

PROJECT BACKGROUND INFORMATION DOCUMENT

The Environmental Scoping for the Proposed Ultra-Modern Cape Fria Port and Atlantic City Master Plan (Land Acquisition and Rezoning, Township Planning and Sub-Division, Land Servicing and Creation of Streets), Cape Fria in the Kunene Region



NOVEMBER 18

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DOCUMENT INFORMATION AND APPROVAL

Title	Background Information Document for the Proposed Ultra-Modern Cape Fria Port and Atlantic City Master Plan (Land Acquisition and Rezoning, Township Planning and Sub-Division, Land Servicing and Creation of Streets)	
ECC Application Reference number	APP- 002410	
Location	Cape Fria and Angra Fria in the Kunene Region	
Proponent	Mr. Michael I. T. Petrus Kaoko Fria Investment PTY P. O. Box 2773 Windhoek, 9000	
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1. INTRODUCTION

The Kaoko Fria Investment and Partners (herein referred to as the proponent) proposes the development of an Ultra-Modern Cape Fria Port and Atlantic City in different phases starting with Phase 1 which consist of the Township Planning, Sub-Division, Land Servicing and Creation of Streets.

The future (long-term) phases of the proposed development shall constitute a Port harbour at Angra Fria, as a Gateway-Import / Export Trans-shipment hub, a Dry port at Katima Mulilo, Blue Economy and fishing initiatives, a Smart City with Smart services, a Commercial zone, Dry port, Energy generation, Water desalination, a Manufacturing hub, Mining, Mineral Processing, Tourism, Housing, Education Centres, and Food Production, and Environmental Management; with a Network of Roads, Railway and Airport, connecting the port to the rest of Namibia and the world.

Since the beginning of the 1980s, there have been plans to build a deep-sea port along with a railway connection near Cape Fria to connect the north of Namibia as well as the neighbouring countries of Botswana, Zambia, Zimbabwe, and Angola – to international maritime traffic. Such a project would benefit Namibia's position in intra-African trade. However, this has not been pursued, particularly on account of financing and environmental issues.

In 2008, a Pre-feasibility study for a future port facility in the vicinity of Cape Fria and Angra Fria in Kunene Regions - Angra Fria was commissioned by the then Ministry of Works, Transport and Communication and conducted by Technology Systems & Management (Pty) Ltd. The study foresaw potential in the following economic dimensions:

1. Fishing industry,
2. Shipment of import and export cargo
3. Transit for mineral ores from and to adjacent SADC countries including Namibia,
4. Gateway to North-western, Northern and Northeast Namibia.
5. Gateway for and to Southern Angola and the landlocked SADC countries
6. Offshore oil and gas exploration and crude oil processing,
7. Tourism and sport fishing activities

To realize its full potential, the Kaoko Fria Investment PTY, together with its local, regional and international partners has expanded the original initiative to include Road, Rail, Airport and a New City. The transport network being created will span the entire Northern Namibia and snowball into a Dry Port at Katima Mulilo.

The proposed development activity triggers some listed activities in terms of the Environmental Management Act no. 7 of 2007 and the Environmental Impact Assessment Regulations of 6 February 2012 that may not be undertaken without an environmental clearance certificate (ECC).

The need for the assessment is triggered by the activities of the proposed operations falling under the following category of listed activities (**Table 1**):

Table 1: List of activities identified in the EIA Regulations which apply to the proposed project

EMA 2007 Legislation	Description of activity	Relevance to the proposed activities
Activity 1	1. The construction of facilities for - (a) the generation of electricity; (b) the transmission and supply of electricity;	The planned development will include installation of powerline and sub-stations
Activity 2	2.1 The construction of facilities for waste sites, treatment of waste and disposal of waste.	The planned development will include construction of waste disposal facilities
Activity 4	4. The clearance of forest areas, deforestation, afforestation, timber harvesting or any other related activity that requires authorization in term of the Forest Act, 2001 (Act No. 12 of 2001) or any other law.	The clearance of vegetation areas to allow the quarrying activity to take Place
Activity 5	5.1 The rezoning of land from - (d) use for nature conservation or zoned open space to any other land use. 5.2 The establishment of land resettlement schemes.	The planned development is proposed to be undertaken on a currently virgin land within the Skeleton Coast Park, thus rezoning is necessary.
Activity 10	10.1 The construction of- (b) public roads; (c) railways and harbours; (d) airports and airfields; (e) any structure below the high water mark of the sea; (g) communication networks including towers, telecommunication and marine telecommunication lines and cables; 10.2 The route determination of roads and design of associated physical infrastructure where - (a) it is a public road;	The planned development is constitute the creation and development (construction) of new township and harbour / Port associated infrastructures such as pipeline, powerlines, public roads / railways and communication towers

2. PURPOSE OF THE BID

- To ensure that the project information provided by the client is correct
- Key aspects pertaining to the Environmental Assessment are identified and raised early-on by the Environmental Assessment Practitioner (EAP), the Competent Authority as well as Interested and Affected Parties (I&AP's)
- The BID provides the index for the Environmental Scoping Exercise and EMP (similar to dichotomous keys). In other words, what is important, what should be assessed and how should it should be assessed.

3. PROJECT DESCRIPTION

The proposed development mainly consist of the following Land-use development activities:

The Kaoko Fria Investment and Partners proposed the development a Master-Plan of a Ultra-Modern Cape Fria Port and Atlantic City in different phases starting with Phase 1:

1. Which consist of mainly a Planning Phase in which the Township Planning Layouts, Architectural and Engineering Designs, Land Surveying and Integrated Land-use Planning, and obtaining of the necessary prior approvals and land acquisition
2. At a later Stage a detailed Environmental Impact Assessment (including all relevant Specialist Studies) will be undertaken for the future Construction Phases 2 - 5 of the proposed development shall constitute construction:
 - a. A Port harbour at Angra Fria, as a Gateway-Import / Export Trans-shipment hub,
 - b. A Dry port at Katima Mulilo, Blue Economy and fishing initiatives,
 - c. A Smart City with Smart services,
 - d. A Commercial zone and Dry port,
 - e. An Energy generation and water desalination zone,
 - f. A Manufacturing hub, Mining and Mineral Processing,
 - g. Tourism / Recreation, Housing and Health / Education Centres, and
 - h. A Network of Roads, Railway and Airport, connecting the port to the rest of Namibia and the world.

Critically, the Scope of this Environmental Scoping is therefore aimed at obtaining the relevant authorisation that will enable the proponent to access the site for the development of the necessary (above-mentioned) plans and layout. Potential impacts are thus, preliminarily considered to be insignificant e.g. minor negative impacts in the form of access tracks in an unmitigated scenario.

4. REGULATORY FRAMEWORK

4.1. Environmental Requirements under the Environmental Management Act

4.1.1. Environmental Management Act (No.7 of 2007)

The Environmental Management Act (also referred to as the EMA), stipulates that for each developmental project, which is listed under the EIA regulations, an Environmental Impact Assessment (EIA) should be conducted.

The aim of the EIA is to identify, assess and ascertain potential environmental impacts that may arise from the proposed activity. According to the EMA, an EIA is a process of identifying, predicting, interpreting and communicating potential impacts to interested and affected parties (I&APs).

The proposed prospecting activity triggers some listed activities in terms of the Environmental Management Act no. 7 of 2007 and the Environmental Impact Assessment Regulations of 6 February 2012 that may not be undertaken without an environmental clearance certificate (ECC). The triggered activities are shown in table 1.

The Environmental Impact Assessment Process

An EIA is a process that evaluates the likely environmental and social effects of a proposed project or development, which identifies suitable mitigation for to avoid or minimize the potential Impacts.



Figure 3: Anticipated Environmental Assessment Timeline

5. POTENTIAL ENVIRONMENTAL IMPACT ASSOCIATED WITH THE PROPOSED PROSPECTING ACTIVITIES

While the proposed exploration activities stimulate economic development and diversification in order to further create employment opportunities and thus trickling benefits to the larger Namibian population, it also create opportunity for unprecedented negative impacts.

Potential impacts may vary in terms of scale (locality), magnitude and duration e.g. minor short-term negative impacts in the form of reduced ground cover during the thinning phase, and possibly increases evaporation and thus reduced water-table. Below is a summary of the likely positive impacts that will assessed for the different phases of the proposed exploration activities?

The following is a summary of the likely negative impacts that have been assessed for the different phases of the proposed exploration activities:

- i. Land use (Likely impacts are negligible; the site area is isolated from the distant settlements, and conservation zones).
- ii. Noise (Likely impacts are very low as the site is far from near-by receptors i.e. settlements and tourism establishments).
- iii. Ecological and biodiversity loss (Likely impacts are localized and low).
- iv. Health and safety (Overall likely impacts are low with correct PPE).

6. STAKEHOLDERS CONSULTATION

As stipulated in the EIA Regulations (paragraphs 7 and 21), public consultation is a pre-requisite and forms an integral component of the EIA. Comments made during the consultation should be properly captured and addressed in both the EIA Scoping Report and EMP respectively.

Engaging and consulting with the public (focused groups, authorities etc.) and organizations that may be affected by, or interested in the proposed development allows for all parties to be informed of the proposals and provides an opportunity for views, opinions and concerns to be registered.

7. REGISTRATION AS AN I&AP

Registering as an Interested or Affected Party (I&AP) affords you an opportunity to be updated about the project and comment on the project, throughout the EIA process.

Your comments and questions are important, will add value to the EIA and will ensure that information that may not be available to the consultant is considered (e.g. past experience, local knowledge etc.). To register or provide comments about the proposed project, please send an e-mail to: eap.trigen@gmail.com.

COMMENT FORM

APPLICATION FOR ENVIRONMENTAL CLEARANCE CERTIFICATE FOR THE PROPOSED ULTRA-MODERN CAPE FRIA PORT AND ATLANTIC CITY MASTER PLAN (TOWNSHIP PLANNING, SUB-DIVISION, LAND SERVICING AND CREATION OF STREETS), CAPE FRIA IN THE KUNENE REGION

Please submit the comment form via e-mail or post by **15 December 2023**.

Attention: Enviro-Leap Consulting cc
 Email: eap.trigen@gmail.com
 Postal Address: P.O. Box 25874, Windhoek

TITLE		FIRST NAME	
INITIALS		SURNAME	
ORGANISATION		E-MAIL	
POSTAL ADDRESS		POSTAL CODE	
TEL NO.		FAX NO.	
CELL NO.			

Please list any colleagues/friends or organizations that you feel should also be registered as Interested or Affected Party for the proposed project (with contact details if available).

Name / Organisation	Postal Address	Tel No.	E-mail

1. Please provide your comments below 3, write a formal letter or simply send an e-mail to: eap.trigen@gmail.com

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2. Your comment should not be limited by the space provided & you may submit as many pages, as necessary

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Thank you for the comments