdivided into impacts with mitigation (MM) measures and impacts with no mitigation measures (NMM).	**L**	**Low Significance** is when natural, cultural, social and economic functions and processes are not affected. If the impacts are adverse, mitigation is either easily achieved or little will be required, or both. If impacts are beneficial, alternative means of achieving this benefit are likely to be easier, cheaper, more effective and less time=consuming

	M	**Medium Significance** is when the affected environment is altered but natural, cultural, social and economic functions and processes can continue. An impact exists but is not substantial in relation to other impacts that might take effect within the bounds of those that could occur. In the case of beneficial impacts, other means of achieving this benefit are about equal in time, cost and effort.
	H	**High Significance** is when the affected environment is altered to the extent that natural, cultural, social and economic functions and processes will temporarily or permanently cease. If impacts are adverse, there is no possible mitigation that could offset the impact, or mitigation is difficult, expensive, time consuming or a combination of these. In the case of beneficial impacts, the impact is of a Substantial order within the bounds of impacts that could occur.

5.1. Overall socio-economic benefits and issues

5.1.1. Socio-economic benefits

The project has great potential to improve livelihoods and make a contribution to sustainable development within the surrounding community. In addition, the overall revenue of the Country will increase through payment of income tax, Pay as you earn, (PAYE), VAT, and Import Tax.

5.1.1.1. Potential Direct Benefits

Direct capital investment: The service station will require a significant capital investment of at least N$ 5 million. This will be used for constructing the infrastructure and associated facilities (i.e., ATM facilities, convenience store and improving the standard of living for people in the area).

Stimulation of skills transfer: Due to the nature of a service station operation, the proponent will implement training programmes for all staff. Training programmes will be well structured and staff members will permanently benefit from these training programmes.

Job creation: With the potential employment of 30 people, this means that 30 families will benefit from the project during the on-going phase. The project has a great potential to improve livelihoods and contribute to sustainable development within the surrounding community.

5.1.1.2. Potential Indirect Benefits

- Since Keetmanshoop only has two filing stations, this means that the local community will have more options on where to fill up their vehicles.
- More influx of people into the town.
- General enhancement of the health conditions and quality of life for a few people in the town.
- Of significance is the prospect of diversification of the surrounding economy, which is presently mainly focussed on small-scale farming and small-scale mining of semi-precious stones.

5.1.1.3. General socio-economic concerns

Notwithstanding the above benefits there are a few concerns that could reduce or counteract the above benefits related to the project, as follows:

- Increased spread of HIV/AIDS particularly during construction;
- Increased influx of people to the area as people come in search of job opportunities during construction and operation of the proposed Service Station; and
- Increased informal settlement and associated problems.

Table 7 Impact evaluation for socio-economy

Identified	Significance		Duration	Extent	Intensity	Probability
Impact	NMM	MM				
Increased spread of HIV/AIDS	M	L	LD	N	M	P
Increased influx of people to the area	L	L	SD	L	L	P
Increased informal settlement in the area	M	L	MD	L	L	P

5.2. Development phases and associated issues

5.2.1. Construction phase of the Service Station

The following potential effects on the environment during the construction phase of the Service Station have been identified:

5.2.1.1. Dust

Dust will be generated during the construction phase and might be aggravated during the winter months when strong winds occur. Dust will be generated by the vehicles and machinery operating in the area. Additional dust might be generated from increases in vehicular traffic. Fall out dust settling on vegetation is likely to cause local disruptions and should be minimised as far as possible. It is recommended that regular dust should be minimised during the construction phase.

5.2.1.2. Noise

Noise will most likely be generated by vehicles and delivery trucks during the construction phase. It is recommended that construction and traffic be limited to normal daytime hours.

5.2.1.3. Safety and Security

During construction, earthmoving equipment will be used on site. This increases the possibility of injuries, and the responsible contractor must ensure that all staff members are briefed about the potential risks of injuries on site. The contractor is further advised to ensure that adequate emergency facilities, including first aid kits, are available on site. All Health and Safety standards specified in the Labour Act should be complied with.

Should a construction camp be necessary, it should be in such a way that it does not pose a risk to the community members.

5.2.1.4. Traffic

The site is currently in a developed area, and it is foreseen that day-to-day activities during the construction phase will significantly impact on the traffic. Construction materials will however have to be brought to the site and it is recommended that the responsible contractor considers the safest route possible.

5.2.1.5. Visual

The proposed filing station is situated in a residential area. As such, any visual impact that might be caused by the filing station will be kept at minimal. Special care will be given to any siting, height and colour scheme to ensure that the visual impact is kept at a minimal.

Table 8 Impact evaluation for the construction phase of the Service Station

Identified Impact	Significance		Duration	Extent	Intensity	Probability
	NMM	**MM**				
Dust	L	L	SD	L	L	P
Noise	M	L	SD	L	M	D
Safety & Security	L	L	SD	O	L	P
Traffic	M	L	SD	L	M	D
Visual	M	L	MD	O	M	P

5.2.3. Operational phase of Service Station

During the operation phase of the Service Station, commuters will be frequenting the service station. This is especially useful for the purpose of conveniently refuelling vehicles which are passing through Keetmanshoop.

5.2.3.1. Air Quality

In terms of air quality, emissions will be given off by vehicles that enter and exit the service station.

5.2.3.2. Fire and Explosion Hazard

Hydrocarbons are volatile under certain conditions and their vapours in specific concentrations are flammable. If precautions are not taken to prevent their ignition, fire and subsequent safety risks may arise.

All fuel storage and handling facilities in Namibia must however comply with strict safety distances as prescribed by SANS 10089. SANS 10089 is adopted by the Ministry of Mines and Energy as the national standard.

It must further be assured that sufficient water is available for firefighting purposes. In addition to this, all personnel must be sensitised about responsible fire protection measures and good housekeeping such as the removal of flammable materials including rubbish, and hydrocarbon-soaked soil from the vicinity of the Service Station. Regular inspections should be carried out to inspect and test firefighting equipment and pollution control materials at the Service Station.

All fire precautions and fire control at the Service Station must be in accordance with SANS 10089-1:1999, or better. A holistic fire protection and prevention plan is needed.

Experience has shown that the best chance to rapidly put out a major fire, is in the first 5 minutes. It is important to recognise that a responsive fire prevention plan does not solely include the availability of firefighting equipment, but more importantly, it involves premeditated measures and activities to timeously prevent, curb and avoid conditions that may result in fires. An integrated fire prevention plan should be drafted before "start-up" of the facilities.

5.2.3.3. Generation of Waste

Waste in the form of contaminated soil due to minor spillage might occur but should be prevented through the use of containment areas as provided. Household waste will also be generated from customers, staff members and other visitors to the filing station. Care should be taken when handling waste material.

5.2.3.4. Health and Safety

The operations of a Service Station can cause serious health and safety risks to workers on site. Occupational exposures are normally related to exhaling dangerous fumes or sustaining burns from fire outbreaks. For this reason, adequate measures must be brought in place to ensure safety of staff on site, and includes:

- Proper safety training of staff members.
- First aid treatment and medical assistance.
- Emergency treatment.
- Prevention of inhalation of fumes and harmful cleaning detergents.
- Protective clothing, footwear, gloves, safety goggles and shields where necessary.
- Manuals and training regarding the correct way of handling petroleum products.
- Monitoring should be carried out on a regular basis, including accident reports.

5.2.3.5. Fauna

A service station may have minor disturbances on the habitat of a few species but no

significant impacts on the animals are expected. The proponent shall ensure that no animal shall be captured, killed or harmed by any of the employees in any way.

5.2.3.6. Vegetation

The natural vegetation is seemingly undisturbed in the project area except for grasses and small schrubs. If particularly important species are found on the site, they will be located by GPS and their locations communicated to the Ministry of Environment and Tourism. Such locations will then be demarcated and completely avoided.

5.2.3.7. Avifauna

Birds or Nest sites will not be disturbed by any employee, visitor or contractor.

5.2.3.8 Heritage Impacts

Although no archaeological sites have been identified yet in the project area, appropriate measures will be undertaken upon discovering any new archaeological sites. All archaeological remains are protected under the National Heritage Act (2004) and will not be destroyed, disturbed or removed. The Act also requires that any archaeological finds be reported to the Heritage Council Windhoek.

Table 9 Impact evaluation for the operational phase of the project

Identified	Significance		Duration	Extent	Intensity	Probability
Impact	NMM	MM				
Air Quality	M	L	LD	L	M	HP
Fire & Explosion Hazard	H	L	MD	O	M	LP
Generation of waste	M	L	LD	O	L	D
Health and Safety	H	L	LD	N	L	P
Fauna	M	L	MD	L	L	LP
Vegetation	M	L	MD	L	L	LP
Avifauna	M	L	MD	L	L	LP
Heritage	H	L	LD	O	H	LP

Environmental Management Plan

6.1 Overview

This Environmental Management Plan is intended to give effect to the recommendations of the Environmental Impact Assessment. To achieve this goal, it is essential that all personnel involved on the service station are fully aware of the environmental issues and the means to avoid or minimize the potential impacts of activities on site. The proposed service station activities are summarized in Section 3 of the scoping report above. Legal and policy requirements are well known and understood by the proponent, its employees and contractors and will be strictly enforced by its management team. A general description of the environment is contained in Section 4, and more site specific information on particularly sensitive areas is contained in Section 4 as well. Issues and concerns identified in the EIA will form a set of environmental specifications that will be implemented on site. It is the intention that these environmental specifications should form the basis for an agreement between the proponent and the Ministry of Environment and Tourism. By virtue of that agreement, these specifications will become binding on the proponent.

Environmental management requires a joint effort on the part of all parties involved. The proponent has assigned certain roles to ensure that all players fulfil their responsibilities in this regard.

6.2 Environmental Management Principles

The proponent will ensure that all parties involved in the project uphold the following broad aims:

1. All persons will be required to conduct all their activities in a manner that is environmentally and socially responsible. This includes all consultants, contractors, and sub-contractors, transport drivers, visitors and anyone entering the service station area.

2. Health, Safety and Social Well Being

- Safeguard the health and safety of project personnel and the public against potential impacts of the project. This includes issues of road safety, precautions against natural dangers on site, and radiation hazards; and,

- Promote good relationships with the local authorities and their staff.

3. Biophysical Environment

- Wise use and conservation of environmental resources, giving due consideration to the use of resources by present and future generations;
- Prevent or minimise environmental impacts;
- Prevent air, water, and soil pollution, Biodiversity conservation and Due respect for the purpose and sanctity of the area.

To achieve these aims, the following principles need to be upheld.

A. Commitment and Accountability:

The proponent's senior executives and line managers will be held responsible and accountable for:

Health and safety of site personnel while on duty, and environmental impacts caused by the operation of a service station or by personnel engaged other related activities, including any recreational activities carried out by personnel on site.

B. Competence

The proponent will ensure a competent work force through appropriate selection, training, and awareness in all safety, health and environmental matters.

C. Risk Assessment, Prevention and Control

Identify, assess and prioritise potential environmental risks. Prevent or minimize priority risks through careful planning and design, allocation of financial resources, management and workplace procedures. Intervene promptly in the event of adverse impacts arising.

D. Performance and Evaluation

Set appropriate objectives and performance indicators. Comply with all laws, regulations, policies and the environmental specifications. Implement regular monitoring and reporting of compliance with these requirements.

E. Stakeholder Consultation

Create and maintain opportunities for constructive consultations with employees, authorities, other interested or affected parties. Seek to achieve open exchange of information and mutual understanding in matters of common concern.

F. Continual Improvement

Through continual evaluation, feedbacks, and innovation, seek to improve performance with regard to social health and well-being and environmental management throughout the lifespan of the filing station project.

G. Financial Provisions

In line with Namibia's environmental rehabilitation policy, the proponent will make the necessary financial provision for compliance with the EMP.

6.3 Impacts on the Bio-physical Environment

6.3.1 Impacts on Archaeological Sites

The **nature of impact** is outlined below:

- Potential damage to archaeological sites as a result of vehicle tracks, footprints and actions of contractors, employees and visitors of the service station site.
- As the mitigation measures below are fully enforced, any impact will be significantly reduced compared to with present situation.

Mitigation Measures to be enforced:

- Buffer zones will be created around the sites.
- Adhere to practical guidelines provided by an archaeologist to reduce the archaeological impact of service station activities.

- All archaeological sites to be identified and protected before further construction commences.
- Notices/information boards will be placed on site.
- Training employees regarding the protection of these sites.

Methods for monitoring:

- An archaeologist will inspect any identified archaeological sites before commencing with the service station construction.

6.3.2 Impacts on Fauna

The **nature of impact** is outlined below:

- Movement of vehicles in and out of the site.
- Noise produced by moving earth-moving equipment.

Mitigation Measures to be enforced:

- No animals shall be killed, captured or harmed in any way.
- No foodstuff will be left lying around as these will attract animals which might result in human-animal conflict.
- Care will be taken to ensure that no litter is lying around as these may end up being ingested by wild animals
- No animals shall be fed. This allows animals to lose their natural fear of humans, which may result in dangerous encounters.

Methods for monitoring:

- Regular monitoring of any unusual signs of animal habitat.

6.3.3 Impacts on Avifauna

Birds or Nest sites will not be disturbed by any employee, visitor or contractor.

6.3.4 Impact on Vegetation

The **nature of impact** is outlined below:

- Negative impacts on plants from trenching, excavating and removal of plants.
- Negative Impact from movement of vehicles and the movement of people around the site.
- Negative impacts from land-clearing and service station operations.

Mitigation Measures to be enforced:

- Environmental considerations will be adhered to at all times before clearing land, trenching and excavating.
- Permeable materials will be used wherever possible.
- Ministry of Environment and Tourism will be informed of any protected species which will be transplanted in consultation with MET.

6.3.5 Impacts on Socio-Economic

The **nature of impact** is outlined below:

- Demographic factors: Attraction of additional population that cannot benefit from the project.
- Perception of Health and Safety risks associated with service station.

Mitigation Measures to be enforced:

- The population change can be mitigated by employing people from the local community and encouraging the contractors to employ local individuals.
- The perception of risks will be mitigated by putting up safety signs wherever possible and ensuring that all employees and visitors to the site undergo a safety induction course.

Methods for monitoring:

- Public meetings will be held by the proponent whenever necessary.

6.3.6 Visual Impacts

The **nature of impact** is outlined below:

- Tracks and damaged vegetation caused by the movement of vehicles.

Mitigation Measures to be enforced:

- Environmental considerations will be adhered to at all times before clearing land, trenching and excavating.

Methods for monitoring:

- Employees will be trained on the importance of minimising visual impacts.

6.3.7 Use of Natural Resources

Water and electricity is very scarce in Namibia. The bulk of the power supply to the site will be sourced from NORED. The proponent will maximise water recycling opportunities wherever possible.

6.3.8 Generation of Solid Waste

Correct management of solid waste will involve a commitment to the full waste life cycle by all the employees and contractors of the site. The Proponent's goal is to avoid the generation of solid waste in the first place and if not possible, to minimise the volumes generated by looking at technologies that promote longevity and recycling of products. Ideally, the proponent should transport solid waste to a registered site for disposal. Appropriate on site facilities will be designed to store large volumes of waste.

6.3.9 Noise

The **nature of impact** is outlined below:

- Movement of people, delivery trucks and vehicles.

Mitigation Measures to be enforced:

- Noise disturbance will be minimized by training the employees on ways to minimise noise.

6.3.10 Air Quality

The **nature of impact** is outlined below:

- Dust from movement of people, vehicles and earth-moving machinery. Emissions from vehicles and trucks as well.

Mitigation Measures to be enforced:

- All staff on site should be equipped with dosimeters that measure exposure levels to radiation.
- All staff must be made aware of the health risk and obliged to wear dust masks whenever necessary.

6.4 Summary of Environmental Management Plan during construction, operation and decommissioning phases

Construction/Initial Phase			
Environmental Impact	**Proposed mitigation measures**	**Responsibility**	**Monitoring plan**
Air pollution	• Control speed and operation of construction vehicles. • Prohibit idling of vehicles. • Maintenance of vehicles and equipment. • Sensitize workers and contractors. • Workers should be provided with dust masks if working in sensitive areas.	• Contractor • Site Manager	• Amount of dust produced. • Level of Land-scaping carried out.
Noise pollution	• Maintain equipment and vehicles. • Construction work should only be carried out during daytime i.e. 08h00 to 17h00. • Workers should wear ear muffs if working in noisy section. • Management to ensure that noise is kept within reasonable levels.	• Contractor • Management	Amount of noise
Solid waste	• Any debris should be collected by a waste collection company • If trenches are dug, waste should be re-used or backfilled. • The site should have waste receptacles with bulk storage facilities at convenient points to prevent littering during construction.	• Management	Presence of well Maintained receptacles and central collection point.
Oil leaks and spills	• Vehicles and equipment should be well maintained to prevent oil leaks. • Contractor should have a designated area where maintenance is carried out and that is protected from rain water. • All oil products should be handled carefully.	• Contractor	No oil spills and leaks on the site
First aid	• A well-stocked first aid kit shall be maintained by a qualified personnel	• Management	Contents of the first aid kit.
Visual	• Environmental considerations will be adhered to at all times before clearing land, trenching and excavating.	• Management	• Employees will be trained on the importance of minimising visual impacts.
Archaeological Sites	• Buffer zones will be created around the sites. • Adhere to practical guidelines provided by an archaeologist to reduce the archaeological impact of service station activities.	• Management	• Register of all archaeological sites identified.

	• All archaeological sites to be identified and protected before further construction commences.		
Occupational Health and Safety	• Provide Personal Protective Equipment Train workers on personal safety and how to handle equipment and machines. • A well-stocked first aid kit shall be maintained by a qualified personnel. • Report any accidents / incidences and treat and Compensate affected workers. • Provide sufficient and suitable sanitary conveniences which should be kept clean.	• Contractor • Management	• Workers using Protective Equipment. • Presence of Well stocked First Aid Box. • Clean sanitary facilities.
Fauna	• No animals shall be killed, captured or harmed in any way. • No foodstuff will be left lying around as these will attract animals which might result in human-animal conflict.	• Management	• Regular monitoring of any unusual signs of animal habitat.
Loss of vegetation	• Environmental considerations will be adhered to at all times before clearing land, trenching and excavating. • Paths and roads will be aligned to avoid root zones. Permeable materials will be used wherever possible.	• Contractor • Management	• Warning signs on site • restored vegetation
	Operational Phase		
Environmental/ Social Impact	**Proposed mitigation measures**	**Responsibility**	**Monitoring plan**
Noise pollution	• Maintain vehicles and drilling equipment. • Construction drilling should be carried out only during daytime. • Workers to wear ear muffs if working in noisy section • Management to ensure that noise is kept within reasonable levels.	• Contractor • Management	• Amount of noise
Visual	• Environmental considerations will be adhered to at all times before clearing land, trenching and excavating.	• Management	• Employees will be trained on the importance of minimising visual impacts.
Fauna	• No animals shall be killed, captured or harmed in any way. • No foodstuff will be left lying around as these will attract animals which might result in human-animal conflict.	• Management	• Regular monitoring of any unusual signs of animal habitat.
Loss of vegetation	• Environmental considerations will be adhered to at all times before clearing land, trenching and excavating.	• Contractor • Management	• Warning signs on site • restored vegetation

Solid waste	• Minimize solid waste generated on site. • Recycle waste especially waste from trenching. • Debris should be collected by waste collection company.	• Contractor • Management	• Amount of waste on Site • Presence of well Maintained receptacles and central collection point.
Oil leaks and spills	• Machinery should be well maintained to prevent oil leaks. • Contractor should have a designated area where maintenance is carried out and that is protected from rain water. • All oil products should be stored in a site store and handled carefully.	• Contractor	• No oil spills and leaks on the site.
Archaeological Sites	• Buffer zones will be created around the sites. • Adhere to practical guidelines provided by an archaeologist to reduce the archaeological impact of service station activities. • All archaeological sites to be identified and protected before further operations commences.	• Management	• Update Register of all archaeological sites identified.
First aid	• A well-stocked first aid kit shall be maintained by a qualified personnel	• Management	• Contents of the first aid kit.
Fire preparedness	• Fire fighting drills carried out regularly. • Fire fighting emergency response plan. • Ensure all firefighting equipment are regularly maintained, serviced and inspected. • Fire hazard signs and directions to emergency exit, route to follow and assembly point in case of any fire incidence.	• Management	• Number of fire drills carried. • Proof of inspection on firefighting equipment. • Fire Signs put up in strategic places. • Availability of fire fighting equipment.
Environment Health and Safety	• Train workers on personal safety and disaster preparedness. • A well-stocked first aid kit shall be maintained by a qualified personnel. • Report any accidents / incidences and treat and compensate affected workers. • Provide sufficient and suitable sanitary conveniences which should be kept clean. • Conduct Annual Health and Safety Audits.	• Management	• Provide sanitary facilities. • Copies of Annual Audit
	Decommissioning Phase		
Environmental/ Social Impact	**Proposed mitigation measures**	**Responsibility**	**Monitoring plan/indicator**
Noise & Air pollution	• Maintain plant equipment. • Decommissioning works to be carried out only during daytime. • Workers working in noisy section to wear ear muffs. • Workers should be provided with dust masks.	• Contractor • Management	• Amount of noise

Disturbed Physical environment	• Undertake a complete environmental restoration programme and introducing appropriate vegetation	• Management	
Solid waste	• Solid waste should be collected by a contracted waste collection company • Excavation waste should be re-used or backfilled.	• Contractor • Management	• Amount of waste on Site. • Presence of well maintained receptacles and central collection point.
Occupational Health and Safety	• Provide Personal Protective Equipment. • Train workers on personal safety and how to handle equipment and machines. • A well-stocked first aid kit shall be maintained by a qualified personnel. • Demarcate area under decommissioning.	• Contractor	• Workers using Protective Equipment. • Presence of a First Aid Box.

6.5 Monitoring, Auditing and Reporting

6.5.1 Inspections and Audits

During the life of the project, performance against the EMP commitments will need to be monitored, and corrective action taken where necessary, in order to ensure compliance with the EMP and relevant enviro-legal requirements.

6.5.1.1 Internal Inspections/Audits

The following internal compliance monitoring programme will be implemented:

1. Project kick-off and close-out audits will be conducted on all contractors. This applies to all phases, including drilling contract work during operations:

    • Prior to a contractor beginning work, an audit will be conducted by the applicable phase site manager to ensure that the EMP commitments are included in Contractors' standard operating procedures (SOPs) and method statements.

    • Following completion of a Contractors work, a final close-out audit of the contractor's performance against the EMP commitments will be conducted by the applicable phase site manager.

2. Monthly internal EMP performance audits will be conducted during the construction/initial and decommissioning phases.

3. Ad hoc internal inspections can be implemented by the applicable phase operations manager at his/her discretion, or in follow-up to recommendations from previous inspection/audit findings.

6.5.1.2 External Audits

- At the close of each project phase, and annually during the operational phase, an independently conducted audit of EMP performance will be conducted.
- Specialist monitoring/auditing may be required where specialist expertise are required or in order to respond to grievances or authorities directives.
- Officials from the DEA may at any time conduct a compliance and/or performance inspection of service station operations. The proponent will be provided with a written report of the findings of the inspection. These audits assist with the continual improvement of the service station project and the proponent will use such feedback to help improve its overall operations.

6.5.1.3 Documentation

Records of all inspections/audits and monitoring reports will be kept in line with legislation. Actions will be issued on inspection/audit findings. These will be tracked and closed out.

6.5.1.4 Reporting

Environmental compliance reports will be submitted to the Ministry of Environment and Tourism on a bi-annual basis.

6.5.2 Environmental Management System Framework

In order implement Environmental Management Practices, an Environmental Management System (EMS) will be established and implemented by the proponent and their Contractors. This subchapter establishes the framework for the compilation of a project EMS. The applicable service station manager will maintain a paper based and/or electronic system of all environmental management documentation. These will be divided into the following main categories:

6.5.2.1 Policy and Performance Standards

A draft environmental policy and associated objective, goals and commitments has been included in the EMP. The proponent may adapt these as necessary.

6.5.2.2 Enviro-Legal Documentation

A copy of the approved environmental assessment and EMP documentation will be always available by the proponent. Copies of the Environment Clearance Certificate and all other associated authorisations and permits will also be kept with the service station team. In addition, a register of the legislation and regulations applicable to the project will be maintained and updated as necessary.

6.5.2.3 Impact Aspect Register

A register of all project aspects that could impact the environment, including an assessment of these impacts and relevant management measures, is to be maintained. This Draft EMP identifies the foreseeable project aspects and related potential impacts of the proposed project, and as such forms the basis for the Aspect-Impact Register; with the Project Activity. It is however noted that during the life of the project additional project aspects and related impacts may arise which would need to be captured in the Aspect-Impact Register. In this regard, the impact identification principles set forth in the scoping report can be used to update the Register. This method can be modified as required by the applicable service station manager as necessary during the life of the project.

6.5.2.3 Procedures and Method Statements

In order to effect the commitments contained in this EMP, procedures and method statements will be drafted by the relevant responsible service station staff and Contractors. These include, but may not be limited:

- Standard operating procedures for environmental action plan and management programme execution.
- Incident and emergency response procedures.
- Auditing, monitoring and reporting procedures, and
- Method statements for EMP compliance for ad hoc activities not directly addressed in the EMP action plans.

All procedures are to be version controlled and signed off by the applicable service station manager. In addition, knowledge of procedures by relevant staff responsible for the execution thereof must be demonstrable and training records maintained.

6.5.2.4 Register of Roles and Responsibilities

During project planning and risk assessments, relevant roles and responsibilities will be determined. These must be documented in a register of all environmental commitment roles and responsibilities. The register is to include relevant contact details and must be updated as required.

6.5.2.5 Site Map

An up to date map of the service station site indicating all project activities is to be maintained. In addition to the project layout, the following detail must be depicted:

- Materials handling and storage;
- Waste management areas (collection, storage, transfer, etc.);
- Sensitive areas;
- Incident and emergency equipment locations; and Location of responsible parties.

6.5.2.6 Environmental Management Schedule

A schedule of environmental management actions is to be maintained by the applicable phase site managers and/or relevant Contractors. A master schedule of all such activities is to be kept up to date by the exploration manager. Scheduled environmental actions can include, but are not limited to:

- Environmental risk assessment;
- Environmental management meetings;
- Soil handling, management and rehabilitation;
- Waste collection
- Incident and emergency response equipment evaluations and maintenance
- Environmental training;
- Stakeholder engagement; Environmental inspections; and
- Auditing, monitoring and reporting.

6.5.2.7 Change Management

The EMS must have a procedure in place for change management. In this regard, updating and revision of environmental documentation, of procedures and method statements, actions plants etc. will be conducted as necessary in order to account for the following scenarios:

- Changes to standard operating procedures (SOPs);
- Changes in scope;
- Ad hoc actions;
- Changes in project phase; and
- Changes in responsibilities or roles

All documentation will be version controlled and require sign off by the applicable phase site managers.

7. Public Participation Process

The public participation process commenced with newspaper advertisements in two widely distributed newspapers for three consecutive weeks as shown in Appendix B.

Known interested and affected parties were notified directly via mail and fax. Posters were placed at the office of the Karas Regional Council office and at the site as well.

Interested and affected parties that were notified directly include farmers, government departments, regional council, Namwater, and individuals that may be affected by the service station activities. No negative concerns were received at this stage. Should any interested and affected parties raise any concerns during the on-going project phase, the Ministry of Environment and Tourism will be immediately notified. The registered interested and affected are indicated in the table below:

Table 10 Register of Organs of State as per section 22(c) of the EIA Regulations of 2012.

Name	Position	Organization
Teofillus Nghitila	Executive Director	Ministry of Environment and Tourism
Timoteus Mufeti	Environmental Commissioner	Ministry of Environment and Tourism
Maria Amakali	Director: Water Resources Management	Ministry of Agriculture, Water and Land Reform
E. Shivolo	Mining Commissioner	Min. of M&E - Mining Commissioner

Registered IAP's and Summary of Issues Raised

Name	Organization	Tel	Email	Comments	Response
Mr. G.D Andries	Keetmanshoop Municipality	063-221242	gdandries@gmail.com		

8. Conclusion

The scoping report is prepared for Albida Development Trust which intends to set up a fuel service station on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop. Environmental scoping is a critical step in the preparation of an EIA for the proposed service station activities.

The proposed filling station will help vehicle owners driving along that route to fuel their vehicles and provide them with petroleum products, lubricants, service their vehicles etc. The proponent will also contribute towards the economic growth of our nation through revenue collection and other relevant duties as may be imposed by authorities.

The site will be connected to the electricity main line of NORED, which will be in all phases of the project. The necessary guidelines and precautionary measures relating to the use of electricity shall be adhered to.

The potential negative impacts associated with the proposed filing station project are expected to be low to medium in significance, apart from air quality, traffic, solid waste and some social impacts. The relevant mitigation measures need to be successfully implemented by the proponent. The project will have significant positive economic impacts that would benefit the local, regional and national economy of Namibia.

Several other potential impacts have been addressed in Section 5 of this EIA, and will be managed through the implementation of the EMP.

The EMP contains a set of Environmental Specifications that will form part of all contracts between the proponent and contractors such as lubrication companies. The requirements of the EMP will be enforced on site by the Management team, and periodic environmental audits will be undertaken and submitted to MET.

This EIA has been subject to a few limitations, which are explained as follows: -

- the time available in which to secure an environmental contract with the authorities; and,

The limited botanical work done to date did not raise any concerns but will be monitored on an on-going basis. If any “special” species of plants are found, these will be located by GPS. An addendum will then be added to the EMP to indicate localities that should be avoided, or to implement other appropriate measures about any special plants.

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Appendix A

Appendix B: Proof of Advertisements, Letters and Notices

Appendix of CV's

Hengari tackles youth unemployment continentally

■ Paheja Siririka

UNEMPLOYMENT is one of the most unrelenting economic worries challenging many developing nations with young people disproportionately affected by it.

Member of Parliament Inna Hengari, who was re-elected as the secretary general of the Young Democrat Union of Africa (YDUA) at its annual conference held in Malawi last week, has vowed to broaden the crisis of unemployment and make it continental.

The YDUA is the youth wing of the Democrat Union of Africa; a network of African-centre right parties. Hengari advised young leaders to advocate for the youth in their countries to benefit from public procurement.

"The youth must enjoy priority in governments' procurement and that governments should ensure that at least 30% of the supply chain procurement is allocated to the youth," the young lawmaker told *New Era* yesterday.

"Governments should position themselves in such a way that young entrepreneurs may benefit from the African Continental Free Trade Area," said Hengari.

For the youth... Namibian MP Inna Hengari (right) was re-elected as the secretary general of YDUA, here she is with Malawian president Lazarus Chakwera (centre) and the YDUA members in Lilongwe. *Photo: Twitter*

She will be attending the YouthConnekt Summit on invitation by the minister of Youth and Sport in Ghana to further contribute to the African Continental Free Trade Area discussion.

She said: "More incentives should be provided to the private sector or SMEs to encourage employers to expand quality internship programmes like learnership agreements, where a company employs a graduate, the government incentivises in cash or through a rebate on taxes. It is key to strengthen monitoring and evaluating systems to track the implementation of programmes and to ensure intended youth targets and objectives are met."

Hengari was re-elected for her active involvement in advancing the youth agenda, both in Namibia and abroad taking into consideration that youth employment is a key indicator of a country's growth and also concludes how fast an economy grows.

She recently tabled a motion on youth unemployment in parliament in which she asked for commitment in the fight against the crisis.

Youth unemployment is estimated to have increased from 43% in 2016 to 46% by 2018 for those in the 15 to 34-year age bracket. The United Nations Population Fund (UNFPA) estimates that youth unemployment could reach 50% before the year ends.

Across the regions of the world, Africa has the lowest youth unemployment rates (11%) as compared to Europe and Central Asia (16%), Americas (15%), and Asia and the Pacific region (14%).

These figures are sourced from the Leaders of Africa organisation.

- *psiririka@nepc.com.na*

Alleged killer of Swakop couple gets new lawyer

■ Roland Routh

One of the men, accused of the brutal murder of an elderly Swakopmund woman and her husband in 2017 was afforded the services of Tjingairi Kaurivi after his previous State-funded lawyer had to withdraw because she accepted a position in government.

Lilian Mbaeva, who took over defending Simon Shidute Jerobeam (27) recently after his previous legal aid lawyer Tuna Nhinda withdrew because of conflicting instructions, informed Windhoek High Court Judge Christie Liebenberg that she has accepted a position in government and is closing down her practice.

As such, she is no longer in a position to act as the legal representative for Jerobeam. The judge accepted her withdrawal and legal aid appointed Kaurivi as the new legal representative for Jerobeam. The matter has now been postponed to 15 November for continuation of trial and for Kaurivi to familiarise himself with the case.

Jerobeam is on trial together with Fabian Hipukuluka Tange-Omwene Lazarus (29) for the brutal murder of 81-year-old Siegfried and 79-year-old Sieglinde Strzelecki during the morning of 2 August 2017 in Swakopmud. They face two murder counts, a count of housebreaking with intent to rob and robbery, theft, conspiracy to commit housebreaking with intent to rob and robbery with aggravating circumstances and/or murder and defeating or obstructing or attempting to defeat or obstruct the course of justice.

It is alleged by the State that they broke into the house with the aim to rob the elderly couple and in the process killed Sieglinde by strangulation and caused Siegfried to die eight days later in a frail care home.

Jerobeam has already admitted in a confession admitted into the record by judge Christie Liebenberg that he and Daniel Nghilifa Stefanus broke into the house and that it was Stefanus' idea. Stefanus escaped from police custody in February 2019.

Evidence presented during the trial indicated that some of the stolen items were recovered from Stefanus when he tried to board a minibus to the north before his arrest.

Lazarus is represented by Milton Engelbrecht on instructions from legal aid and the State by Marthino Olivier.

- *rrouth@nepc.com.na*

Beyond my wildest dreams

I have often wondered what luxury travel in Namibia really feels like. What does it entail? How would I be treated? Goodness, what kind of food would I eat? Would I fly in? How would experiencing that make me feel?

I have some of those answers today and believe it or not, it is because I finally made it to Namibia's top-rated 7-star lodge - andBeyond Sossusvlei Desert Lodge.

If you have ever Google-searched the lodge, one particular image likely comes to mind, and if you are gasping right now, then honestly, same sis, same.

Three things set lodging experiences apart for me:

- The personalisation and quality of service. (How am I addressed throughout my stay, how was I received? That kind of thing).
- The quality of food, more specifically the taste, the plating, the lot. I want it all.
- Lastly, the people in general.

When I travel, these things are key for me.

The andBeyond Sossusvlei Dessert Lodge is exactly a five-hour drive from Windhoek, even when some fuelling time in Rehoboth is factored in.

It sounds long but it really isn't. The road is smooth and the lodge provides clear and accurate directions.

Don't rush too much, stop for a couple of pictures and spontaneous activity; it's once in a lifetime after all.

We did just that, and arrived just as the clock struck four.

Let me tell you something. I have been to some pretty awesome places. But this place? It is STUNNING!!

I say that a lot, yeah? Let us talk that down to just how beautiful Namibia is. (So let's explore!)

The lodge's interior theme is neutrals. Everything was subtle but elegant. Soft.

We were almost out by the beauty and then we got to our room, my goodness! Literal paradise.

We lacked nothing. Everything the lodge thought we may need, they provided. Each room is fully equipped with a five-star tea and coffee station, a bar and mini bar area, and even cookies and snacks for when you may go hungry between meals.

The room has an indoor and outdoor shower, both with an amazing view of the Namib reserve. We started our exciting visit off with a scenic sundowner drive, led by our guide Michael. What a guy! Michael has such gest for life. We shared stories about our travels; even realised he was from home. That was our guy now.

The sunset naturally did not disappoint. Namibian sunsets are second to none.

Dinner is when we first got to experience the food at and Beyond Lodge.

Guys, look at these pictures and imagine the taste. Just imagine!

Not a foot set wrong, just perfection and vibes.

Criminal would be going to the Namib without a visit to Deadvlei.

My highlight was getting to see a hot air balloon land. Perhaps next time I'll get onto one, but for now I am doing just fine from the outside looking in (The diary of a girl with an irrational fear of heights)

We struggled, but we eventually made it to Deadvlei because one thing about me, I will get to the top.

This was my second visit to this majestic pan and I was still in awe. If you haven't, please make time to see it; it really is as beautiful as everyone says.

My stay at andBeyond Sossulvlei Desert Lodge was perfect.

We were welcomed with warmth. We were treated like royalty. We were sent off with love.

Truly one of the best experiences of my life.

Do not hesitate to reach me should you wish to collaborate, or consult on anything travel.

Twitter: @lahyahainінga
Instagram: Ndapanda Hainінga
Facebook: Ndapanda Hainінga

More than 138,000 people in the UK have died as a result of the coronavirus, and the government will begin an official inquiry next year [File: Facundo Arrizabalaga/EPA]

COVID response one of UK's worst ever 'public health failures'

Damning parliamentary report on UK handling of pandemic lists catalogue of errors including delay to lockdown.

The United Kingdom government's early response to COVID-19 and the delay in imposing a lockdown early last year was "one of the most important public health failures" in the country's history and cost thousands of lives, a damning parliamentary report has found.

The cross-party group of UK legislators also noted the government failed to develop an effective test-and-trace system, which could have helped curb the spread of the virus, and followed a policy of what effectively amounted to "herd immunity".

"The UK, along with many other countries in Europe and North America made a serious early error in adopting this fatalistic approach and not considering a more emphatic and rigorous approach to stopping the spread of the virus as adopted by many East and Southeast Asian countries," said the 151-page report published on Tuesday. The review was based on hours of testimony from more than 50 witnesses, including advisers on government policy, health and science.

More than 138,000 people have died from the coronavirus in the UK, one of the world's highest death tolls.

While the country's top emergency decision-making body met for the first time about COVID-19 on January 4, 2020, the legislators said, a lockdown was not imposed until March 23 of that year. The "gradual and incremental approach" to non-pharmaceutical interventions cost lives, it added.

"Decisions on lockdowns and social distancing during the early weeks of the pandemic – and the advice that led to them – rank as one of the most important public health failures the United Kingdom has ever experienced," they wrote.

Professor Neil Ferguson, who was part of the government's Scientific Advisory Group for Emergencies (SAGE), told the Science and Technology Committee that if the national lockdown had been imposed even a week earlier than it was, "we would have reduced the final death toll by at least a half". Former health minister Matt Hancock and Dominic Cummings, a former adviser to Prime Minister Boris Johnson, were also among those who gave evidence to the committees.

The report also criticised the government's decision to return elderly patients to care homes without testing them for the coronavirus – a move which led to a surge of cases among the most vulnerable people in the population – as well as decision making in relation to ethnic minorities and people with disabilities.

It noted some areas where the UK had done well, citing its vaccine programme and treatment development research.

"A significant part of the success of the Oxford/AstraZeneca vaccine was due to the Government's early investment in research and development which originally started with the UK Vaccines Network set up in 2016," the report said. "That investment and support through successive governments has clearly paid off."

It also noted that more than 42,000 volunteers worldwide had been recruited for randomised trials of COVID-19 treatments under the RECOVERY trial.

"Establishing the effectiveness of dexamethasone and the ineffectiveness of hydrochloroquine were vital contributions to the worldwide battle against covid-19 and estimated to have saved over a million lives globally," it said.

The report comes ahead of an independent public inquiry into the government's handling of the coronavirus pandemic, which Johnson has said will begin next year.

SOURCE: AL JAZEERA AND NEWS AGENCIES

EnviroPlan Consulting cc

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED QUIVER TREE INDUSTRIAL PARK IN KEETMANSHOOP, KHARAS REGION: NAMIBIA.

EnviroPlan Consulting cc hereby gives notice to all potential Interested and Affected Parties (I&APs), that an application for Environmental Clearance certificate will be made to the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) as follows;

Proponent: Keetmanshoop Municipality
Environmental Assessment Practitioner: EnviroPlan Consulting cc.

Project Description and Location:

a.) Township Establishment & Layout Approval On Consolidated Portion X (Comprising Of Portions 84 And 85) Of Keetmanshoop Town And Townlands No.150, Consisting Of 93 Erven & Remainder To Be Known As Quiver Tree Industrial Park Proper.
Location: -26.604034°, 18.132575°

b.) Township Establishment & Layout Approval On Portion 83 Of Keetmanshoop Extension 1 Town And Townlands No.150, Consisting Of 31 Erven & Remainder to be known as Quiver Tree Ext 1.
Location: 26.610397°, 18.124971°

The proposed development is located to the South-West of Keetmanshoop Municipality proper, parallel to the B4 Keetmanshoop-Luderitz road.

Public participation process: Interested and affected parties are hereby notified that a public participation meeting will be held on Saturday 06 November 2021 at Moth Hall in Westdane. Time: 10:30 AM. **The participation and commenting period is effective until 20 November 2021.**

To register or request for documents submit your details in writing to the Environmental Consultant or alternatively fill the online form, link and contact details given; https://forms.gle/wdrs7mc4unbk2wFH6

EnviroPlan Consulting cc
Environmental Consultant: Tendai E. Kasinganeti
Phone: +264813634904
Fax: +264 61 255 207
Email: tendai@enviroplanconsult.com

EnviroPlan Consulting cc

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED WINDHOEK INTERNATIONAL CONVENTION CENTRE IN PROSPERITA, WINDHOEK-KHOMAS REGION: NAMIBIA.

EnviroPlan Consulting cc hereby gives notice to all potential Interested and Affected Parties (I&APs), that an application for Environmental Clearance certificate will be made to the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) as follows;

Proponent: SA & B Global Resources Incorporated.
Environmental Assessment Practitioner: EnviroPlan Consulting cc.

Project Description: The proposed planning and construction of the Windhoek International Convention Centre.

Project Location: The proposed development is located on an open piece of land to the West of Prosperita Industrial area, bordered by the Western Bypass on the northern boundary and the railway line to the eastern boundary.
Location: Lat -22.624972°, **Long** 17.067602°

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Environmental Consultant: Tendai E. Kasinganeti
Phone: +264813634904
Fax: +264 61 255 207
Email: tendai@enviroplanconsult.com

CALL FOR PUBLIC PARTICIPATION

ENVIRONMENTAL IMPACT ASSESSMENT FOR PROPOSED ESTABLISHMENT OF A FUEL STATION IN KEETMANSHOOP

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Location: The proposed fuel station will be located on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop.
Proponent: Albida Development Trust

All interested and affected parties are hereby invited to register and submit their comments regarding the proposed project on or before **17/10/2021.** Contact details for registration and further information:

Mr. N Amutenya.
Email: eia@impalac.com, Tel: 0856630598

IMPALA ENVIRONMENTAL

Thomas Sankara trial in Burkina Faso: Who killed 'Africa's Che Guevara'?

JEWEL KIRIUNGI
BBC NEWS, OUAGADOUGOU

Thirty-four years, almost to the day, since the shocking killing of Burkina Faso's then President, Thomas Sankara, 14 men are going on trial, accused of complicity in the murder of the man known as "Africa's Che Guevara".

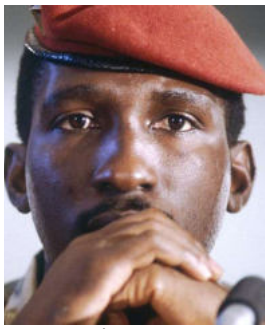
The charismatic Pan-Africanist was shot dead aged 37 by soldiers during a coup on 15 October 1987, which saw his close friend, Blaise Compaoré, come to power.

Four years previously, the pair had staged the takeover which saw Sankara become president.

Mr Compaoré is among the 14 accused but he is currently in exile in neighbouring Ivory Coast, where he fled after being forced to resign during mass protests in 2014. He has repeatedly denied involvement in Sankara's death and is boycotting the trial.

"I've been waiting for this for a long time," the former president's widow Mariam Sankara told the BBC. "I want to know the truth, and who did what."

Sankara remains something of an icon across Africa - stickers emblazoned with his face adorn taxis across West Africa, while across the continent in South Africa, radical opposition leader Julius Malema cites him as one of his inspirations.


Burkina Faso's former President, Thomas Sankara

Why is Sankara seen as such a hero?

"For us, Sankara was a patriot. He loved his people. He loved his country. He loved Africa. He gave his life for us," said Luc Damiba, secretary general of the Thomas Sankara Memorial Committee.

It was under his rule that the country was renamed - from Upper Volta to Burkina Faso, meaning "Land of Upright People".

Sankara himself led an austere lifestyle. He reduced his own salary, and that of all public servants. He also banned the use of government chauffeurs and first-class airline tickets.

Education was a key priority - while he was in power, the literacy rate increased from 13% in 1983 to 73% in 1987, and he also oversaw a massive national vaccination campaign.

He also redistributed land from feudal landlords and gave it directly to poor farmers, which led to a huge increase in wheat production.

Sankara called for a united Africa to stand against what he called the "neo-colonialism" of institutions such as the International Monetary Fund (IMF) and the World Bank.

He was once quoted as saying: "He who feeds you, controls you."

He adopted an anti-imperialist foreign policy which challenged the dominance of France, which retained huge influence in many of its former colonies in Africa, such as Burkina Faso. His widow Mariam has accused France of masterminding his assassination.

"He remains my president. What he did for the population encourages us young people to do as he did," a student at the Thomas Sankara University in Ouagadougou told the BBC.

An imposing six-metre high bronze statue at the Thomas Sankara Memorial Park in the capital, Ouagadougou, was unveiled in 2019, and then reworked last year following complaints about the first version.

Mr Damiba says that plans are underway to expand the park, including an 87-metre high tower overlooking Ouagadougou.

There will also be a mausoleum for Sankara, a cinema hall and a media library named after him. These facilities are expected to pass on Sankara's revolutionary ideas to future generations.

What about his critics?

Sankara's radical left-wing policies have been criticised by human rights organisations as draconian.

A 1986 report released by Amnesty International revealed that alleged political opponents were detained without trial and severely tortured.

"I think he was too slow to accept the idea of pluralistic democracy and those who opposed him couldn't talk to him and be heard," said Serge Theophile Balima, who served as the minister of information in Sankara's government.

Prof Balima added: "He wanted to give power to the people, so he delegated power to proletarians who were heading the Committees for the Defence of the Revolution [CDRs], who were recruited to moralise public and private life. In fact, they found themselves committing abuses which discredited his power."

In an interview with the Africa Report website in 2020, former President Jean-Baptiste Ouédraogo, who was ousted by Sankara, described him as having "a share of cynicism and political Machiavellianism".

Why has the trial taken so long?

His brother, Paul Sankara, said: "We've waited a long time, all along the 27 years of Blaise Compaoré's regime. Under his rule we couldn't even dream of the possibility of a trial."

His widow filed a criminal complaint in 1997 over the murder of her husband, but it took 15 years for the Supreme Court to rule that the investigation could continue.

However, little progress was made until Mr Compaoré was overthrown in 2014.

The following year, remains presumed to be his were exhumed but DNA analysis was unable to confirm they were his.

In 2016, the Burkina Faso authorities officially asked the French government to release military documents about Sankara's assassination.

Those archives were declassified and transmitted to Burkina Faso in three stages - the final one in April 2021.

Who else is on trial?

Mr Compaoré's former chief of staff General Gilbert Diendéré and 11 others are expected to be in the military tribunal. They face charges of "attacking state security", "complicity in assassination" and "concealment of bodies".

Diendéré is already in prison, after being sentenced to 20 years for his role in a failed coup in 2015.

Among the accused is Diébré Jean Christophe, the doctor who signed the death certificate, saying the former president had died from natural causes. He is charged with falsifying a public document.

The other man being charged in absentia is Hyacinthe Kafando, Mr Compaoré's former security chief, for whom an international arrest warrant has been issued. He is accused of leading the group which carried out the killing of Sankara and 12 others.

What impact will the trial have?

There were fears that the trial could further destabilise Burkina Faso, which is already grappling with frequent attacks by jihadist groups linked to al-Qaeda and the Islamic State group.

Mr Compaoré still retains considerable influence in the country and some analysts have warned parts of the military who remain loyal to him could stir up trouble.

But there is little sign of this.

On the contrary, President Roch Marc Kaboré hopes the trial will ease tensions and boost national reconciliation.

"I do not believe that such a trial can foster instability," Mathieu Pellerin, a Sahel analyst at the International Crisis Group (ICG), told French magazine Jeune Afrique in April 2020.

"Reconciliation is rarely achieved without justice," he added.

CLASSIFIEDS

NOTICE FOR PUBLIC PARTICIPATION
ENVIRONMENTAL IMPACT ASSESSMENT

Environam Consultants Trading cc (ECT) hereby gives notice to all potentially 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 the Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAME: Construction of a Multipurpose Market

PROJECT LOCATION: Erven 1756 and 1757, Otjiwarongo, Otjozondjupa Region

PROJECT DESCRIPTION: The project is composed of the following amenities:

- An Open Market, Taxi Rank, Open Museum, and Theatre.

PROPONENT: Otjiwarongo Municipality

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: All Interested and Affected Parties (I&Aps) are hereby invited to register and submit their comments, concerns or questions in writing, kindly contact:

Email: colin@environam.com

Fax: 061 258 470 or

Mobile: 0814584297 on or before **02 November 2021**.

A public consultation meeting will be held in **Swanevelder Hall, Orwetoveni** on **26 October 2021** at **17H00** in line with the prevailing Covid-19 protocols.

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED QUIVER TREE INDUSTRIAL PARK IN KEETMANSHOOP, KHARAS REGION: NAMIBIA.

EnviroPlan Consulting cc hereby gives notice to all potential Interested and Affected Parties (I&APs), that an application for Environmental Clearance certificate will be made to the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) as follows;

Proponent: Keetmanshoop Municipality

Environmental Assessment Practitioner: EnviroPlan Consulting cc.

Project Description and Location:

a.) Township Establishment & Layout Approval On Consolidated Portion X (Comprising Of Portions 84 And 85) Of Keetmanshoop Town And Townlands No.150, Consisting Of 93 Erven & Remainder To Be Known As Quiver Tree Industrial Park Proper.
Location: -26.604034°, 18.132575°

b.) Township Establishment & Layout Approval On Portion 83 Of Keetmanshoop Extension 1 Town And Townlands No.150, Consisting Of 31 Erven & Remainder to be known as Quiver Tree Ext 1.
Location: 26.610397°, 18.124971°

The proposed development is located to the South-West of Keetmanshoop Municipality proper, parallel to the B4 Keetmanshoop-Luderitz road.

Public participation process: Interested and affected parties are hereby notified that a public participation meeting will be held on Saturday 06 November 2021 at Moth Hall in Westdane. Time: 10:30 AM. **The participation and commenting period is effective until 20 November 2021.**

To register or request for documents submit your details in writing to the Environmental Consultant or alternatively fill the online form, link and contact details given; https://forms.gle/wdrs7mc4unbk2wFH6

EnviroPlan Consulting cc
Environmental Consultant: Tendai E. Kasinganeti
Phone: +264813634904
Fax: +264 61 255 207
Email: tendai@enviroplanconsult.com

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED WINDHOEK INTERNATIONAL CONVENTION CENTRE IN PROSPERITA, WINDHOEK-KHOMAS REGION: NAMIBIA.

EnviroPlan Consulting cc hereby gives notice to all potential Interested and Affected Parties (I&APs), that an application for Environmental Clearance certificate will be made to the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) as follows;

Proponent: SA & B Global Resources Incorporated.

Environmental Assessment Practitioner: EnviroPlan Consulting cc.

Project Description: The proposed planning and construction of the Windhoek International Convention Centre.

Project Location: The proposed development is located on an open piece of land to the West of Prosperita Industrial area, bordered by the Western Bypass on the northern boundary and the railway line to the eastern boundary.
Location: Lat -22.624972°, **Long** 17.067602°

Public participation process: Interested and affected parties are hereby notified that a public participation meeting will be held on Saturday 23 October 2021 at Namibia Scientific Society Time: 09:30 AM. **The participation and commenting period is effective until 20 November 2021.**

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EnviroPlan Consulting cc
Environmental Consultant: Tendai E. Kasinganeti
Phone: +264813634904
Fax: +264 61 255 207
Email: tendai@enviroplanconsult.com

CALL FOR PUBLIC PARTICIPATION

ENVIRONMENTAL IMPACT ASSESSMENT FOR PROPOSED ESTABLISHMENT OF A FUEL STATION IN KEETMANSHOOP

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Location: The proposed fuel station will be located on ervens 18, 19 and 20 of remainder of 2292 in Keetmanshoop.
Proponent: Albida Development Trust

All interested and affected parties are hereby invited to register and submit their comments regarding the proposed project on or before **17/10/2021.** Contact details for registration and further information:

Mr. N Amutenya.
Email: eia@impalac.com, Tel: 0856630598

IMPALA ENVIRONMENTAL

SPORTS

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED QUIVER TREE INDUSTRIAL PARK IN KEETMANSHOOP, KHARAS REGION: NAMIBIA.

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Proponent: Keetmanshoop Municipality

Environmental Assessment Practitioner: EnviroPlan Consulting cc.

Project Description and Location:

a.) Township Establishment & Layout Approval On Consolidated Portion X (Comprising Of Portions 84 And 85) Of Keetmanshoop Town And Townlands No.150, Consisting Of 93 Erven & Remainder To Be Known As Quiver Tree Industrial Park Proper.
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Environmental Consultant: Tendai E. Kasinganeti
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Fax: +264 61 255 207
Email: tendai@enviroplanconsult.com

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED WINDHOEK INTERNATIONAL CONVENTION CENTRE IN PROSPERITA, WINDHOEK-KHOMAS REGION: NAMIBIA.

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Proponent: SA & B Global Resources Incorporated.

Environmental Assessment Practitioner: EnviroPlan Consulting cc.

Project Description: The proposed planning and construction of the Windhoek International Convention Centre.

Project Location: The proposed development is located on an open piece of land to the West of Prosperita Industrial area, bordered by the Western Bypass on the northern boundary and the railway line to the eastern boundary.
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EnviroPlan Consulting cc
Environmental Consultant: Tendai E. Kasinganeti
Phone: +264813634904
Fax: +264 61 255 207
Email: tendai@enviroplanconsult.com

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT (EIA) AND PUBLIC PARTICIPATION PROCESS FOR THE ERECTION OF A TELECOMMUNICATION BASE TRANSCEIVER STATION (BTS) AT OMATANDO IN ONGWEDIVA, OSHANA REGION-NAMIBIA.

D & P Engineers and Environmental Consultants hereby gives notice to all potential Interested and Affected Parties (I&APs), that an application for Environmental Clearance certificate will be made to the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) as follows;

Proponent: PowerCom (PTY) LTD.

Environmental Assessment Practitioner: D&P Engineers and Environmental Consultants.

Project Description: The proponent intends to construct a BTS with a height of 30m, covering approximately 150m².

Project Location: The proposed telecommunication tower is to be erected at Omatando location (opposite the Ongwediva sub-station) in Ongwediva. The site coordinates are as follows: S 17.75083, E 15.7475.

Public participation process: Interested and affected parties are hereby invited to register and receive further information on the EIA process. A public meeting will be held in Ongwediva on Saturday 09 October 2021, Time: 10:00 AM, Venue; **TBC. The participation and commenting period is effective until 21 October 2021.**

To register or request for documents submit your details in writing to the Environmental Consultant or alternatively fill the online form, link and contact details given; https://forms.gle/wdrs7mc4unbk2wFH6

D&P Engineers and environmental consultants Environmental Consultant: Tendai E. Kasinganeti
Phone: +264813634904
Fax: +264 61 255 207
Email: tkasinganeti@dpe.com.na

PowerCom (PTY) LTD

NOTICE FOR PUBLIC PARTICIPATION
ENVIRONMENTAL IMPACT ASSESSMENT

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PROJECT NAME: Construction of a Multipurpose Market

PROJECT LOCATION: Erven 1756 and 1757, Otjiwarongo, Otjozondjupa Region

PROJECT DESCRIPTION: The project is composed of the following amenities:

- An Open Market, Taxi Rank, Open Museum, and Theatre.

PROPONENT: Otjiwarongo Municipality

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Fax: 061 258 470 or

Mobile: 0814584297 on or before **02 November 2021**.

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Proponent: Albida Development Trust

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Mr. N Amutenya.
Email: eia@impalac.com, Tel: 0856630598

IMPALA ENVIRONMENTAL

Agnes Tirop: Husband arrested in Kenya after athlete's death

Police in Kenya have arrested the husband of record-breaking long-distance runner Agnes Tirop who was stabbed to death at her home.

Emmanuel Rotich, who was detained in the coastal city of Mombasa, will face charges once investigations are completed, an official said.

Ms Tirop, 25, was found dead on Wednesday in the western town of Iten, a training centre for top athletes.

Last month, she broke the women-only 10km road race world record.

Mr Rotich, described as the prime suspect in her killing, was caught on Thursday as he was trying to go "to a neighbouring country to evade justice", the police said.

Earlier in the day, he "rammed his getaway vehicle into a lorry... as he desperately escaped our dragnet", a statement on Twitter added.

Mr Rotich is now being questioned.

On Thursday, Athletics Kenya - the sport's governing body in the country - suspended all athletics competitions for two weeks as a mark of respect for Ms Tirop.

"We just lost a great talent. She was such a strong woman and committed to what she was doing," Julius Yego, Kenya's former athletics captain, told the BBC World Service's Newsday programme.

During her career, Ms Tirop had success as both a junior - winning 5,000m bronze at world championships in 2012 and 2014 - and as a senior, winning the World Cross Country championships in 2015.

In August, she finished fourth in the 5,000m final at the Tokyo Olympics and in 2017 and 2019 she won the 10,000m bronze at the World Athletics Championships.

In September, she broke the women-only 10km road-race record by 28 seconds in Germany, setting a new time of 30 minutes and one second.

Ibrahim Rotich, who was in a relationship with the athlete

SPORTS

Fifa chief raises prospect of Israeli World Cup bid

Fifa has raised the prospect of Israel co-hosting a future World Cup, with Israeli Prime Minister Naftali Bennett's office mentioning the possibility of bidding for the men's 2030 tournament.

Fifa president Gianni Infantino completed a two-day visit to Israel on Tuesday by meeting Bennett and President Isaac Herzog.

The head of world football's governing body was asked during his Israel trip about the possibility for the country to host a major Fifa event.

"You need to have vision, dreams and ambitions," Infantino said, according to a Fifa statement.

"In recent months, I was in Dubai where the UAE Football Association and the Israel Football Association have signed an historic agreement.

"I think that co-hosting is the future, so why not dreaming and thinking about it – be it at youth or senior level, men or women – because the Fifa World Cup has this unique magic in bringing people together and in uniting people."

In a statement, Bennett's office said that in his talks with Infantino, "the Fifa president raised the idea that Israel would host the World Cup in 2030, together with other countries in the region, led by the United Arab Emirates".

The brief statement said Steven Mnuchin, former Secretary of the Treasury under US president Donald Trump, was present at the meeting, along with the US ambassador to Israel, David Friedman.

The Trump administration initiated the 2020 "Abraham Accords", which saw several Arab countries, namely the UAE, Bahrain, Sudan and Morocco, normalise their relations with Israel.

The Middle East region is set to host the 2022 men's World Cup in Qatar, in November and December next year.

The United States, Mexico and Canada are co-hosting the 2026 World Cup.

Fifa plans to select the 2030 host in 2024.

Speaking at a conference organised by the Jerusalem Post newspaper, Infantino stressed the size of the undertaking in hosting a football World Cup.

"Today, hosting the Fifa World Cup is a very big venture. It is more than just a sports event," he said.

"It is an event where you have 3.5 to four million tickets sold, where you have 1.5 to two million people visiting a country, where you have the world watching, with four billion people in the case of the Fifa World Cup, and 1.2 billion people for the Fifa Women's World Cup."

During his Israel visit, Infantino stressed how Fifa wants to contribute, "however possible, to peace and stability in the region", world football's governing body said.

REPUBLIC OF NAMIBIA

Department of Police

MINISTRY OF HOME AFFAIRS,IMMIGRATION,SAFETY AND SECURITY

Tel : +264-63-221800
Fax : +264-63-222241

Enq : C/INSP. NEELS
Our ref : 2/5/4/26

THE OFFICE OF THE SUB-DIVISION HEAD
TRAFFIC LAW ENFORCEMENT DIVISION
NAMIBIAN POLICE
P/BAG 2020
KEETMANSHOOP

18 NOVEMBER 2020

KNIGHT PIESOLD CONSULTING
WINDHOEK

ATTENTION: MR.C. MOSTERT

REQUEST FOR ACCIDENT STATISTICS ON THE BI MAIN ROAD: 70 KM/H SPEED LIMIT ZONE TRANSITING KEETMANSHOOP TOWN.

1. Reference is made to your communiqué dated 18 November 2020.
2. This office take cognizance of your intention to erect an access road/point connecting to the B1 main road.
3. It is thus with statistics on hand, that this office can assure you that there has been no history of accidents occurring on this stretch of the B1 main road in the past years.
4. The exact location where the access point will be is infect no accident black spot zone.
5. It is worth mentioning that more frequent accidents occurring on the stretch between the traffic circle and about 5km to direction maritz lodge.

Best regards.

: C/INSPECTOR
W.H NEELS : T.L.E. SUB-DIVISION HEAD
KEETMANSHOOP : //KARAS REGION

REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

OFFICE OF THE MINISTER

Tel: **(061) 208 8812/208 8809**
Fax: **(061) 224 381**
Telex: **(50908) 709**
Telegram: **NAMTRANS**

Private Bag 13341
6719 Bell Street, Snyman Circle
Windhoek, NAMIBIA

Our Ref.: .....

Your Ref.:.....

26 March 2021

INTER-OFFICE CIRCULAR

1. Honourable Bernadus C. SWARTBOOI, MP
   LEADER AND CHIEF CAMPAIGNER: LPM

2. Mr Conrad M. LUTOMBI,
   CHIEF EXECUTIVE OFFICER (CEO),
   Roads Authority (RA) of Namibia.

3. Mr Jonas SHEELONGO,
   DEPUTY EXECUTIVE DIRECTOR (DED): DEPARTMENT OF TRANSPORT (DOT), MWT.

4. Mr. Rudolf Rittmann,
   DIVISIONAL MANAGER: MAINTENANCE,
   Roads Authority (RA).

TRUNK ROAD 1/3 (T0103): REQUEST FOR PROFESSIONAL ADVICE: ACCESS TO SERVE ERF 2292: ALBIDA DEVELOPMENT: KEETMANSHOOP , MAINTENANCE REGION.

1. Specific and direct reference is made to the following attached documents:

   (a) The CEO: Roads Authority's 4 March 2021 letter, addressed to me; as well as all the other documents, attached thereto, namely:

MINISTRY OF WORKS & TRANSPORT
Office of the Minister
2021-03-26

(i) Knight PIESOLD's 24 November 2020 letter;
(ii) 3 November 2020 letter of the CEO: RA;
(iii) 8 November 2020 Knight Piesold's letter;
(iv) CEO: Keetmanshoop Municipality's 20 August 2020 letter;
(v) Honourable Bernadus Swartbooi's 17 February 2021 letter;
(vi) My 18 February 2021 letter, addressed to the CEO: Roads Authority;

2. After a very careful, critical, empathetic and objective study of all the aforementioned documents; in particular, the 4 March 2021 letter, by and from the Roads Authority's Chief Executive Officer and all its attachments, as highlighted in PARAGRAPH 1 (a), (i), (ii), (iii), (iv), (v); I have arrived at the following CONCLUSIONS and DECISIONS:

2.1 to fairly, objectively and practically deal with the matter at hand; and to hopefully, arrive at a more mutually acceptable practical solution, in the best interest of economic development, for the town of Keetmanshoop specifically; and the greater Namibia generally:

(a) a follow up meeting, at the technical experts' level, must soon, be organized to take place in Keetmanshoop;

(b) The Roads Authority's leadership at the National, Regional and Constituency levels; assisted by Senior Officials, from the MWT's Department of Transport, must ensure that: proper coordination and professional planning with all the affected and involved Stakeholders, are made, prior to the actual holding of the envisaged meeting;

(c) The technical Staff from and of the following Offices, must be active participants, in the coordination, planning and in the actual deliberations of the envisaged Site Meeting:

(i) Governor's Office;
(ii) //Kharas Regional Council;
(iii) Keetmanshoop Municipality.

(d) The envisaged meeting must take place during the course of April 2021.

(e) The objective of the meeting is only one, namely: to reach, on the basis of consensus, an acceptable amicable practical solution, w.r.t. how to accommodate, the proposed Development Project, on or at the identified Site, in line (not in contradiction to) with the Keetmanshoop Municipality's approved Town's Planning Development Plans, as articulated in their 20 August 2020 attached letter.

2.2 Please, accept, dear Colleaques, the MWT's and my own personal deepest gratitude and sincere thanks.

.....

John MUTORWA, MP
MINISTER

Copies:
1. Minister: MURD:
2. Governor: //Kharas Region;
3. Chairperson: //Kharas Regional Council;
4. Mayor: Keetmanshoop Local Authority.

MINISTRY OF WORKS & TRANSPORT
Office of the Minister
2021 -03- 26
Private Bag 13341, Windhoek
REPUBLIC OF NAMIBIA

ROADS AUTHORITY
Private Bag 12030
Ausspannplatz
Windhoek
NAMIBIA

SAFE ROADS TO PROSPERITY

Our Ref.: RA14/19/2/1/3

Your Ref.:

Enquiries: EN Lumbu
Telephone: 061-284 7427
E-mail: lumbue@ra.org.na

04 March 2021

Honourable John Mutorwa, MP
Minister
Ministry of Works and Transport
Private Bag 13341
Windhoek

Dear Honourable Minister

TRUNK ROAD 1/3 (T0103): REQUEST FOR A PROFESSIONAL ADVICE ON A DENIED ACCESS TO SERVE ERF 2292: ALBIDA DEVELOPMENT - KEETMANSHOOP MAINTENANCE REGION

We refer, Honourable Minister, to the letter of LPM dated 17 February 2021 and your letter dated 18 February 2021 (coppy attached) which had been forwarded by your office to my office for professional advice.

Honourable Minister, this office hereby narrates by providing the following information:

1. Background

On the 24th of August 2020, the Roads Authority's head office received a request from Knight Piésold Consulting (Pty) Ltd requesting an access approval from Trunk Road 1/3 for the development of light industrial erven in Keetmanshoop. A letter from the Keetmanshoop Municipality dated 20th August 2020, was also attached, which supported the creation of an access. The Consultant was advised to submit an official application to the Roads Authority's Regional Office in Keetmanshoop for further consultations and an on-site investigations.

The Consultant submitted an application together with a detailed letter dated 08 September 2020 in request for an access approval. The access was denied in our letter dated 03 November 2020 for the reasons that the access' location does not meet the requirements of the Roads Authority's policies and legislations.
Furthermore, in their letter dated 24 November 2020, the Consultant appealed to RA on the same subject matter, of which RA responded on 30th November 2020, denying the access.

2. Professional Advice

We wish to inform, Honourable Minister, that, the matter of the accesses onto proclaimed roads is dealt with by the Roads Authority's Access Management Procedures Manual which

is considered together with the Geometrics Design Manual. The classification of our roads and the accesses distancing are depicted on Table 3-1 below (from the Geometrics Manual) as applicable.

CLASSIFICATION	PRIMARY FUNCTION	DESCRIPTION	ACCESS TYPE	ACCESS SPACING
Trunk Road Class 1	Principal Arterial	Freeway rural	Interchange	≥ 10 km***
		Freeway urban	Interchange	≥ 2,4 km
		Cross-border road link	Priority	≥ 1,2 km
Main Road Class 2	Major Arterial	National road link	Priority	≥ 1,2 km
		Urban and peri-urban expressway	Signal or Priority	≥ 0,6 km
		Major urban road	Signal or Priority	≥ 0,6 km
District Road* Class 3	Minor Arterial	District road	Priority	± 1,2 km
		Minor urban arterial road	Signal or Priority	± 0,5 km
Urban Class 3A	Activity Arterial	Urban "high street" minor urban arterial with roadside activity	Signal or Priority or Roundabout	± 0,3 km to 0,4 km street access from the back
District Road Class 4**	Collector	District road rural feeder roads	Priority	± 1,2 km
Urban Class 4	Collector	Collector road	Priority	
		CBD street	Priority or Roundabout	Intersections: 0,15 km to 0,3 km individual accesses: ± 40 m
Farm Road Urban Class 5	Street / Access Road	Rural access road	N/A	N/A
		Local residential and commercial/industrial streets	Priority or Mini-circle	N/A

* - or urban road forming part of a C-route ** - not forming part of a C-route *** - initial aim for cost-efficiency

Table 3-1 : Road classification and access control

Honourable Minister, the Roads Authority was not keen to support the creation of such an access at a position proposed by the Consultant due to the following reasons:

- The access requested is located at 385 metres to the north of the existing traffic circle on the B1 leading to Grunau and 275 metres to the South of the existing T-junction, which is the main access to Keetmanshoop town.

  According to Table 3-1 above, this section of the trunk road 0103 (TR1/3) is classified as Class 1 Trunk Road (cross-border road link), which enable an access spacing of **not closer than 1,2km**.

  The challenge we have in accepting this access is that it will be in contradiction with the legislation. The short distances between accesses would overrule stopping sight distances as well as shoulder sight distances. This poses a traffic safety issue due to the resultant incompatible mix of slow urban traffic with high-speed through traffic.

- In their letter of 24 November 2020, the Consultant informed us of his awareness of a Master Plan for the future township layout of Keetmanshoop. He narrated that the Trunk Road will be diverted around Keetmanshoop (bypass) on the Southern side of the military base, thus this part of the trunk road is to be turned into a more widely accepted urban Class 4 collector road. A class 4 collector road allows the access spacing range of 150m to 300m, as per Table 3-1 above.

  Honourable Minister, it is important to highlight that, Trunk Road 1/3, being a cross-border national road link, of first priority, it forms part of the corridor routes and the

nation has committed itself to become (be) a Transport Hub for Sub-Sahara Africa. Therefore, this road cannot be turned into an urban class 4 collector road as claimed. Furthermore, the Roads Authority do not foresee the construction of a bypass around Keetmanshoop in the next 15 to 20 years.

- It should be further noted that, one of the Roads Authority's policy is that, an access onto a proclaimed road, particularly a trunk or main road, may not be approved if there is an alternative lower order road available to provide access to the land in question.

Honourable Minister, following the site investigation, there is an internal street from which the development can be successfully accessed and the Consultant was given a go ahead to make use of such an access.

NB NB

- The Consultant submitted to the Roads Authority a letter from the Ministry of Home Affairs, Immigration, Safety & Security as an evidence that there are no accidents recorded in the vicinity, thus they see it fit to put an access at a place.
  The Roads Authority found it difficult to depend on the provided report, as it states assertions only and no proof of evidence (no accident data and no data workup) is provided.

It should be noted that Roads Authority in collaboration with Stubenrauch and Partners Planning Consultants are busy with a town planning layout for this area, which gives access to the development under discussion via an internal street network.

3. Conclusion

In view of above, we strongly believe that the creation of the access under discussion will compromise the traffic safety and will be in contradiction with the Roads Authority policies and legislation, as we still believe that, the law does not allow access spacing less than 1.2km along a trunk road and particularly in this area.

Please be assured Honourable Minister that, the Roads Authority is supportive of all the development initiatives around the country. However, it is important to know that, in order for the Roads Authority, to properly carry out its mandate, which is to provide a safe and efficient road network, any development should follow proper town planning schemes. Planning for an individual erf with deficits in coordination is in our view not aligned to government's intentions expressed in the new Urban & Regional Planning Act.

Please accept, Honourable Minister, the assurances of my highest consideration.

Yours sincerely

.....

Conrad Mutonga Lutombi
CHIEF EXECUTIVE OFFICER

CHIEF EXECUTIVE OFFICER
SAFE ROADS TO PROSPERITY
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Ausspannplatz, Namibia
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www.ra.org.na

11h00
RECEIVED
2021 -03- 05

Knight Piésold CONSULTING

Knight Piésold Consulting (Pty) Ltd
Reg. No. 2008/0657

c/o Nelson Mandela and Hugo Hahn Street,
Klein Windhoek, Windhoek, Namibia
PO Box 86062, Eros, Windhoek, Namibia
T +264 61 307 297 | F +264 61 307 298
E cmostert@knightpiesold.com

www.knightpiesold.com

Reference: Trunk Road T0103 (B1): Request for One Point Access to Serve Erf 2292

Contact: C Mostert

The CEO: Roads Authority
Private Bag 12030
Ausspannplatz
Windhoek, Namibia

24 November 2020

ATTENTION: Mr. M. Lutombi

Dear Sir

Trunk Road T0103 (B1): Request for One Point Access to Serve Erf 2292: Service Station - Keetmanshoop

Your letter dated 03 November 2020 has reference.

We thank you for your reply but would like to hereby humbly request that you reconsider your decision based on the following:

1. There are 4no existing T-junctions or access points on this section of road.
2. Three of the above access points are closer than the prescribed 1.2km to each other.
3. Please refer to attached letter from the Chief Inspector at the Traffic Law Enforcement Division in Keetmanshoop which points out that there is no history of accidents on this stretch of road in the last few years as referred to in your letter.
4. The developers are willing to construct adequate acceleration and deceleration lanes to accommodate all types and numbers of traffic. We can submit a proposed layout to your office if required.
5. This stretch of road already have a pedestrian crossing, 4no access points and is a 70km/h zone and we feel in light off this that the access point will not have a negative impact on this road but rather a positive traffic calming effect.
6. Lastly, we are aware of a Master Plan for the Future Township Layout of Keetmanshoop whereby the Trunk Road will be diverted around Keetmanshoop on the Southern side of the military base due to the fact that the town of Keetmanshoop has naturally grown and developed around this stretch of road and although still classified as a trunk road, turned it into a more widely accepted Urban Class 4 collector road.

Knight Piésold CONSULTING

We therefore humbly request that you reconsider our application. Can we also if possible, request for a meeting to discuss this matter.

Yours faithfully,

Signed at Windhoek on this 24th day of November 2020

Cilliers Mostert
Director
For Knight Piésold Consulting (Pty) Ltd

Gunter Leicher
Managing Director
For Knight Piésold Consulting (Pty) Ltd

SAFE ROADS TO PROSPERITY

RECEIVED
2021 -03- 05
11H00

ROADS AUTHORITY
Private Bag 12030
Ausspannplatz
Windhoek
NAMIBIA

Our Ref.: RA14/19/2/1/3

Your Ref.: Access approval- erf 2292

Enquiries: EN Lumbu
Telephone: 061-284 7427
Fax: 061-284 7151
E-mail: lumbue@ra.org.na

03 November 2020

Mr C Mostert
Knight Piésold Consultant (Pty)Ltd
P.O. Box 86062
Klein Windhoek
Namibia

Dear Sir

TRUNK ROAD T0103 (B1): REQUEST FOR ONE POINT ACCESS TO SERVE ERF 2292: SERVICE STATION – KEETMANSHOOP TOWN

Your application letter of 08 September 2020 has reference.

It is understood that you have requested the Roads Authority to grant you access from TR1/3 to serve a proposed service station in erf 2292 in Keetmanshoop town.

One of the Roads Authority's policies is that an access onto a proclaimed road, particularly a trunk or main road, may not be approved if there is an alternative lower order road available to provide access to the land in question.

In addition, according to the geometrics manual of the Roads Authority, access points may not be closer than 1.2 km on the national roads, as this would over-rule stopping sight distances and shoulder sight distances. The section in question carries a lot of traffic and have frequent accidents. Most of the times, traffic do approach the section at a very high speed from the northern side, which could result in additional accidents due to the influx of traffic.

Furthermore, creation of an access would in effect turn the B1 trunk road along this road section into a municipal street and would in our view seriously compromise traffic safety due to the resultant incompatible mix of slow urban traffic with high-speed through traffic.

The proposed creation of an access point onto the B1 trunk road as described in your letter is therefore not supported. It is advisable that erf 2292 be served through municipal roads.

Yours sincerely

CHIEF EXECUTIVE OFFICER
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2020 -11- 12
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.....
Conrad M. Lutombi
CHIEF EXECUTIVE OFFICER

Knight Piésold Consulting (Pty) Ltd
Reg. No. 2008/0657

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E cmostert@knightpiesold.com

www.knightpiesold.com

Reference: Access Approval for New Access Point – Subdivision of Erf 2292

Contact: C Mostert

08 September 2020

The CEO: Roads Authority
Private Bag 12030
Ausspannplatz
Windhoek, Namibia

ATTENTION: Jacky Mukuka

Dear Sir

Subdivision of Erf Re/2292, Keetmanshoop: Access approval for one new access point onto the T0103 (B1) in Keetmanshoop.

1. Introduction

As per the proposed attached layout of Stubenrauch Planning Consultants, approval for one (1) access point is requested from the Roads Authority (See attached drawing). The affected road is Main Road T0103, running through the townlands of Keetmanshoop of which an industrial zoned area is located on the left-hand side (West) of the road. Given the speed reduction on this section of the road, on the T0103, to 70 km/h we assume that this section of road can be classified as an Urban Class 4, collector road.

The access point that we apply for is located some 385 metres to the North of the existing traffic circle on the B1 leading to Grunau and 275 metres to the South of the existing T-Junction which is the main access to Keetmanshoop, which is more than the required minimum of 150 metres as per Table 3.1 of the Roads Authority Geometrics Manual October 2014 edition. The purpose of the request is to provide access for erf 18 for the establishment of a Service Station on the Industrial development, with a T-junction branching off in a Western direction from the Main Road T0103.

2. Intersection Geometric Design

2.1. Design Inputs

The proposed development is located on the Western side of the section between the traffic circle at stake value 0,00 on T0103 and the existing turn-off to Keetmanshoop travelling in a Northerly direction. The development consists of business, light and general industrial land use. The access point is requested for approval from RA for the T-junction as indicated on the attached drawing.

2.2. Design Standards

2.2.1. Speed

The intersection has been designed for a speed of 70km/hr since that is the operating speed of the particular section of road. The SANRAL G2 guidelines were used as design standards.

2.2.2. Daily traffic and geometric layout

The development will consist of 1 general industrial erf, 18 Light Industrial erven, 3 business, 1 office and 1 hospitality erf. The access point will be constructed to cater specifically for erf no 18, where a services station will be constructed. Access to the remainder of erven is via existing internal roads. The expected traffic turning towards the development will be more than 30 vehicles per day. Given the existing T-junctions on T0102 turning to the existing Puma and Engen Filling stations and the T-junction on T0103 going into Keetmanshoop Town, we request that the same detail for the T-junction to this development is approved.

2.2.3. Sight Distance

Sight distance from this junction is adequate. To the North the road is sloping upwards with a sight distance of approximately 438 metres. The section of road to the South of the junction has a sight distance of approximately 275 metres up to the traffic circle where the vehicle speed gets reduced to 20 km/h.

According to SANRAL G2 guidelines table 3.5 the stopping sight distance is for a road design speed of 70 km/h is 110 m, which is sufficient from both directions of the newly proposed T-junction on T0103.

In the same SANRAL G2 guidelines table 3.7 the intersection sight distance to turn lane for 60 km/h is 200m and for 80km/h is 250 m, with the interpretation, the sight distance for 70 km/h will then be 225 m, which this section is also compatible with. SANRAL G2 guidelines table 6.5 recommends that sight distances for intersections with no traffic control for a speed limit of 70 km/h is 65 m.

2.2.4. Lane widths

The existing road lane widths are 3.6m with a gravel shoulder both ways. Given the explanation in item 2.2.2. above, a typical T-junction as per the Standard Drawings 1st Edition October 2014 of the Roads Authority, no deceleration or acceleration lanes will be needed to be constructed. The radii as recommended in the standard drawings from the Roads Authority recommends a tuning radius of 15 this junction radii increased to 20 m for the ease of turning of a typical interlink truck.

2.2.5. Typical drawing detail

The T-junction will follow the design guideline for the Typical access to Trunk and Main Type 'A' access as per the Standard Drawings 1st Edition October 2014 of the Roads Authority, Drawing reference Typical Access to roads drawings.

3. Pavement Design

3.1. Pavement Structure

According Figure 2 in the UTG2 Design Manual (Structural Design of Segmented Block Pavements) the Road Category is UB with Traffic Class E3 as per figure 7. Furthermore, figure 10 places the road in a climatic region classified as Dry and the pavement structure is therefore as follows:

Knight Piésold CONSULTING

- 80 mm interlock (35 MPa)
- 20 m river sand layer
- 200 G4 Base
- 150 G5 Subbase
- 150 G7 Selected Layer
- 150 G9 Fill/roadbed

We therefore can confirm that the access point falls within the acceptable standards and trust that your approval will be met.

Yours faithfully,

Signed at Windhoek on this 9nth day of September 2020

Cilliers Mostert
Director
For Knight Piésold Consulting (Pty) Ltd

Gunter Leicher
Managing Director
For Knight Piésold Consulting (Pty) Ltd

Keetmanshoop Municipality

Private Bag 2125, Keetmanshoop, Namibia - Tel.: +264(63)221 211 - Fax: +264(63)223 065
E-mail: ceosec@keetmansmunicipality.org.na, 37 Hampie Plichta Avenue

RECEIVED
2021 -03- 05

Enq: Mr. N.L,M.A. Zwartz

Ref: 16/2/1

The Chief Executive Officer
Roads Authority
Private Bag 12030
Ausspannplatz
Windhoek
Namibia

20th August 2020

For att: Ms. Rauna Hanghuwo

Dear Sir

Subdivision of Erf Re/2292, Keetmanshoop: Access approval for one new access point onto the T0103 (B1) in Keetmanshoop.

Reference is made to the subject matter and subsequent to Councils approval of the Logistics Park development for Keetmanshoop dated 18th June 2020 by the Albida Trust Developers. In principle, the Council is of the opinion that the proposed access to the B1 road will greatly enhance the free flow of traffic to and from the envisaged Logistics Park.

We further support the proposed access in the wake of the many accident's that occurred, mainly with trucks, at the existing traffic circle where the current access to the development site is located.

We trust that such development and additional access thereto is in the interest of all vehicular traffic and bus and taxi commuters.

For any queries, do not hesitate to contact the undersigned.

Yours faithfully,

24 AUG 2020

.....

D. N. BASSON
CHIEF EXECUTIVE OFFICER

Enq: Mr. N.L.M.A. Zwartz
Tel. no.+264 63 221261 / 081 1242 142

OFFICE OF THE LEADER AND CHIEF CHANGE CAMPAINGER
EMAIL: swartbooibernadus@gmail.com
P O BOX 1150 WINDHOEK
SAUER STREET 11, WINDHOEK NORTH
CELL: +264 81 6733008

RECEIVED
2021 -02- 18

17 February 2021

This letter was responded to, as per my attached 18.2.2021 letter, addressed to the CEO: Roads Authority.
18.2.2021

Hon. Mutorwa
Minister of Works and Transportation
Private Bag 13341
Windhoek

Dear Hon. Mutorwa

RE: REQUEST FOR A MEETING TO DISCUSS APPROVAL FOR A NEW ACCESS POINT TO THE T0103 (B1) IN KEETMANSHOOP

There are big prospects for socio-economic development in Keetmanshoop and surrounding areas with the envisaged construction of a Logistics Park that can potentially see over 400 contractual and permanent jobs created.

However, the proposed development initiative by potential investors, Albida Development Trust, CK Heydt Civils and Knight Piésold Consulting has been facing drawbacks and delays for almost a year as the Roads Authority has been denying them approval to construct a new access point to the T0103 (B1) road purely on technical grounds.

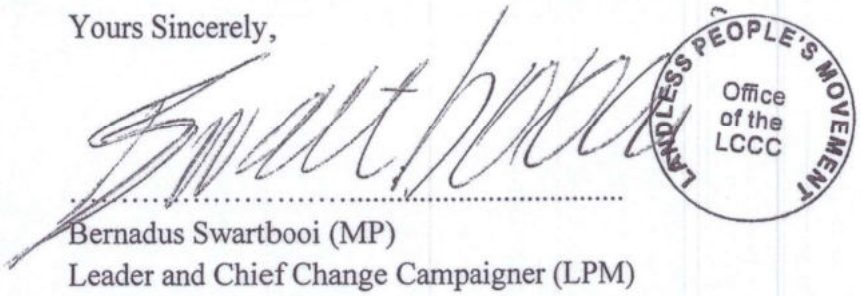
The above mentioned new access point is of vital importance to enable road users easier access to the Logistics Park.

We request a meeting with you, Hon. Mutorwa, to discuss in detail the expected outcomes of the project as we attach great value to this initiative.

We hope to meet with you soon.

Thank you for your kind attention to this matter.

Yours Sincerely,



Bernadus Swartbooi (MP)
Leader and Chief Change Campaigner (LPM)

6-0/0179

REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

OFFICE OF THE MINISTER

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Private Bag 13341
6719 Bell Street, Snyman Circle
Windhoek, NAMIBIA

Our Ref.: .....

Your Ref.:.....

18 February 2021

Mr Conrad M. LUTOMBI
THE CHIEF EXECUTIVE OFFICER
Roads Authority (RA)
Private Bag 12030
WINDHOEK
Republic of Namibia

EMAIL: lutombic@ra.org.na ; sisandej@ra.org.na
FAX: 061-2847147

APPROVAL FOR A NEW ACCESS POINT TO THE T0103 (B1) IN KEETMANSHOOP, //KHARAS REGION.

1. The attached letter, dated 17 February 2021 is hereby transmitted to you, for:

   (a) Appropriate follow up and handling;

   (b) Obtaining the Keetmanshoop Municipality's (Engineering Department) professional written comments and inputs.

2. Submit to me, in writing, your professional advice on the matter, at least by NOT LATER THAN 5 March 2021, for my consideration and transmission, through a possible meeting, with the Honourable Bernadus SWARTBOOI, Leader and Chief Change Campaigner: LPM.

MINISTRY OF WORKS & TRANSPORT
Office of the Minister
2021 -02- 18

3. Please, accept, Mr Lutombi, my most deepest gratitude and sincere thanks.

.....

John MUTORWA, MP
MINISTER

Copy: Honourable B. SWARTBOOI, Leader and Chief Change Campaigner: LPM.

Keetmanshoop Municipality

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Enquiries: G.D. Andries

Tel no: +264 63 221242

gdandries@gmail.com

Date: 11th of August, 2021

Albida Development Trust

P.O.Box 11588

Windhoek

Cell. No: 0811286475

Email: wessel@albida.com.na

Attention: Mr Wessel Honiball

Dear Sir

SUJECT: ENVIRONMENTAL IMPACT STUDY

Municipality of Keetmanshoop is requesting Albida Development Trust to appoint an environmentalist which will carry out an environmental impact study for the proposed service station. The proposed service station will be established on the proposed erven 18, 19 and 20 of Remainder 2292, Keetmanshoop.

Yours sincerely,

CHIEF EXECUTIVE OFFICER 11 AUG. 2021

.....

Mr. Desmond Nicodemus Basson

CHIEF EXECUTIVE OFFICER

KEETMANSHOOP FUEL CENTRE

Mr. Ndaluka Amutenya

1. **Proposed Position:** Environmental Coordinator

2. **Name of Firm:** Impala Environmental Consulting

3. **Name of Staff:** Ndaluka Amutenya

4. **Nationality:** Namibian

5. **Education:**
   - Bachelor of Technology, Chemical Engineering, University of South Africa, 2020
   - Bachelor of Science, Chemistry Major and Geology Minor, University of Namibia, 2012
   - Namibia Senior Secondary Certificate (NSSC), Otjikoto Senior Secondary School, 2008

6. **Membership of Professional Associations:**
   - None

7. **Other Training:** - None.

8. **Countries of Work Experience:** Namibia

9. **Languages:**

	Speaking	*Reading*	*Writing*
English	Excellent	Excellent	Excellent
Afrikaans	Excellent	Good	Good
Oshiwambo	Excellent	Excellent	Excellent

10 **Employment Record:**

From: 2019 to Present
Employer: Impala Environmental Consulting
Positions held: Environmental Assessment Practioner

From: 2015 to 2018
Employer: Tschudi Copper Mine

Positions held: Chemist

From: 2013 to 2015
Employer: Heat Exchange Products (Water Treatment)
Positions held: Water Treatment Specialist

11. Detailed Tasks Assigned	12. Past Projects Undertaken
• Project Local Consultant • Client Liaison	**Name of assignment or project:** Catchment Management Plan for the swakoppoort dam namibia **Year:** 2020 **Location:** Okahandja, Namibia. **Client:** Namwater

• Water Sampling and Reporting • Project Management • Project Supervision	**Main project features:** Catchment Management Plan for the Swakoppoort Dam. **Positions held:** Local Consultant **Activities performed:** Water Sampling, logistics, site inspections and report writing.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for the Development of a Tantalite Mine, Southern Namibia. **Year:** 2020 **Location:** Warmbad, Karas Region **Client:** Orange River Pegmatite (Pty) Ltd **Main project features:** Environmental Management **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Participation, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Proposed Development of A Medical Tourism University Hospital In Henties Bay **Year:** 2020 **Location:** Henties Bay, Erongo Region **Client:** Franco Civil Engineeering Cc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for the Development of a Marble Mine. **Year:** 2020 **Location:** 10 km north of Karibib **Client:** Sunsand Investments (Pty) Ltd **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Dimension Stone Quarrying Activities on Mining Claims 71816, 71817, 71818, 71819, 71820, 71821, 71822, 71823, 71824, And 71825. **Year:** 2020 **Location:** 40 km northwest of Arandis **Client:** Rockstar Mining cc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.

• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Sand Mining Activities on Mining Claim 72027 **Year:** 2020 **Location:** 30 km North of Ongwediva **Client:** Comitx Investments Group CC **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Mineral Exploration Activities on EPL 6408 **Year:** 2020 **Location:** 5 km south of Karibib **Client:** Antler Gold Inc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Dimension Stone Quarrying Activities on Mining Claims 71896-71900 **Year:** 2020 **Location:** 15 km north of Karibib **Client:** Triple Tas Trading cc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Mineral Exploration on EPL 7930 **Year:** 2020 **Location:** 40 km northwest of Karibib **Client:** Antler Gold Inc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation	**Name of assignment or project:** Environmental Impact Assessment for Dimension Stone Quarrying Activities on

• Report Writing • Project Management • Project Supervision	Mining Claims 72100, 72101, 72102, 72103, 72104, 72105 And 72106 **Year:** 2020 **Location:** 40 km northeast of Arandis **Client:** Tala Mining cc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Mineral Exploration on EPL 5702 **Year:** 2020 **Location:** 30 km South of Kamanjab **Client:** Emor Mining (Pty) Ltd **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for the Development of a Lodge in the Daures Conservancy Area. **Year:** 2019 **Location:** 50-80 km northwest of UIS **Client:** !U-#Gab Ams Investment cc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Eia For the Proposed Establishment of a Service Station on Erf 4121, Khorixas **Year:** 2019 **Location:** Khorixas **Client:** Noabeb's Trading Enterprises cc **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment on dimension stone and industrial mineral quarrying activities on mining claims 71227 and 71228. **Year:** 2019 **Location:** 10 km south of Omaruru **Client:** Hiku Poultry and Trading CC **Main project features:** Environmental Impact Assessment.

	Positions held: Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Mineral Exploration Activities on Epl 5818, Central Namibia **Year:** 2019 **Location:** 40 km east of Khorixas **Client:** Gravity Empire Investments (Pty) Ltd **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.
• Project Leader • Client Liaison • Public Participation • Report Writing • Project Management • Project Supervision	**Name of assignment or project:** Environmental Impact Assessment for Mineral Exploration on Epl 6374 **Year:** 2019 **Location:** 50 km South of Opuwo **Client:** Nami Geological Techniques (Pty) **Main project features:** Environmental Impact Assessment. **Positions held:** Lead Consultant **Activities performed:** Project Management, Report Writing, Public Meetings, Site Inspections, Stakeholder Engagement, Specialist Study Inputs and Map production.

SEVERINUS PALYOYENDJI ANDJAMBA

Oukwandongo, Outapi, Namibia P O Box 63 ◆ +264 81 886 1611 ◆ psevelinho@gmail.com

PROFESSIONAL SUMMARY

A HONOURS degree graduate in INTEGRATED ENVIRONMENTAL SCIENCE who is dependable , passionate in self-development and progression. Working tirelessly to ensure continued best practice and consistently aiming to deliver exceptional results.

WORK HISTORY

Student Internship/ Field attachment, 12/2018 to 01/2019
Ministry of Environment and Tourism – Walvis Bay, Namibia
Main duties during field attachment were refuse collection, law enforcement and extension work

Student Internship/ field attachment, 12/2017 to 01/2019
Outapi Town Council – Outapi, Namibia
Main duties were cleaning campaign, Issuing of refuse containers to houses, businesses and institutions, conducting environmental/ hygiene inspection, monitoring the dumping site, educate community on solid and liquid waste management through community meeting, conduct inspections in public premises, issue fitness certificates to businesses, advise the public on usage of the public ablution facilities, conduct health education

SKILLS

- Field trip planning
- Extension work
- Community education
- Work engagement
- Field trips
- Field data collection
- Fieldwork

EDUCATION

Environmental Science/ Natural Resources, 2020
University of Namibia - Windhoek
Qualification:
Bachelor of Science in Integrated Environmental Science (Honours)

Science, 2012
Negumbo SSS - Oshakati
Qualification:
Namibia Senior Secondary Certificate

ADDITIONAL INFORMATION

Languages
English
Oshiwambo

References
1. Mr Riaan Oberholzer (Warden at MET Walvisbay), Tel: 064 205 971, Cell: +264 81 297n1780, Email: Riaan.met@gmail.com
2. Mrs Sheehama Wilhelmina an environmental health and safety officer at Outapi Town Council. Cell: +264 81 301 1809