

ENVIRONMENTAL SCOPING REPORT AND PROPOSED TERMS OF REFERENCE FOR A FULL-SCALE EIA

The Proposed Development of an Integrated Infrastructure Plan, Engineering and Architectural Designs and Township Layouts for the Proposed Ultra-Modern Cape Fria Port and Atlantic City



MARCH 25

Compiled for: Kaoko Fria Investment PTY
Mr. Michael I. T. Petrus
P. O. Box 2773
Windhoek, 9000

Authored by:



DOCUMENT INFORMATION AND APPROVAL

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Proponent	Mr. Michael I. T. Petrus Kaoko Fria Investment PTY P. O. Box 2773 Windhoek, 9000	
Author:	Signature	Date
Mr. Shadrack Tjiramba (EAP) 1		20 March 2024
Approval - Client 2		
Mr. Michael I. T. Petrus		23 March 2024
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Project Overview

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 development of an Integrated Infrastructure Plan, Engineering and Architectural Designs, and Township Planning, and Land Acquisition process.

The future (long-term) phases of the proposed development shall constitute the actual Township Establishment consisting of a Port harbour at Angra Fria, as a Gateway-Import / Export Trans-shipment hub, Blue Economy and fishing initiatives, a Smart City (with Residential, Recreation and Leisure facilities / Shopping and Education Centres) with Smart services i.e. Energy generation, Water desalination, Waste Management facilities and Environmental Management; with a Network of Roads, Railway and Airport, connecting the port to the rest of Namibia and the world.

Critically, the harbour shall serve as a harbour for the shipment of import and export cargo, ore and minerals from and to adjacent SADC countries as well as Namibia. Equally, this harbour would also cater for needs of southern Angola and the landlocked Southern African Development Community countries to the east and northeast of Namibia

Need for the Project

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 neighboring countries of Botswana, Zambia, Zimbabwe, and Angola — to international maritime traffic. Such a project would benefit Namibia's position in intra-African trade.

The proposed activity responds to Namibia's strategic vision of being key player in the distribution and logistics sector within the Southern Africa Development Community (SADC) region. This desired outcome is stipulated in its Logistics Master Plan, which states that by 2022 Namibia shall have a world-class Logistics Hub connecting SADC to the International Markets.

Equally, the proposed activity respond well to Namibia's efforts in attaining their desired outcomes of the global sustainable development Goals (SDG) and other National Development Plans such as Vision 2030, NDP4 and Harambee Prosperity Plan. However, this has not been pursued, particularly on account of financing and environmental issues.

Critically, going ahead with the proposed activity creates potential for the following marginal net benefits:

- Contribution Taxes and Royalty
- Technological Skill and Knowledge transfer
- Creates the most needed employment opportunities

Project Description

Following on earlier plans, a Pre-feasibility study was commissioned in 2008 by the then Ministry of Works, Transport and Communication and conducted by Technology Systems & Management (Pty) Ltd for a future port facility in the vicinity of Cape Fria and Angra Fria in Kunene Regions – Angra Fria. 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

The study investigated the consequences and identified the impacts, a third harbour located on the Namibian Atlantic coast, in the vicinity of Cape Fria and Angra Fria would pose. Given the economic dynamics and prospect at that time, the feasibility study (MWTC, 2008) had concluded that the proposed development would not be financially viable after 20 years given the presumed high establishment cost. Contrary, a number of Organs of State (government Offices, Ministries and Agency (OMAs)) were in support of the development and critical of the fact the feasibility study may not have been comprehensive enough. Further, most OMAs agrees that while the study's suggestion that the development may be "Technically viable" but not "Financially viable", they are of a common view that a range of sector scenarios must have been considered to reach a rather realistic conclusion.

In view of the above, the proponent seek to re-visit the proposed development with assumptions that with the current global economic dynamics, enhanced technologies which for instance includes smart methods of generating energy and desalinating sea water as opposed to bringing in such services from a far would enhance potential return on investment.

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.

However, and at this stage, the activities are limited to the pre-construction related component of the proposed development i.e. development of integrated master plan that constitute the Engineering and Architectural Designs, and Township Planning Scheme for relevant approval prior to the negotiation and land acquisition, and possibly supported by an Feasibility analysis.

Need for a Socio-Economic and Environmental Scoping

While their development may in future, stimulate diversification of national economic and development activities, consequently creating opportunities for enhanced livelihoods and socio-economic benefits to the larger Namibian population, it poses the risks of unprecedented negative environmental impacts.

To ensure that development activities are undertaken in an economic, social and environmental sound / sustainable manner, the Namibian Constitution and Environmental Management Act No. 7 of 2007 provides for an environmental assessment process. The purpose of the environmental assessment and therefore this report are to ensure compliance of the proposed development with the relevant legislative frameworks in respect to managing potential impacts associated with the proposed Kaoko Fria Investment's development by:

- Identifying potential biophysical environmental and socio-economic impacts that may be associated to the proposed development;
- determine the policy and legislative context within which the activity is located and note how the proposed activity complies with and responds to the policy and legislative context;
- describe the need and desirability of the proposed activity, including the need and desirability of the activity in the context of the preferred location;
- identify the location of the development footprint within the preferred site based on an impact and risk assessment process inclusive of cumulative impacts and a ranking process of all the identified development footprint alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects of the environment;
- Compile the Terms of Reference for a detailed Environmental Impact Assessment including Specialist Studies for Pre-Construction, Construction and Operational Phases.

Therefore, Kaoko Fria Investment PTY has appointed Enviro-Leap Consulting cc to conduct an environmental assessment and facilitate the process of obtaining and Environmental Clearance Certificate.

Approach to the EIA Process

The Scoping assessment process consisted of detailed literature review of various reports i.e. feasibility reports, plans, policies and previous stakeholder engagement reports compiled in particular respect to the location and activities of the proposed Cape Fria Port and Smart City. Equally, public notices were placed in local newspapers requesting for public engagement through registration as Interested and Affected Parties (I&APs) process.

An environmental scoping and Terms of Reference (ToRs) for a detailed Environmental Impact Assessment were compiled and constitute the application submitted to the Ministry of Environment and Tourism (Office of Environmental Commissioner) for an approval.

Overall Conclusions

Enviro-Leap acknowledges, that the study area i.e. Cape Fria / Angra Fria and vicinity, are totally isolated and completely uninhabited, with the nearest settlements being a small base station at Mowe Bay some 130 km south of Cape Fria and a number communal settlement of Okaoland to the east.

Other than tracks, the area is not served by any roads and travelling to this area is mostly by all-wheel drive vehicles. A rough and disused aircraft landing strip is discernible at approximately 12 kms west of Angra Fria. Due to this remoteness and the environmental situation of the area the following principle constraints were deemed relevant to the study:

- The extreme remoteness of the study area and its implications on any permanent human settlement;
- The harsh climatic conditions occurring in the study area and their implications on development and on any human settlement;
- The requirements for power and lack of water within the study area and its implications on providing these crucial services
- The impact of the implantation of the proposed development on the pristine environment; and
- The lack of previous research and data for the area on which to base this study.
- The targets land, is currently proclaimed as National Park and identified for declaration as a Marine Protected Area / Ecologically or Biologically Significant Marine Area (EBSA)

Preliminary identification of potential stressors reveals that to eliminate or mitigate both biophysical, social and economic stressors in relation to the proposed development, the following considerations are key:

- a) A conclusive, and updated development feasibility assessment breaking down various components of the proposed development into achievable and time-bound phases of implementation
- b) A detailed integrated infrastructure plan has to be developed
- c) A detailed Environmental and Social Impact Assessment in the absence of a Strategic Environmental Assessment is key in determining precise potential associated with the respective phases of the development
- d) De-proclamation of the land needed for the proposed development to materialize is a crucial and primary step prior to pursuing all the above.

Nonetheless, the proposed developments has the potential to benefit all key stakeholder provide that a holistic, transparent and inclusive process is undertaken right at the inception of the planning phase. Enviro-Leap environmental practitioner confidently concludes and recommends that sufficient consideration and recommendation for a framework within which potential impact can be mitigated were made. However, a comprehensive environmental impact assessment (EIA, with specialists studies is necessary), thus we recommend that the annexed Terms of Reference (ToRs, **Appendix B**) is considered and approved.

AfDB	African Development Bank
BID	Background Information Document
BoN	Bank of Namibia
CA	Competent Authority
DEAF	National Department of Environmental Affairs and Forestry
EA	Environmental Authorization
ECC	Environmental Clearance Certificate
EAP	Environmental Assessment Practitioner
EIA	Environmental Impact Assessment
EMA	Environmental Management Act
GPS	Geographical Positioning System
MAWLR	Ministry of Agriculture, Water and Land Reform
MEFT	Ministry of Environment, Forestry and Tourism
NAU	Namibia Agricultural Union
NECFU	National Emerging Commercial Farmers Union
NNFU	Namibia National Farmers Union
IMF	International Monetary Fund
GPS	Geographical Positioning System
IMF	International Monetary Fund
OEC	Office of Environmental Commissioner
PPP	Public Participation Process
SADC	Southern African Development Community
SDGs	Sustainable Development Goals
SPCA	Society for the Prevention of Cruelty to Animals
UDHR	The Universal Declaration of Human Rights
UN	United Nations

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1. INTRODUCTION

The Environmental Management Act No. 7 of 2007 (also referred to as the EMA) and its Regulations promulgated in the Government Gazette No. 4878 of 2012, stipulates that for each developmental activity, which is listed as those that may not be undertaken without obtaining an Environmental Clearance Certificate (ECC), an Environmental Assessment (EA) must be conducted. The proposed Development of an Integrated Infrastructure Plan, Engineering and Architectural Designs and Township Layouts for the Proposed Ultra-Modern Cape Fria Port and Atlantic City triggers some listed activities in terms of the EMA.

Therefore, an environmental assessment must be conducted with an aim to identify, assess and ascertain potential environmental impacts that may arise as a result of undertaking the proposed developments. Hence, the environmental assessment is a process by which the potential impacts, whether positive or negative are predicted / identified, findings interpreted and communicating to interested and affected parties (I&APs) for inputs.

Additionally, this report presents findings of an environmental scoping process that evaluates the likely socio-economic and environmental effects the proposed development, and further identifies suitable mitigation measures for avoiding or minimizing the predicted impacts. The envisioned EIA process was undertaken in a holistic approach encompassing different elements as shown in **Figure 1**.



Figure 1: Anticipated Environmental Assessment Timeline

1.1. PROJECT APPLICANT AND PROJECT OVERVIEW

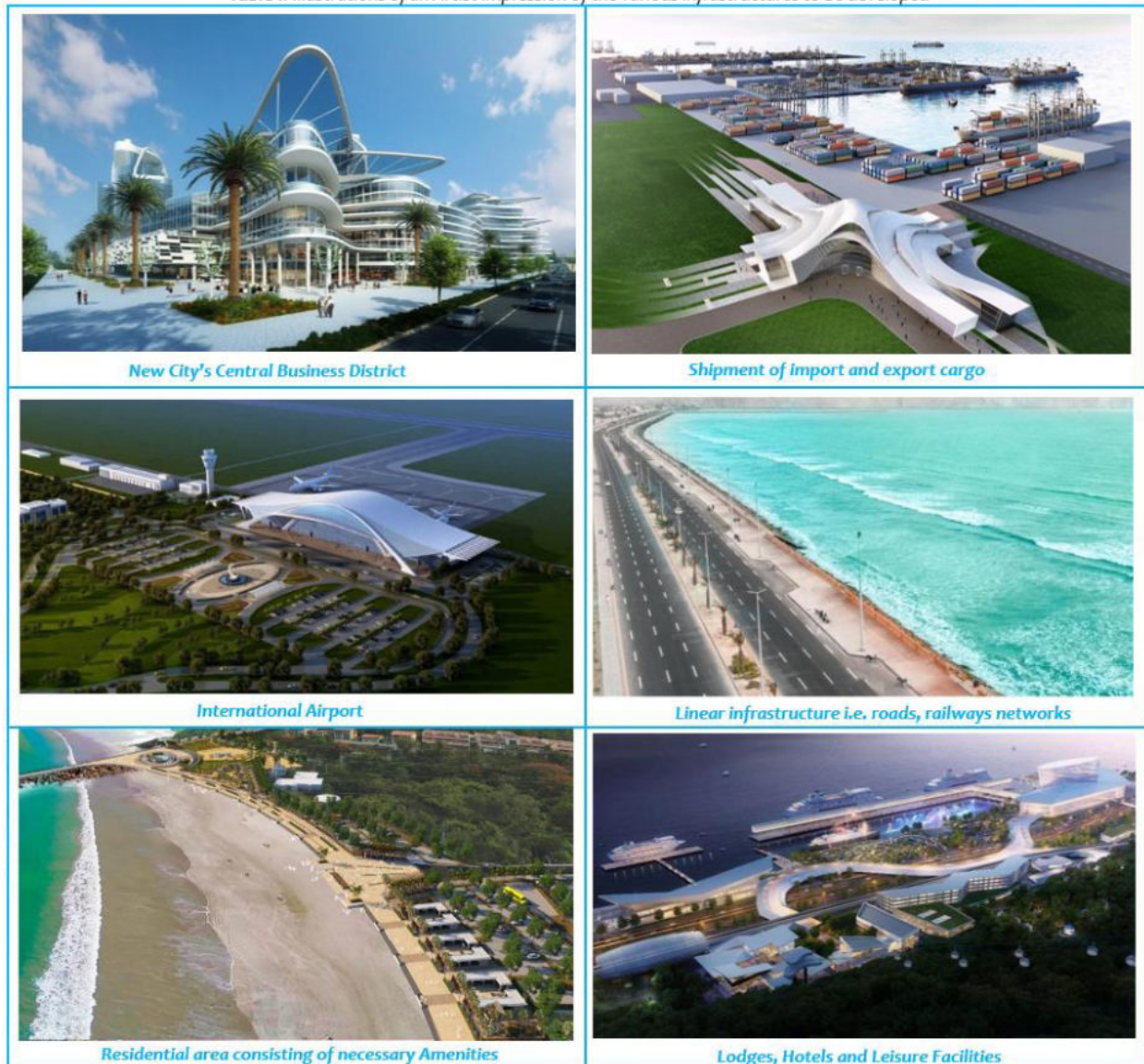
In 2008, a Pre-feasibility study for a future port facility in the vicinity of Cape Fria and Angra Fria in Kunene Regions – Angra Fria was commissioned by the then Ministry of Works, Transport and Communication and conducted by Technology Systems & Management (Pty) Ltd. The study foresaw potential in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

1. Fishing industry, Tourism and sport fishing activities
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

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 see **Table 1**. The transport network being created will span the entire Northern Namibia and snowball into a Dry Port at Katima Mulilo.

Table 1: Illustrations of an Artist impression of the various infrastructures to be developed



NB: These images are just for illustration and not reflection of the actual proposed development (Source: internet)

1.2. PROJECT MOTIVATION (INCLUDING NEED AND DESIRABILITY)

Namibia's private climate finance is still low compared with public funding. In 2019/20, Namibia received on average \$202.3 million in climate finance flows: \$32 million (16%) from the private sector and \$170 million (84%) from public sources. The government secured \$544 million in climate finance at the 2022 United Nations Climate Change Conference in November 2022. Natural capital comprises minerals (diamonds, uranium, copper, magnesium, zinc, silver, gold, lead, semiprecious stones, and industrial minerals), land (8.1% forest cover in 2020), and a blue economy (more than 1,570 kilometers of coastline).

Natural capital is valued at \$19.6 billion, \$17.2 billion of which is renewable. However, these resources are threatened by both climate change and weak resource governance. Between 2018 and 2022, several commercial banks issued green bonds to finance eligible renewable energy projects, showing the potential for private climate finance. Namibia needs to harness this potential by creating a strong enabling environment for private climate investment through regulatory reforms that support climate-resilient sectors and de-risk low-emission private investment.

The country's real GDP growth rose to 4.6% in 2022 from 3.5% in 2021, supported by the lifting of COVID-19-related restrictions in July 2022 and the continued recovery in primary and secondary industries. (see Figure 2). Inflation averaged 6.1% in 2022, up from 3.6% in 2021, driven by elevated global commodity prices linked to the COVID-19 pandemic and Russia's invasion of Ukraine. The Bank of Namibia progressively increased the policy rate to 7.25% in April 2023 from 6.75% in November 2022 and 3.75% in 2021.

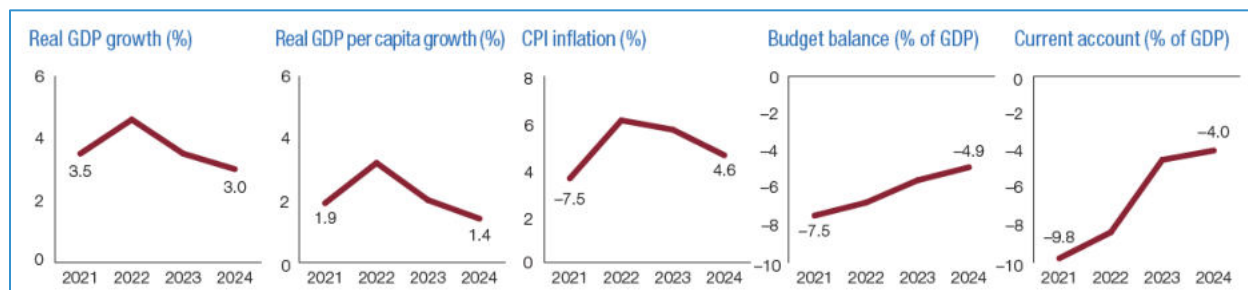


Figure 2: Projection of the Namibian Economic Outlook for the 2021 to 2024 fiscal years (source: AfDB, 2024)

However, with the absence structural reforms, growth is expected to converge to a long-term level of about 3%, which is too low to deliver meaningful improvements in per capita income and reduce unemployment (IMF, 2020).

Key steps required to nurture the economy to recovery includes lowering regulatory compliance costs for businesses, reducing electricity and transportation costs and containing public-sector salary dynamics by avoiding regulations that hamper domestic competition. Encouraging activities such as the proposed by Kaoko Fria Investment is crucial for stimulating increased economic

1.2.1. **Need and Desirability**

The proposed activity responds to Namibia's strategic vision of being key player in the distribution and logistics sector within the Southern Africa Development Community (SADC) region. This desired outcome is stipulated in its Logistics Master Plan, which states that by 2022 Namibia shall have a world-class Logistics Hub connecting SADC to the International Markets.

Critically, the Sustainable Development Goals (SDG 8, SDG 9 and SDG 11) identifies **the investments in infrastructure, sustainable industrial development and technological progress** as important in contributing to the attainment of; 1. Promotion of inclusive and sustainable economic growth, employment and decent work for all; 2. Building of resilient infrastructure, promoting sustainable industrialization and fostering innovation, and; 3. Making cities and human settlements inclusive, safe, resilient and sustainable.

SDG 1 calls for a multidimensional approach to ending poverty (FAO, 2009). Equally, SDG 8 proposes an integral approach towards more sustainable and inclusive economic growth through targeting higher economic productivity through diversification, technological development, and innovation, and through a focus on high value-added and labour-intensive sectors (FAO, 2009).

Therefore, the sector presents a major opportunity for many countries on their path towards economic development through for instance direct foreign investment in to the proposed development. And, a development of the scale and magnitude of the proposed Cape Fria Smart City and Port offers such opportunity provided it is undertaken in a transparent and sustainable manner. Hence the development further responds to Namibia's strategic vision of being a developed country, and the attainment of SDGs 8, 9 and 11.

By going ahead with proposed Kaoko Fria Investment's development, offers an opportunity for the utilization of the Namibian Ports as alternative gateway for and to Southern Angola and the landlocked countries within particularly the SADC region. In turn, the proposed activity creates potential for the following marginal net benefits:

- Contribution to Taxes and Royalty
- Technological Skill and Knowledge transfer
- Creates the most needed employment opportunities
- Attainment of the SDGs 8, 9 and 11 in Namibia, and other National development plans

1.3. **REQUIREMENTS FOR AN ENVIRONMENTAL IMPACT ASSESSMENT**

While increased economic activities can stimulate demographic changes and alter social, economic and environmental practices in many ways. Adverse environmental and socio-economic impacts have become a major area of concern for the business community, their customers, and other key stakeholders.

The various negative environmental impacts of real estate development relates mainly to water consumption and pollution, land use changes, biodiversity losses and greenhouse gas emissions (Steinfeld et al., 2006). These are particularly associated with Intensive, large-scale land-scape alteration (levelling and or sea dredging / reclamation), potential vegetation clearing which is relevant to a component of the proposed Kaoko Fria Investment's development.

Simultaneously, there might be concerns relating to the fact the proposed development is to occur in a rather very pristine environment and currently declared as 1. A National Park (Skeleton Coast National Park) and 2. An area identified (proposed) to be declared as a Marine Protected Area i.e. Cape Fria EBSA.

To meet legislative framework requirements and address societal concerns, companies now seeks to manage potential impacts as part of their ethical and sustainable business conduct. Similarly, identifying, avoiding, mitigating and managing impacts, is a necessary condition for Kaoko Fria Investment to undertake its development in compliance with the environmental legislative requirements in Namibia.

Therefore, Kaoko Fria Investment has appointed Enviro-Leap Consulting cc to conduct an environmental assessment and facilitate the process of obtaining and Environmental Clearance Certificate (see **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 this project
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

Since independence the state has established a legal and regulatory framework for environmental protection. Nevertheless, instances of tension between economic interests and environmental protection resulting in disagreements, conflict and legal action are a regular occurrence. For example, over recent years human wildlife conflict has become a divisive public topic - oftentimes such conflicts are caused by increased use and exploitation of natural resources by humans.

The drive towards increased and diversified economic development coupled with clearly necessary attempts to mitigate and contain environmental degradation of coastal regions and oceans are therefore pertinent arguments for this proposed development and the Scoping Report.

As previously noted, Enviro-Leap Consulting (see **Table 2**, for the composition of ELC’s team for this EA) has been appointed by Kaoko Fria Investment PTY to conduct an environmental assessment and facilitate the process of obtaining and Environmental Clearance Certificate.

1.4 EIA TEAM

Kaoko Fria Investment PTY to undertake the EIA required for the proposed project. A public participation process (PPP) forms an integral part of the Environmental Assessment Process to aid in identifying issues and possible alternatives for consideration. Details on the PPP are included in section 4 of this Scoping Report.

Table 2: The EIA Management Team

NAME	ORGANISATION	ROLE/ SPECIALIST STUDY UNDERTAKEN
Environmental Assessment Practitioners		
Shadrag Tjiramba	Enviro-Leap Consulting cc	Project Leader
Lawrence Tjatindi	Enviro-Leap Consulting cc	Project Manager and Reviewer
Specialists to Appointed	External Experts	Various Specialists Fields (at Full EIA scale)

1.5. DETAILS AND EXPERTISE OF THE EAP

Over the past four years the Enviro-Leap Consulting has been involved in a multitude of Environmental Assessment projects across SADC and within Namibia. The Environmental Practitioners of Enviro-Leap Consulting has a combined of more than 35 years’ experience in the environmental sector (management and policy), ecological research and stakeholder engagement. Consequently, the team offers a wealth of experience and appreciation of the environmental and social priorities and national policies and regulations in Namibia.

1.6. OBJECTIVES OF THE ENVIRONMENTAL SCOPING ASSESSMENT

Rapid urbanization of the coast, growing global trade, stakeholder emancipation and ongoing depletion of natural resources mean that ports can no longer operate and develop without acknowledging and incorporating societal and environmental considerations.

In essence, bridging the disconnect between natural environmental issues and port development requires early consideration of the natural environment in port development, and an acknowledgement of multi-use benefits from natural capital. Further, in the operations and maintenance phases, environmental management systems in ports should not only focus on environmental performance, but also embrace multi-use valuation of the natural environment (ecosystem services) to give purpose to the need for environmental protection. However, crucial to effective implementation of an Integrated Port Management (IPM, conceptualized in **Figure 3**) framework will be its integration in organisational processes, supported by collaborative institutional structures. Only then will the environment take its place as equal partner in port development.

The primary objective of this EA Report is to present stakeholders, I&APs and the Competent Authority, the DEA, with an overview of the predicted impacts and associated management actions required to avoid or mitigate the negative impacts; or to enhance the benefits of the proposed Kaoko Fria Investment’s developments.

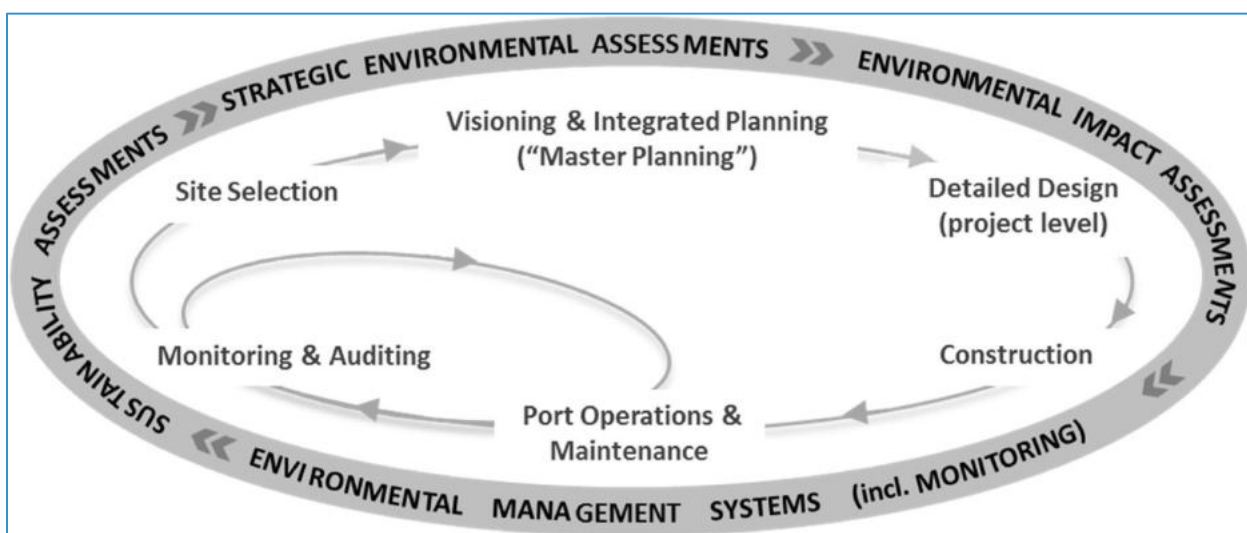


Figure 3: A framework for Integrated Port Management (IPM), conceptualising the alignment of environmental assessment processes with the port development phases, as well as the need for integration and continuity across the environmental processes, including monitoring and data management.

In broad terms, the 2012 EMA EIA Regulations (GG 4878) stipulates that an EIA Process must be undertaken providing to determine the potential environmental impacts. Therefore, based on these (EIA Regulations), the objectives of the Environmental Assessment (EA) Process is to:

- determine the policy and legislative context within which the activity is located and note how the proposed activity complies with and responds to this context
- describe the need and desirability of the proposed activity, including the need and desirability of the activity in the context of the preferred location;
- identify the location of the development footprint within the preferred site based on an impact and risk assessment process inclusive of cumulative impacts

2. PROJECT DESCRIPTION

This section provides an overview of the conceptual developmental overview of a port and smart city development (**Figure 4**), preliminary sites layout options, energy and water supply technology, linear infrastructure routing selection process, and possible city densities and infrastructure services capacity.

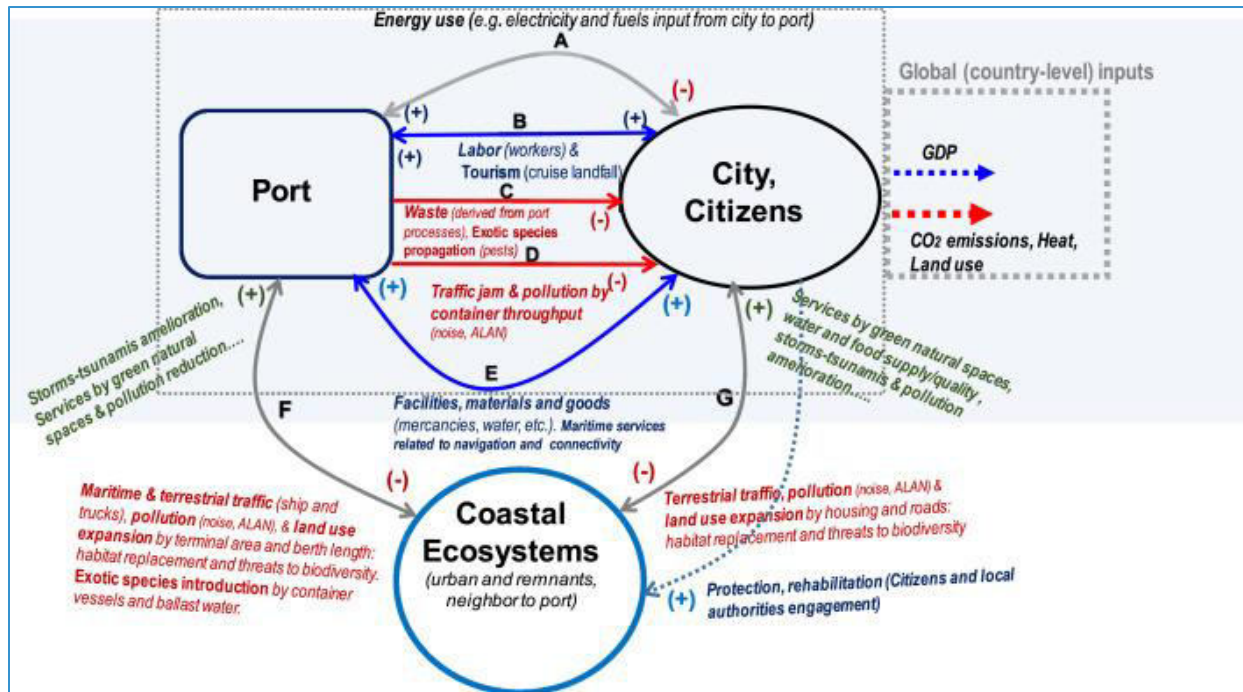


Figure 4: Schematic representation of port-city and ecosystem services interaction (Rojas et al. 2023)

2.1. OVERVIEW OF PROPOSED PORT AND SMART CITY DEVELOPMENT

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:

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4. Gateway for and to Southern Angola and the landlocked SADC countries
5. Offshore oil and gas exploration and crude oil processing,
6. 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.

2.2. PLANNING, CONSTRUCTION AND DEVELOPMENT OF VETERINARY QUARANTINE FACILITIES

2.2.1 SITE SELECTION

Namibia possesses an extensive coastline and ocean area under its jurisdiction and boasts considerable if concentrated economic activity in these areas including mining, fishing, aquaculture and tourism.

The study area that of the Cape Fria – Angra Fria vicinity (**Figure 5**), is totally isolated and completely uninhabited: the nearest settlement being a small base station at Möwe Bay some 130 km south of Cape Fria. Other than tracks, the area is not served by any roads and travel beyond Möwe Bay is mostly by all-wheel drive vehicles. A rough and disused aircraft landing strip is discernible at approximately 12 km west of Angra Fria.

Kaoko Fria Investment, considers two options with regard to the sites for the proposed Port and Smart City development and these are: **Option 1**: Cape Fria (**Figure 6**), and **Option 2**: Angra Fria (**Figure 7**), corner GPS coordinates presented in **Table 3**.

While in terms location / site, both **Options (1 and 2)** may be considered unsuitable considering that the proposed development sites falls within an area identified and in the process to be declare an EBSA / ESAs i.e. the Cape Fria EBSA, the proponent are prefers Site Option one as the most preferred location.

Hence, in respect to proceeding with **Option 1** the suitable sites were select in accordance to the government's acute awareness of the societal need for a more prosperous and equitable society. Thus, government has repeatedly emphasised its commitment to “growing the economy in a sustainable inclusive manner and through the creation of decent employment opportunities”.



Figure 5: Location of the two alternative sites for the proposed Port and Smart City

Table 3: Corner coordinates of the proposed development site

Corner point	Latitude	Longitude
A – Option 1 – Cape Fria	-18.433852°	12.014101°
B – Option 2 – Angra Fria	-18.292288°	11.967354°

The site selection process took into consideration key site selection factors such as land availability, proximity to sensitive receptors, site accessibility, topography, risks, current land use. Most importantly, the proposed site are within a National Park where primary objective is conservation, there proponent is faced with a challenge of securing the land tenure first.

The construction activities will take place subsequent to both acquisition of the land and issuance of an Environmental Clearance Certificate (ECC), after the detailed EIA and Feasibility Studies are completed and approved. The construction activities are expected to extend over several phases and a period of between three and six years per a given phase (see **Table 4** for technical specifications of the respective Feedlots facilities). These assumes that normal daylight working hours shall be adhered to in respect to the Labour Act provisions.

Table 4: Technical details (area extend) of the proposed port and smart city

Component	Description / Dimensions	
	Cape Fria	Angra Fria
Business and Industrial ervens	4425 Ha	4425 Ha
Residential ervens	11250 Ha	11250 Ha
Leisure and Hotels (incl. Green spaces)	2950 Ha	2950 Ha
Airport and Port	1125 Ha	1125 Ha
Water Desalination Facility	250 Ha	250 Ha
Green Energy / Power Park	250 Ha	250 Ha
Linear infrastructure	2250 Ha	2250 Ha
Total Area Extent	22 500 Hectares	22 500 Hectares

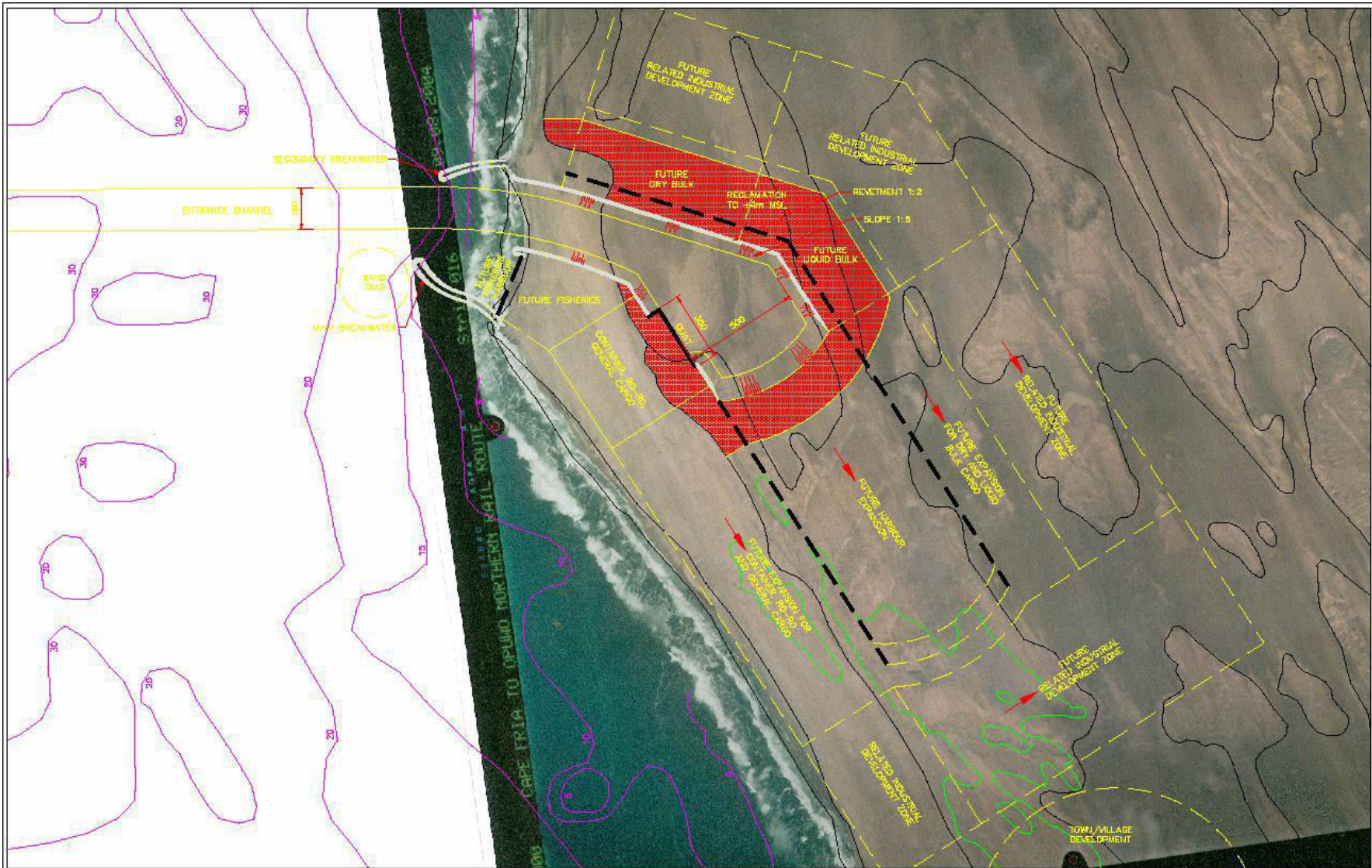


Figure 6: Preliminary illustrate of the proposed Port layout Cape Fria (Source: MWTC. 2008)

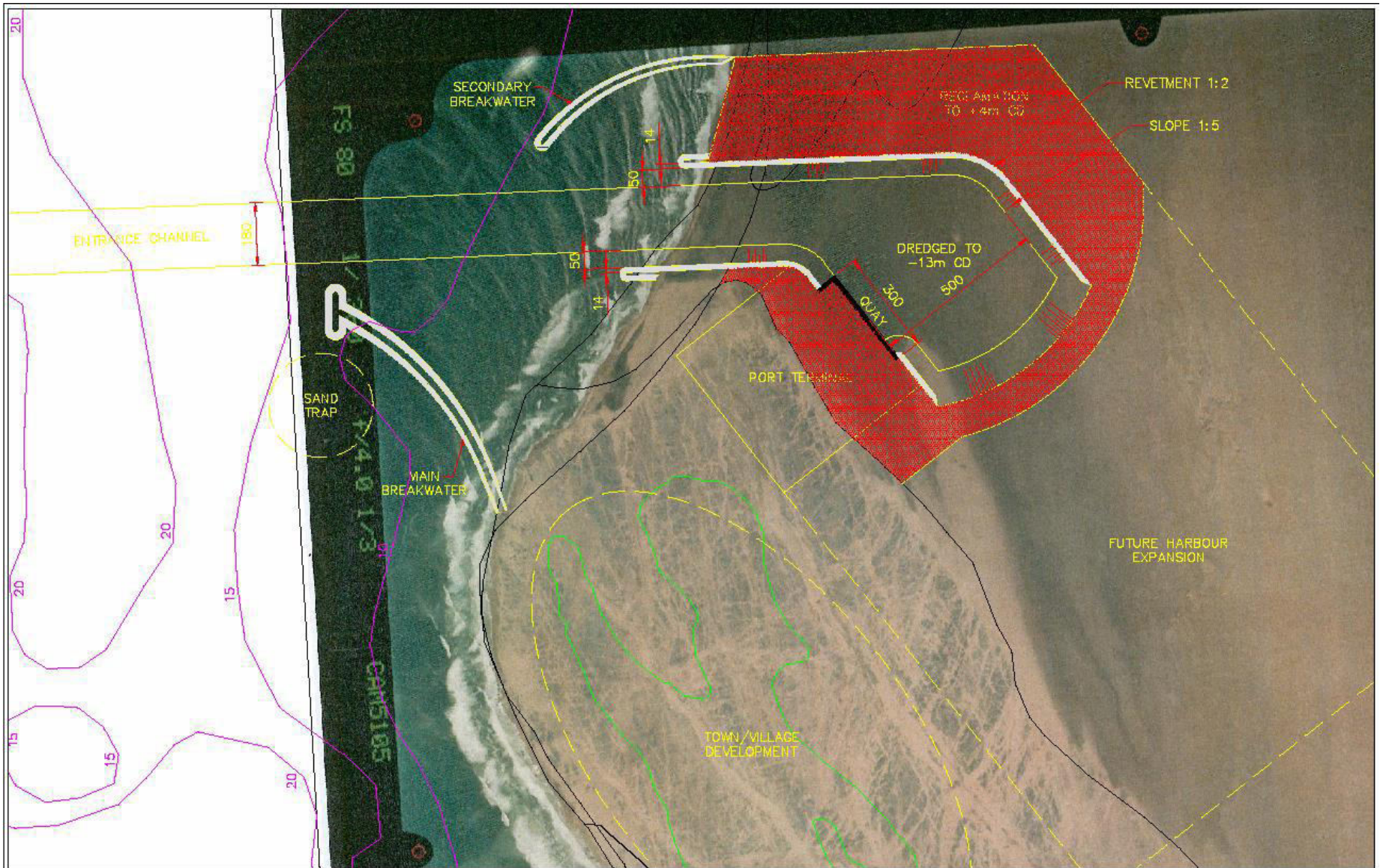


Figure 7: Preliminary illustrate of the proposed Port layout Angra Fria (Source: MWTC. 2008)



Figure 8: Preliminary Land-use Layout illustrating the different potential developments proposed

3. DESCRIPTION OF THE AFFECTED ENVIRONMENT

This chapter of the Scoping Report provides an overview of the affected environment for the proposed most especially and other key receptors along the Namibian coastline. The receiving environment is understood to include biophysical, socio-economic and heritage aspects which could be affected by the proposed development or which in turn might impact on the proposed development.

3.1 BIOPHYSICAL ENVIRONMENT

Namibia is characterized by four land type systems, the Namib, which runs along the entire west coast from the port town of Lüderitz, northwards into southern Angola; the Succulent Karoo which lies south of Lüderitz and extends across the Orange River into South Africa; the Nama Karoo which occurs immediately to the east of the previous two desert systems and covers most of the southern third of Namibia, tapering to a narrow belt from central Namibia northwards; and the Southern Kalahari which extends eastwards across to Botswana.

The coast stretches 1,570 kilometres between the mouths of the Orange and Kunene Rivers, the only perennial rivers along Namibia's seaboard. Generally, for the purposes of scoping, and particularly on the marine side the greatest emphasis is placed on proximity to the shore and less on areas at or beyond the continental shelf (**Figure 9**).

Interactions between the marine and terrestrial environments are largely confined to coastal fogs that move from the ocean over the land. Unlike coastlines elsewhere in the world, there is little nutrient exchange between the two environments.

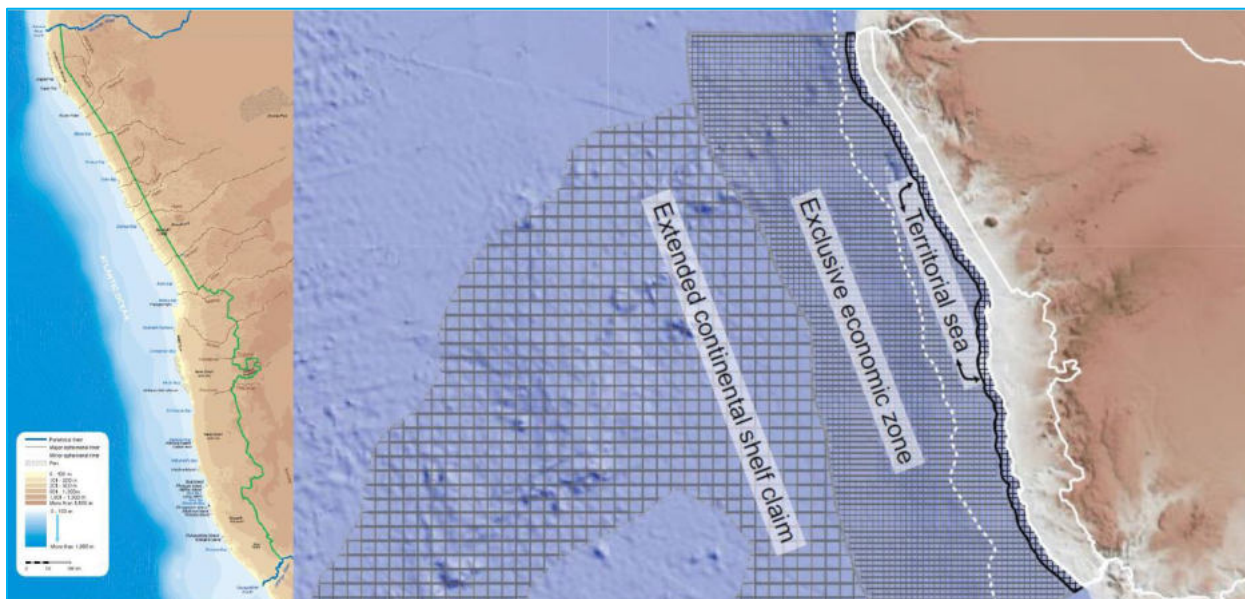


Figure 9. Namibia's territorial sea extends 12 nautical miles or 22.2 kilometres out from the average low tide line, but the exclusive economic zone, commonly known as the EEZ, extends 200 nautical miles (370.4 kilometres) offshore. Within this zone Namibia has exclusive rights to exploration and exploitation of marine resources.

The marine and terrestrial environments are very different in that the sea is cold, has little biological diversity but very high biomass, and the land is hot and dry, with little biomass but relatively high biodiversity. Since 1907, separate areas along the coast have been given formal protection at different times. Protected areas now cover 97,600 square kilometres.

Almost all coastal residents are clustered in five towns: Henties Bay, Walvis Bay, Swakopmund, Lüderitz and Oranjemund, each an oasis between the inland desert and the sea. Very few people live elsewhere. Most of the coastal environment thus remains relatively unscarred, as it has been for millions of years.

Namibia's coast means many contrasting things to different people – a home or holiday destination, a base for recreational activities, opportunities for wealth, a wilderness area or an untapped resource. Therefore, fulfilling these various demands will require a delicate balancing act.

3.1.1 Climatic Conditions

About 22% of Namibia's land is classified as desert (hyper-arid), 70% is classified as arid to semi-arid and the remaining 8% is classed as dry sub-humid (Mendelsohn et al. 2003). For most of the year the weather along the coast of Namibia is characterised by relatively cool temperatures, strong onshore winds and frequent grey skies. The Namib coast is a dynamic coast, sea temperatures change seasonally in response to movements of the South Atlantic Anticyclone and intrusions of warm water driven south by the Angola Current.

Although rainfall is extremely rare, fog blankets the coast in a shawl of moist air on about a third of the days each year. In winter, winds from the interior bring a cascade of heat and sand (and sometimes swarms of flies) as they blow over the land out to sea.

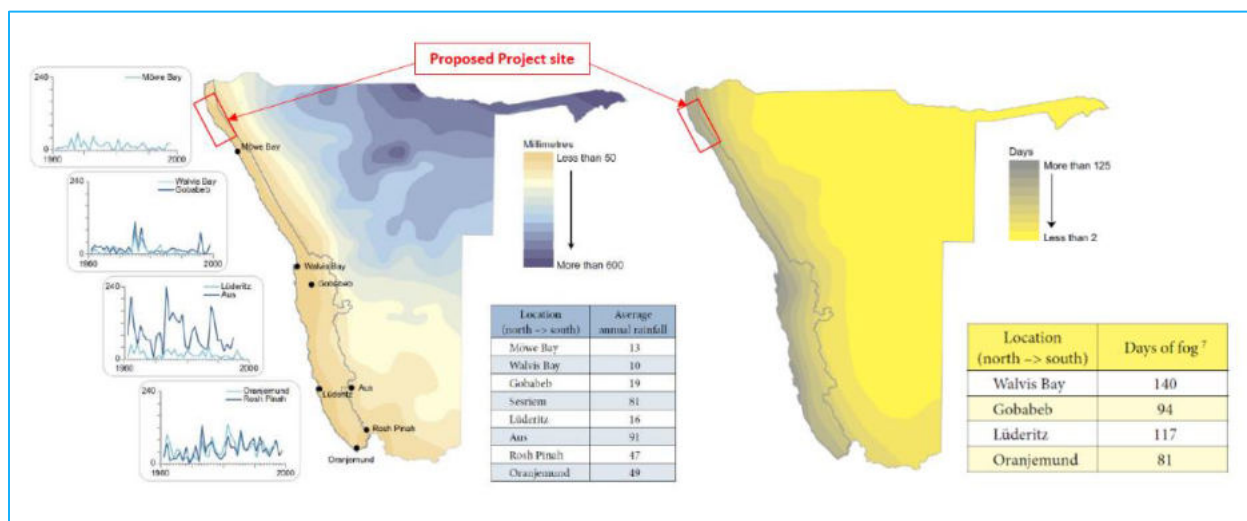


Figure 10: Rainfall variation across west-to-east gradient a gradient and the average number of fog days per year.

Average rainfall within 40 kilometres of the coast is less than 20 millimetres per year, almost all of which typically falls on just a handful of rainy days. Towards the eastern edge of the Namib the average annual rainfall increases to between 80 and 90 millimetres. While rainfall

is generally very low, there are significant differences in the seasonal spread of rainfall between the southern and northern coast.

It is therefore fog – rather than rainfall – that brings most precipitation to the coastal areas for Namibia, for example, producing five times more water than rain or drizzle in the central Namib. Fog is also much more frequent along the coast, and also lasts longer each day, compared to further inland where fog becomes progressively rare. Fog is most prevalent during mornings and evenings and generally dissipates during the middle of the day as the moist layers of air are warmed by the sun.

3.1.2 Geology

This description of geomorphological features of the coastal environment moves from the south to the north, which is also the path taken by the sediments that move up the coast (**Figure 11**, Bremner in 1985). North of the Ugab River, basalts of the Etendeka Group and Damara granites alternate along the shore line. Low sand cliffs are found, most prominently near the Uniab River mouths, demarcating former deltas formed from sediments deposited by these rivers when sea levels were lower. Along the shore in places there are well developed cobble beaches indicating that the shoreline is pounded by substantial wave energy. The cobbles are made up almost exclusively of basalt washed down from the Etendeka Mountains.

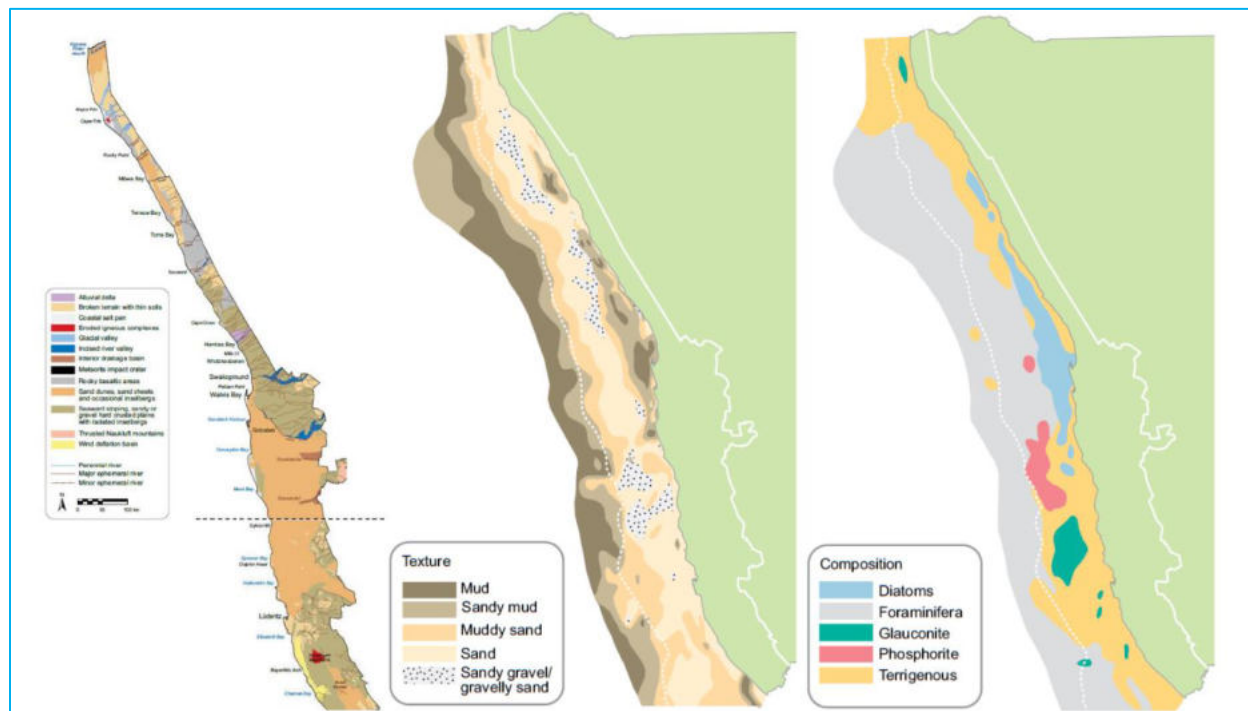


Figure 11: Major geomorphological features of the Namibian coast (left), the texture of surface sediments (middle) and the predominant sedimentary material (right).

The ocean floor is covered in sediment of various kinds and origins. One way of classifying sediment is by grain size; for instance, does it comprise gravel, sand, mud, or a combination

of these? Figure 26 shows that Namibia's continental shelf is dominated by sand and muddy sand. Mud predominates in deeper water west of the continental shelf edge, as well as close inshore near some of the river mouths.

Gravelly sediments are composed largely of old, broken shells of mussels, oysters and other molluscs, and the occurrence of the gravels corresponds closely to the location of the upwelling cells and the inner shelf break.

Below the waves of the South Atlantic is an area with topography that is much more complex than most of what we can see on land. Immediately offshore is the continental shelf which is 100-140 kilometres wide in most areas, but widens to 180 kilometres off the Orange River and narrows to 30 kilometres near the Angolan border (**Figure 12**). West of the shelf edge the sea floor drops to the abyssal plain which reaches depths of more than 5,000 metres. The Walvis Ridge is a mountain chain of extinct volcanoes that extends under the ocean south-west from the Namibian coast at Cape Fria.

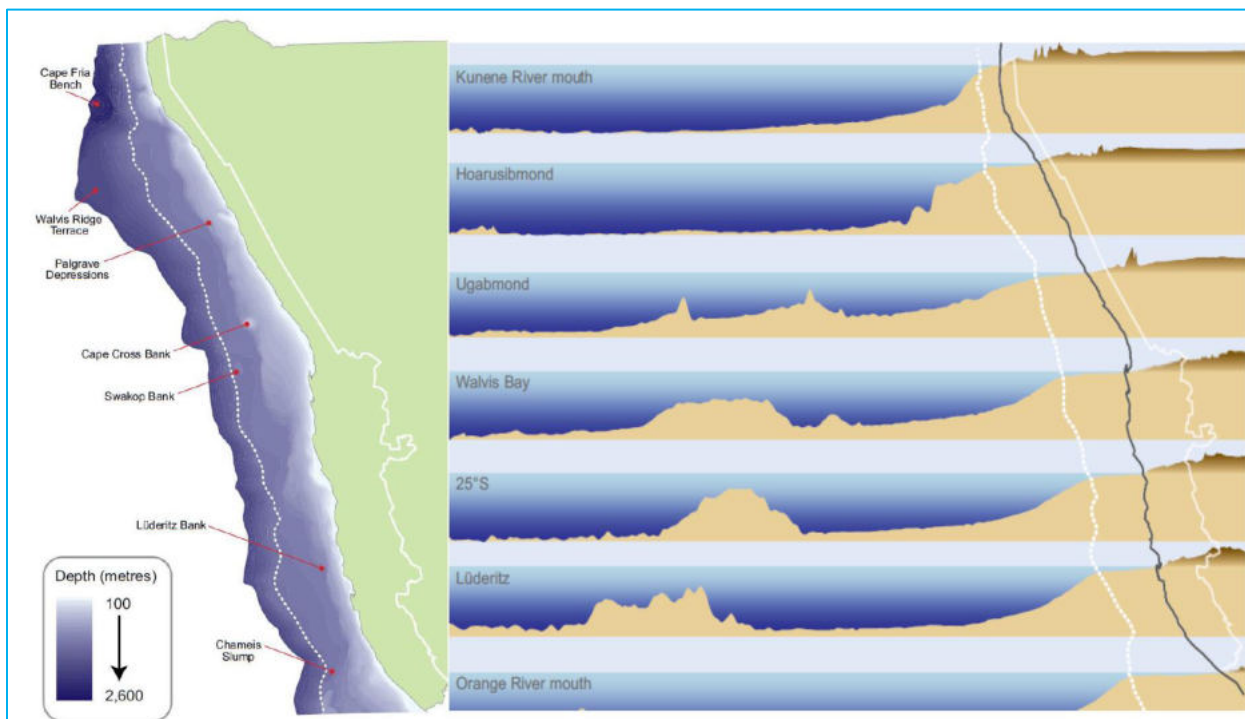


Figure 12: The bathymetry or depths of the ocean between the coastline, continental shelf (dotted white line) and the narrow zone that falls to the abyssal depths of the Atlantic Ocean

3.1.3 Terrestrial Ecology and Sensitivity

Cape Fria falls within a biogeographic transition zone and thus local biodiversity is high as it comprises species at both the northern and southern limits of their distribution. The area is critical for seasonal aggregations of almost the entire population of Damara Terns (*Sternula balaenarum*), during specific periods of the year. It is also an important breeding site for Cape fur seals. Given its remote location the coast is in pristine condition and poised to take off as a key nature tourism area. The area ranks high for naturalness, biological productivity and is

of special importance for life-history stages of species and is important for threatened, endangered or declining species and/or habitats.

Compared with the rest of Namibia, the diversity of terrestrial plants and animals in the coastal areas is low, particularly in the Namib Sand Sea and in areas closest to the coastline (**Figure 13**). There is thus a west-to-east gradient with diversity increasing inland.

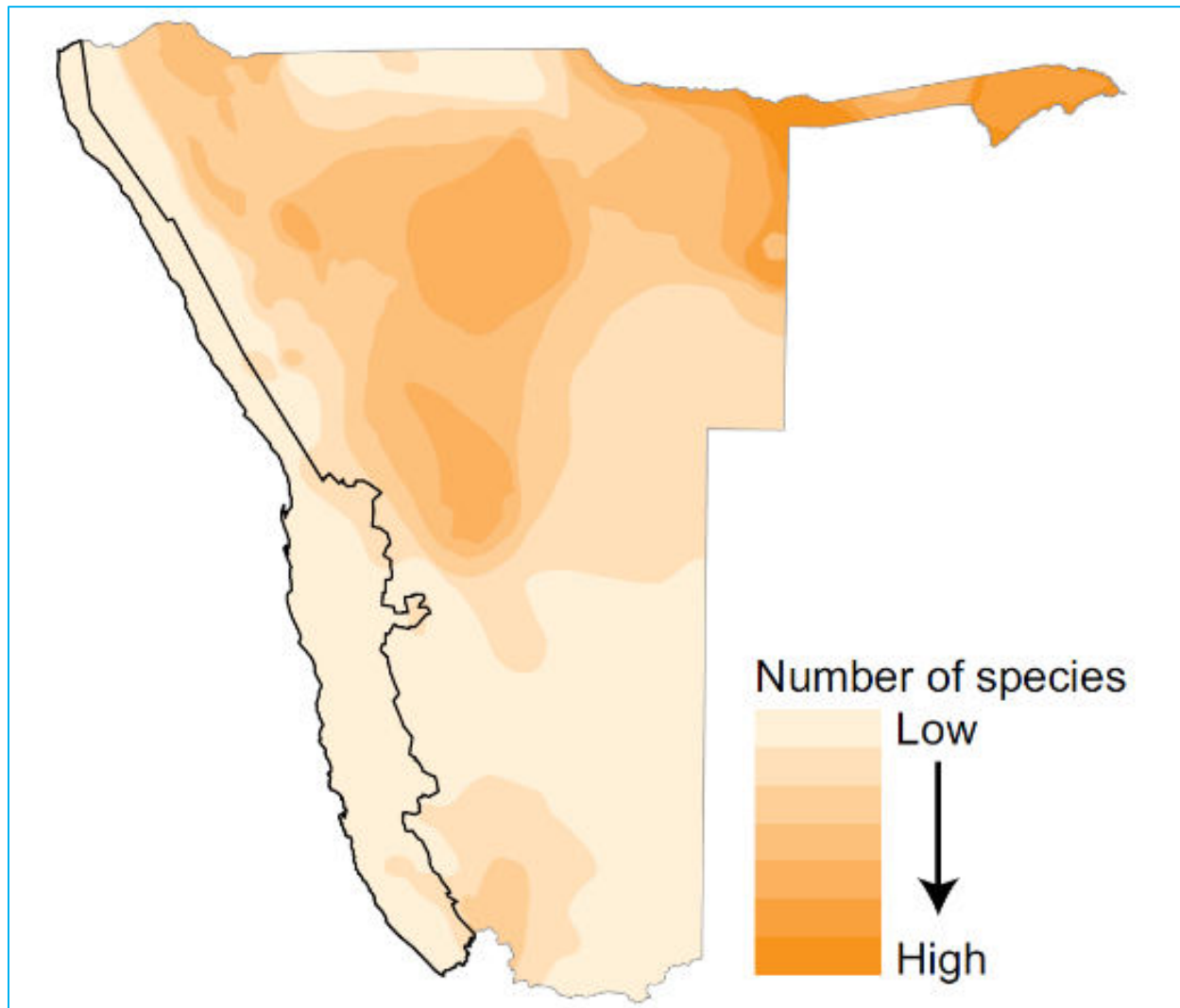


Figure 13: Patterns of terrestrial diversity of animals and plants.

About one quarter of the terrestrial coastal area falls within the Succulent Karoo Biome and the rest in the Namib Desert Biome. As a result of their special adaptations to the unusual environmental conditions, many species of plants, frogs, reptiles, mammals, birds and invertebrates are endemic to the zone between the coast and escarpment.

Many of the endemic plants have very small ranges, some even being restricted to a single inselberg. There are several areas where endemic plants are concentrated, such as along the northern Kunene escarpment. There are at least 136 endemic plant species plus 75 near-endemics (species which also extend north into Angola) in north-western Namibia (**Figure 14**). Many of Namibia's endemic plant species have been designated as Red Data species because of their restricted distributions and potential vulnerability to threats due to habitat degradation or uncontrolled collecting, for example.

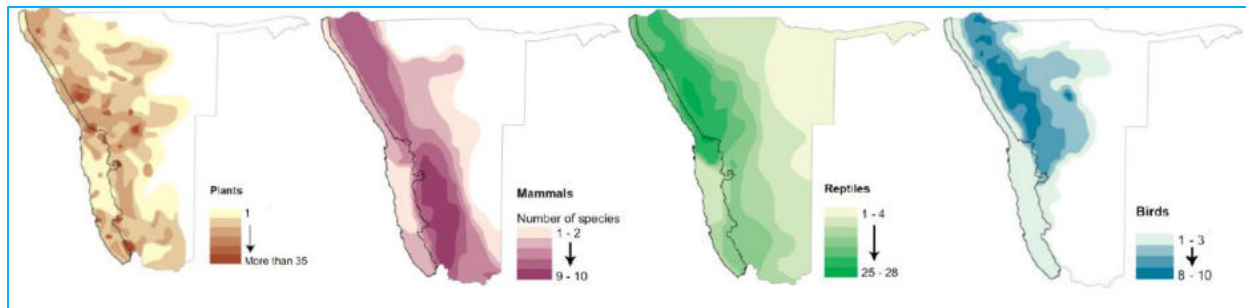


Figure 14: Numbers of endemic species in four taxa, in relation to the coastal zone.

3.1.7 Protected Terrestrial Areas

The proposed project will be located at Cape Fria, inside the Skeleton Coast National Park. This park is known for its remoteness, untouched and spectacular landscapes, unique biodiversity and extremely fragile desert ecology. The current Skeleton Coast National Park Management Plan (MEFT 2021) makes reference to the periodic revival of the idea to build a port at Cape Fria and regards such proposals to hold “considerable harm” for the park.

On the marine side, the proposed project will fall into the Cape Fria Ecologically or Biologically Significant marine Area (EBSA, **Figure 15**) that was recently recognized by the Ministry of Fisheries and Marine Resources (MFMR). This site was not included in the initial set of EBSAs proposed for Namibia because: it was identified only during a gap analysis of the Namibian EBSA network; local knowledge of the Damara Tern aggregations was not available at the original South Eastern Atlantic EBSA Workshop in 2013 (UNEP/CBD/RW/EBSA/SEA/1/4); and data and information on the area are both relatively limited because it is so remote.

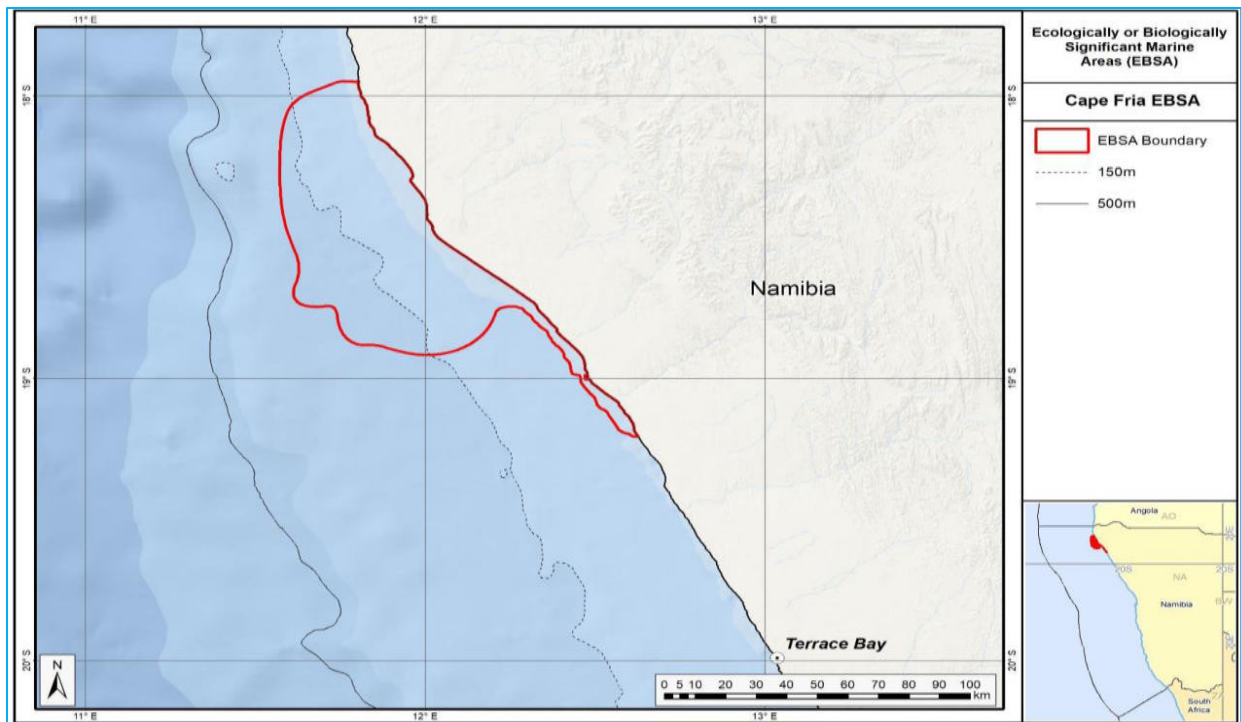


Figure 15: Proposed delineation of the Cape Fria EBSA.

The broad northern portion is the foraging range of Cape fur seals, because that area supports an important breeding Cape fur seal colony (**Figure 16**). The Cape Fria EBSA will be subject to activity restrictions. Although the exact nature of such restrictions is not yet specified, it is likely that several aspects of the planned project will be in conflict with the Cape Fria EBSA’s conservation and management objectives. There are also plans to establish a formal marine protected area that would include Cape Fria. On the landward side we have the Skeleton Coast Park and in the ocean up to the high water mark an EBSA.

This EBSA is a proposed Marine Protected Area. The focus area of this proposed MPA extends 100km along the shore including both Angra Fria and Cape Fria and 40 km offshore to a depth of 250 meters where the continental shelf is at its narrowest in Namibia and there is an intense upwelling cell which enhances productivity and marks the northern boundary of the Benguela Current.

Apart from the biodiversity impacts, the wilderness appeal that this area has will be spoilt. An asset that Namibia has been marketing to support our fastest growing highly sustainable economic sector that was temporary impacted by Covid-19 but is back on track. Recently Lappet-faced vultures an endangered terrestrial bird has been preying on seals at the Cape Fria seal colony, and become a permanent feature for attracting a growing tourism market.

Further, Rivers inland of Angra and Cape Fria could pose major flooding problems especially with changing climates and increased extreme weather. Engo, Nadas and Munutum rivers drain into the pans surrounding Angra and Cape Fria, in 1995 the Hunkab River between the

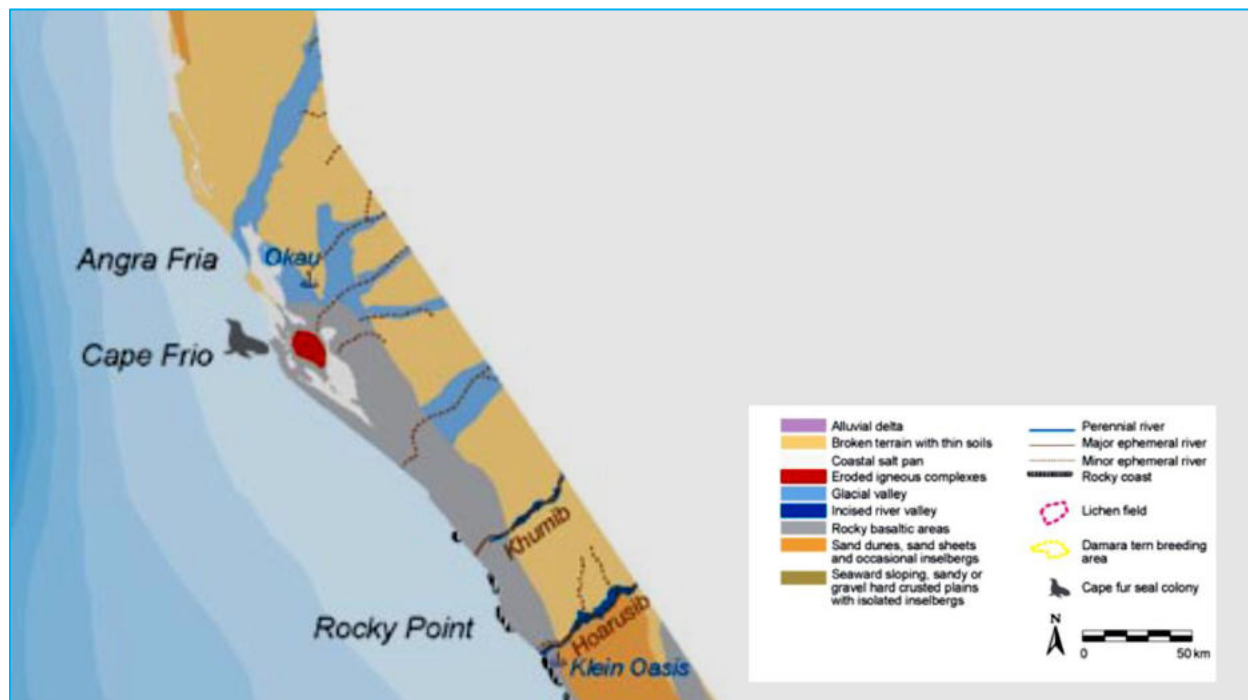


Figure 16: Important habitats, geomorphological features and sites of special interest along the Skeleton Coast Park

Hoanib and the Uniab burst through 5 kilometer thick dune field to reach the sea, the force from such extreme incidents would need serious consideration for this location. The winds are extreme here as it is the second strongest upwelling cell in the Benguela system.

3.2 SOCIO-ECONOMICAL ENVIRONMENT

3.2.1 Demographic Profile

The coast has an extremely long history of isolated and sporadic occupation by people attracted to the rich and nutritious food supply from the sea. However, the scarcity of fresh water has meant that the human population has always been small. Even today, less than 5% of Namibia’s population lives within 100 kilometres of the sea, and most of them are in the five main urban centres right on the coast. Each of these towns – Henties Bay, Walvis Bay, Swakopmund, Lüderitz and Oranjemund – is an oasis, sandwiched between the inland desert and the Atlantic Ocean.

In recent years, growing numbers of tourists have been attracted to its magic. Expansion of the tourism industry to cater for more foreign visitors and Namibians to enjoy the delights of the entire coast will do much to increase the value of the coast. This will give the coast’s natural resources a more secure future, since the protected areas will have a clear purpose which also makes economic sense. But the use of coastal land must be done moderately and carefully so that its resources are not damaged, and past mistakes made in over-exploiting the marine resources are not repeated.

3.2.2 Heritage and Culture Profile

In Namibia, archaeological resources are often vulnerable to developmental and warehouse and feedlot impacts. Typical sites do not only include those found in the mountains, hills and outcrops but also those generally found in the flat areas (Namib Desert) and or in riverbeds. Others includes surface scatters of stone artefacts, rock shelters with evidence of occupation, including rock art, graves, stone features such as hunting blinds and huts, and more recent site such as colonial battlefields, road-works and historical mines.

Some of these site types are might be obvious to some observer, such as rock art or historical mines. Others are quite ambiguous and might appear less significant than they are, such as pre-colonial stone features. This means that it is very difficult for warehouse and feedlot projects to avoid damage to archaeological heritage sites if they have not been located, identified and made known during EIA process.

It is safe to assume that Otjinene will have some sites of archaeological significance and that these will probably date to the late precolonial and early colonial periods thus the proponent must not disturb major natural cavities that may be unearthed because they could hold some highly significant historical or cultural sites that would require detailed documentation and possibly mitigation measures to be adopted in the event of encroachment by warehouse and feedlot activity. However, it remains necessary that in the absence of extensive heritage and culture studies in the region there remains a possibility of encountering numerous undeclared artefacts / sites of heritage importance. A search and find procedure must be strictly followed in accordance with the stipulations of the Namibian National Heritage Act in the highly unlikely event that artefacts are found in the sand warehouse and feedlot area.

4. APPROACH TO EIA PROCESS AND PUBLIC PARTICIPATION

This chapter presents the approach to the Environmental Scoping Assessment process, for the proposed Kaoko Fria Investment's developments and gives particular attention to the legal context and guidelines applicable to this assessment. The assessment approach and the steps in the Public Participation component of this scoping report were undertaken in accordance with Regulations 29 and 30 of Government Notice No. 30 of 2012. Overall, this section highlights information including the approach to stakeholder engagement, identification of issues, overview of relevant legislation, and key principles and guidelines that provide the context for this scoping assessment process. Hence, in a nutshell, the purpose of the environmental assessment is to:

- Address issues that have been identified through the Scoping Process;
- Assess alternatives to the proposed activity in a comparative manner;
- Assess all identified impacts and determine the significance of each impact; and
- Recommend actions to avoid/mitigate negative impacts and enhance benefits.

4.1 OVERVIEW OF APPROACH ADOPTED IN COMPILING THE SCOPING AND EMP REPORTS

The objectives of the environmental scoping assessment are noted in Section 1 of this Report. Section 6 of this Scoping Report includes a summary of the findings, the overall conclusions and the recommendations. The Scoping Report was made available for a 30-day I&AP and authority review period, as outlined in the EMA Regulations of 2012. Public notices by way of adverts were put in two local newspapers (the Villager (**08, 13 and 15 November 2023**) and The Confidante (**10 – 16 November** and **17 – 23 November 2023**), with several responses or inputs were received (see **Appendix A** for detailed report).

As previously noted, the Scoping Report includes a proposed Terms of Reference (ToRs) for a detailed / full Environmental Impact Assessment (EIA), **Appendix B**. The ToRs is based broadly on global environmental management principles and embodies an approach of continual improvement and mitigation actions.

These are drawn primarily based on the identified potential impacts for both the construction and developmental phases of Kaoko Fria Investment's proposed developments. If the project components are decommissioned or re-developed, this will need to be done in accordance with the relevant environmental standards and clean-up / remediation requirements applicable at the time.

4.2 LEGAL CONTEXT FOR THIS EIA

In accordance with the provisions of the Environmental Impact Assessment (EIA) Regulations No. 30 of 2012 gazette and the Environmental Management Act, (EMA), 2007, (Act No. 7 of 2007), the activity to be undertaken by Kaoko Fria Investment PTY may not be undertaken without an Environmental Clearance Certificate.

4.3 LEGISLATION AND GUIDELINES PERTINENT TO THIS ENVIRONMENTAL ASSESSMENT

As the main source of legislation, the Namibian constitution makes provision for the creation and enforcement of applicable legislation. In this context and in accordance with its constitution, Namibia has passed numerous laws (those of relevant to this project are listed in Table 2) intended to protect the natural environment and to mitigate adverse environmental impacts.

Namibia's policies provide the framework to the applicable legislation. Whilst policies do not often carry the same legal recognition as official statutes, policies can be and are used in providing support to legal interpretation when deciding cases. Below are several of the key legislations applicable to the governance of certain component / aspects of the proposed development activity. Key acts and policies currently in force include:

4.3.1 *Environmental Assessment Policy (1995)*

The Environmental Assessment Policy for Sustainable development and Environmental Conservation emphasize the importance of environmental assessments as a key tool towards implementing integrated environmental management. Sets an obligation to Namibians to prioritize the protection of ecosystems and related ecological processes.

The policy subjects all developments to environmental assessment and provides guideline for the Environmental Assessment. The policy advocates that Environmental Assessment take due consideration of all potential impacts and mitigations measures should be incorporated in the project design and planning stages (as early as possible).

4.3.2 *Environmental Management Act No. 7 of 2007*

The environmental management act No.7 of 2007 aims to promote the sustainable use of natural resources and provides the framework for the environmental and social impact assessment, demands precaution and mitigation of activities that may have negative impacts on the environment and provision for incidental matters. Furthermore, the act provides a list of activities that may not be undertaken without an environmental clearance certificate.

The purpose of the Environmental Management Act is:

- a) to ensure that people carefully consider the impact of developmental activities on the environment and in good time
- b) to ensure that all interested or affected people have a chance to participate in environmental assessments
- c) To ensure that the findings of environmental assessments are considered before any decisions are made about activities which might affect the environment see **Figure 14.**

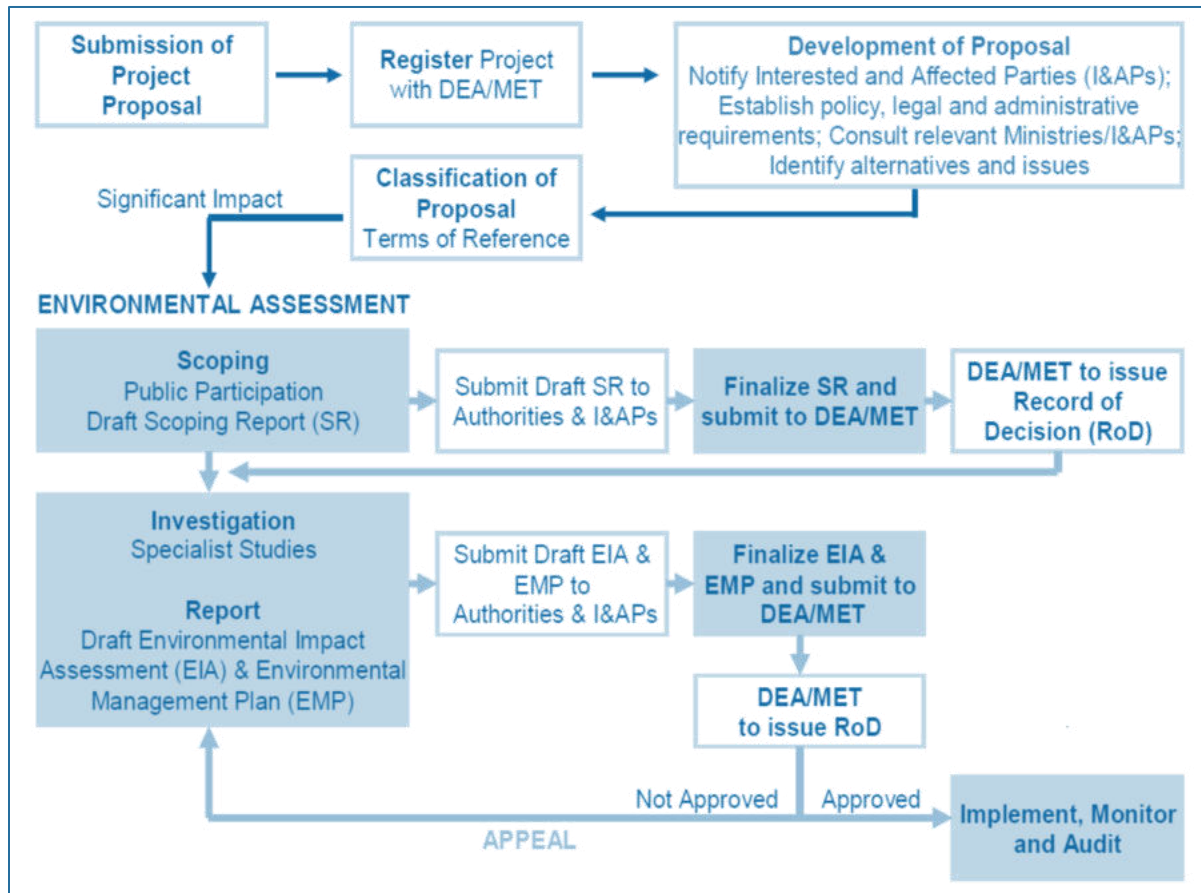


Figure 22: Illustration of the environmental assessment process in Namibia (Source: Risk Based Solution)

4.3.3 Other Legal Requirements and relevance to the proposed activity

In addition to the EMA and the Environmental Assessment Policy, there exist other regulatory frameworks that Kaoko Fria Investment must comply with. This is due to the supporting infrastructure that are needed to compliment the proposed development which includes the construction of holding facilities. The process of obtaining the additional permits can be undertaken concurrently to the EIA process.

Furthermore, the proponent has the responsibility to ensure that the project activities conform to all other relevant legal documents and guidelines as listed in **Table 9** below).

Table 9: Other relevant legislation and applicability thereof

Legislation	Relevance
Namibian Ports Authorities Act 2 of 1994	<ul style="list-style-type: none"> • Use of the Port services and facilities
National Transport Services Holding Company Act 29 of 1998	<ul style="list-style-type: none"> • Use of TransNamib services and facilities
Petroleum Products and Energy Act 13 of 1990, as amended	<ul style="list-style-type: none"> • Disposal of used oil, and potential spillage due to accidents
Territorial Sea and Exclusive Economic Zone of Namibia Act 3 of 1990	<ul style="list-style-type: none"> • Exploitation of natural resources in the EEZ
Marine Resources Act 27 of 2000, and accompanying regulations	<ul style="list-style-type: none"> • Discharge of substances into the sea
Seashore Ordinance 37 of 1958	<ul style="list-style-type: none"> • Removal of living and non-living resources from seashore or seabed and depositing of rubbish within 3 nautical miles of the shore
Marine Traffic Act 2 of 1981, as amended	<ul style="list-style-type: none"> • Right of innocent passage through the territorial sea, for all ships
	<ul style="list-style-type: none"> • Regulation of marine traffic within the Namibia EEZ
Wreck and Salvage Act 5 of 2004	<ul style="list-style-type: none"> • Wrecks and salvaging
	<ul style="list-style-type: none"> • Pollution prevention
Prevention and Combating of Pollution of the Sea by Oil Act 24 of 1991	<ul style="list-style-type: none"> • Discharge of oil
	<ul style="list-style-type: none"> • Prevention/removal of marine pollution by oil
Immigrations Control Act 7 of 1993	<ul style="list-style-type: none"> • Employment / Work permits / Customs clearance
	<ul style="list-style-type: none"> • Priority to be given to employment of Namibians
Merchant Shipping Act 57 of 1951	<ul style="list-style-type: none"> • Safety of vessels at sea
Dumping at Sea Control Act 73 of 1980	<ul style="list-style-type: none"> • Control of dumping of substances in the sea within 12 nautical miles of the Low Water Mark.
	<ul style="list-style-type: none"> • Prevent pollution of the sea and marine life, damage to amenities and interference with other marine users.
Labour Act, 1992, (Act No. 6 of 1992) and Regulations Related to Health and Safety of Employees	<ul style="list-style-type: none"> • Labour matter
	<ul style="list-style-type: none"> • Health and Safety of Employees
Social Security Act, 1994 (Act No. 34 of 1994) and the Affirmative Action (Employment) Act, 1998 (Act No. 29 of 1998)	<ul style="list-style-type: none"> • Establishment of the Social Security Commission
	<ul style="list-style-type: none"> • Administration of a pension and incidental matters fund – affirmative employment opportunities

4.3.4 Precautionary and Polluter Pays Principles

The Precautionary Principle is worldwide accepted when there is a lack of sufficient knowledge and information about proposed development possible threats to the environment. Hence if the anticipated impacts are greater, then precautionary approach is applied.

Equally, the Polluter Pays Principle ensures that the proponent takes responsibility of their actions. Hence in cases of pollution, the proponent bears the full responsibility and cost to clean up the environment.

4.4 PRINCIPLES FOR PUBLIC PARTICIPATION / CONSULTATION

The PPP for this Scoping Process was driven by a stakeholder engagement process that includes inputs from authorities, I&APs and the project proponent. In respect to provisions of the EIA Regulations, “Public Consultation” means a process referred to in regulation 21, in which potential interested and affected parties are given an opportunity to comment on, or raise issues relevant to, specific matters. This stems from the requirement that people have a right to be informed about potential decisions that may affect them and that they must be afforded an opportunity to influence those decisions. Effective public participation also improves the ability of the Competent Authority (CA) to make informed decisions and results in improved decision-making as the view of all parties are considered.

Contrary, it is important to recognize and highlight two key aspects of public participation which must be considered at the outset:

- There are practical and financial limitations to the involvement of all individuals within a PPP. Hence, public participation aims to generate issues that are representative of societal sectors, not each individual. Consequently, the PPP is designed to be inclusive of a broad range of sectors relevant to the proposed activity.
- The PPP will aim to raise a diversity of perspectives and will not be designed to force consensus amongst I&APs. Certainly, diversity of opinion rather than consensus building is likely to enrich ultimate decision-making. Therefore, where possible, the PPP will aim to obtain an indication of trade-offs that all stakeholders (i.e. I&APs, technical specialists, the authorities and the development proponent) are willing to accept with regard to the ecological sustainability, social equity and economic growth associated with the project.

4.5 PUBLIC PARTICIPATION PROCESS

The key steps and or approach adopted for this particular Scoping assessment has been confirmed with the DEA through the registration of the proposed activity / developments on their Online EA system.

Public notices by way of adverts were put in two local newspapers (the Villager (**08, 13 and 15 November 2023**) and The Confidante (**10 – 16 November** and **17 – 23 November 2023**), with several responses or inputs were received (see **Appendix A** for detailed report).

The correspondence sent to or received from I&APs and other relevant authorities during the Scoping Phase were incorporated into the stakeholder engagement report appended to this report (**Appendix A**).

4.6 AUTHORITY CONSULTATION DURING THE EIA PHASE

Authority consultation is integrated into the PPP, with additional one-on-one meetings held with the lead authorities, where necessary. Several pre-application meetings were scheduled and held with various relevant competent authorities and stakeholders i.e. several Traditional Authorities, the Kunene Regional Council, the Ministry of Environment, Forestry and Tourism, Office of the Prime Minister etc...

It is proposed that the Competent Authority (DEA) as well as other lead authorities be consulted as necessary and at various stages during the application review process of the DEA. During the Scoping phase, the following authorities were identified and consulted for the purpose of consultation.

4.7 APPROACH TO IMPACT ASSESSMENT AND SPECIALIST STUDIES

Potential environmental impacts were identified through both desktop literature review and consultation with I&APs, regulatory authorities, specialist and Enviro-Leap Consulting. In case of social impacts, the assessment focused on third parties only (third parties include members of the public and other local and regional institutions) and did not assess health and safety impacts on workers because the assumption was made that these aspects are separately regulated by health and safety legislation, policies and standards.

The impacts are discussed under issue headings in this section. The discussion and impact assessment for each sub-section covers the construction, developmental, decommissioning and closure phases where relevant. This is indicated in the table at the beginning of each sub-section. Included in the table is a list of project activities/infrastructure that could cause the potential impact per farming phase. The activities/infrastructure that are summarized in this chapter, link to the description of the proposed project (see Section 5 of the Scoping report).

Mitigation measures to address the identified impacts are discussed and included in this report. In most cases (unless otherwise stated), these mitigation measures have been taken into account in the assessment of the significance of the mitigated impacts only.

Both the criteria used to assess the impacts and the method of determining the significance of the impacts is outlined in **Table 10**. This method complies with the method provided in the Namibian EIA Policy document and the draft EIA regulations. **Part A** provides the approach for determining impact consequence (combining severity, spatial scale and duration) and impact significance (the overall rating of the impact). Impact consequence and significance are determined from **Part B** and **C**. The interpretation of the impact significance is given in **Part D**. Both mitigated and unmitigated scenarios are considered for each impact.

Table 10: Criteria for Assessing Impacts

PART A: DEFINITION AND CRITERIA		
Definition of SIGNIFICANCE	Significance = consequence probability	
Definition of CONSEQUENCE	Consequence is a function of severity, spatial extent and duration	
Criteria for ranking of the SEVERITY/NATURE of environmental impacts	H	Substantial deterioration (death, illness or injury). Recommended level will often be violated. Vigorous community action. Irreplaceable loss of resources.
	M	Moderate/measurable deterioration (discomfort). Recommended level will occasionally be violated. Widespread complaints. Noticeable loss of resources.
	L	Minor deterioration (nuisance or minor deterioration). Change not measurable/will remain in the current range. Recommended level will never be violated. Sporadic complaints. Limited loss of resources.
	L+	Minor improvement. Change not measurable/will remain in the current range. Recommended level will never be violated. Sporadic complaints.
	M+	Moderate improvement. Will be within or better than the recommended level. No observed reaction.
	H+	Substantial improvement. Will be within or better than the recommended level. Favorable publicity.
Criteria for ranking the DURATION of impacts	L	Quickly reversible. Less than the project life. Short-term
	M	Reversible overtime. Life of the project. Medium-term
	H	Permanent beyond closure – Long-term.
Criteria for ranking the SPATIAL SCALE of Impacts	L	Localized-Within the site boundary.
	M	Fairly widespread-Beyond the site boundary. Local
	H	Widespread – Far beyond site boundary. Regional/national

PART B: DETERMINING CONSEQUENCE

SEVERITY = L					
DURATION	Long-term	H	Medium	Medium	Medium
	Medium term	M	Low	Low	Medium
	Short-term	L	Low	Low	Medium
SEVERITY = M					
DURATION	Long-term	H	Medium	High	High
	Medium term	M	Medium	Medium	High
	Short-term	L	Low	Medium	Medium
SEVERITY = H					
DURATION	Long-term	H	High	High	High
	Medium term	M	Medium	Medium	High
	Short-term	L	Medium	Medium	High
			L	M	H
			Localized Within site boundary Site	Fairly widespread Beyond site boundary	Widespread Far beyond site boundary
SPATIAL SCALE					

PART C: DETERMINING SIGNIFICANCE					
PROBABILITY (of exposure to impacts)	Definite/Continuous	H	Medium	Medium	High
	Possible/frequent	M	Medium	Medium	High
	Unlikely/seldom	L	Low	Low	Medium
			L	M	H
CONSEQUENCE					

PART D: INTERPRETATION OF SIGNIFICANCE	
Significance	Decision guideline
High	It would influence the decision regardless of any possible mitigation.
Medium	It should have an influence on the decision unless it is mitigated.
Low	It will not have an influence on the decision.

*H = high, M = medium and L = low and + denotes a positive impact.

This section outlines the assessment methodology and legal context for specialist studies, as recommended by the DEA 2006 Guideline on Assessment of Impacts. In addition to the above, the impact assessment methodology includes the following aspects:

Spatial extent – The size of the area that will be affected by the impact/risk:

- Site specific;
- Local (<10 km from site);
- Regional (<100 km of site);
- National or International (e.g. Greenhouse Gas emissions or migrant birds).

Consequence – The anticipated consequence of the risk/impact:

- Extreme (extreme alteration of natural systems, patterns or processes, i.e. where environmental functions and processes are altered such that they permanently cease);
- Severe (severe alteration of natural systems, patterns or processes, i.e. where environmental functions and processes are altered such that they temporarily or permanently cease);
- Substantial (substantial alteration of natural systems, patterns or processes, i.e. where environmental functions and processes are altered such that they temporarily or permanently cease);
- Moderate (notable alteration of natural systems, patterns or processes, i.e. where the environment continues to function but in a modified manner); or
- Slight (negligible alteration of natural systems, patterns or processes, i.e. where no natural systems/environmental functions, patterns, or processes are affected).

Duration – The timeframe during which the impact/risk will be experienced:

- Short term (less than 1 year);
- Medium term (1 to 10 years);
- Long term (the impact will cease after the developmental life of the activity (i.e. the impact or risk will occur for the project duration)); or
- Permanent (mitigation will not occur in such a way or in such a time span that the impact can be considered transient (i.e. the impact will occur beyond the project decommissioning)).

Probability – The probability of the impact/risk occurring:

- Very likely or Likely;
- Unlikely or Very unlikely; and
- Extremely unlikely

5. ASSESSMENT OF ALTERNATIVES AND IMPACTS

5.1 ASSESSMENT OF IMPACTS AND MITIGATION

This chapter discusses the alternatives, as well as the selection process of the preferred alternatives that have been considered and assessed as part of the Scoping Phase. The 2012 EIA Regulations (GG4878) define “alternatives”, in relation to a proposed activity, “as different means of meeting the general purpose and requirements of the activity, which may include alternatives to the:

- property on which or location where the activity is proposed to be undertaken;
- type of activity to be undertaken;
- design or layout of the activity;
- technology to be used in the activity; or
- developmental aspects of the activity; and
- Includes the option of not implementing the activity”.

The Scoping Report therefore provided a full description of the process followed to reach the proposed preferred activity, site and location within the site. It further includes the following as a minimum:

- The consideration of the no-go alternative as a baseline scenario;
- A comparison of the reasonable and feasible alternatives; and
- Providing a methodology for the elimination of an alternative.

5.2 ASSESSMENT OF ALTERNATIVES

5.2.1 NO-GO ALTERNATIVES

The no-go alternative assumes that the proposed project will not go ahead i.e. the proposed Kaoko Fria Investment’s development (Smart City and Port) does not realize. This alternative entails that the developments would not drive any environmental change and result in no additional environmental impacts on the Feedlots sites and along the haulage route.

It favors the *status quo* or baseline against which other alternatives are compared and will be considered throughout the report. However, the likely negative environmental impacts of other current and future user that may still happen in the absence of the proposed activities includes: Natural dust and generation of particulate matter during windy event particularly resulting from other regional economic activities such as construction, mining and tourism, pollution and environmental degradation associated with current land use along and around the proposed project route and sites.

Therefore, in terms of the “No-go Alternative”, potential economic gains that may never be realized if the proposed project activities do not go-ahead include: loss in income for both TransNamib and NamPort, unemployment and the loss of socio-economic benefits derived from current and future export and import opportunities. Most importantly, is the reduced regional integration in terms of trade and investment, loss of direct and indirect contracts and

employment opportunities, export earnings, foreign direct investments and various taxes payable to the Government.

5.2.2 ALTERNATIVES FOR HAULAGE ROUTE AND FEEDLOT SITES SELECTION

The Cape Frio / Fria is selected as the preferred primary site for the proposed project taking into account the following consideration of alternatives Location and suitable routing infrastructure i.e. rail or road network and the capacity of alternative port facilities.

5.2.2.1 Key environmental attributes

Overall, the developments of Kaoko Fria Investment has the potential to trigger significant negative socio-economic and environmental impacts and conflicting interest between the economic developmental needs and conservation objectives.

5.2.2.2 Spatial character

The preferred sites location for the construction of the “Feedlots facilities” both at Aus and in Keetmanshoop are within suitably zoned and located. These site’s suitability over any other sites has been determined in terms of the site selection requirements associated with bulk import-export developments namely: (i) key environmental attributes; (ii) spatial character; and (iii) proximity to sensitive receptors (settlement or civil structures).

5.2.2.3 Proximity to sensitive human structures

Both sites at Cape Fria and Angra Fria, presents opportunity to impact potential sensitive receptors (biophysical features including local community structures, areas of natural conservation and or archaeological significance) present in the area, purely as a result of it being located further away from these structures. The closest receptors, particularly residential, protected areas and heritage sites are within sufficient distance from these proposed facilities.

Equally, the proposed developments of the project may have insignificant visual impact on sensitive visual receptors as the infrastructure or facilities to be constructed blends-in very well with most of the other agricultural and or industrial existing structures.

5.3 CONCLUDING STATEMENT ON ALTERNATIVES

Namibia has a huge potential to be an international logistics hub for the inland areas of Southern African Development Community (SADC). A milestone indicator of the realization of this goal, is the advanced expansion of the Port of Walvis Bay container trans-shipment hub.

The No-Action Alternative comparative assessment, suggests that environmental impacts of a future in which the proposed activities do not take place, may be good for the receiving

environment because there will be no potential negative or positive environmental impacts associated with the proposed activities (import and exports trading).

However, to adequately assess the potential implications and impacts of the proposed development, there is need for;

1. A full Feasibility Study on the development to be undertaken, in which case the economics of a hub port and smart city scenario, linking international deep sea vessels to a nodal Namibian port with localized west coastal vessel services - supported by existing sustainable and designated hinterland import and export corridor distribution networks is considered;
2. A full Environmental Impact Assessments complemented by various specialists studies including but not limited to:
 - 2.1. Geology and Geotechnical Survey,
 - 2.2. Bathymetry and Topography,
 - 2.3. Oceanography and Meteorology,
 - 2.4. Socio-economic study,
 - 2.5. Terrestrial and Marine Biophysical Studies,
 - 2.6. Heritage and Archaeology, and
 - 2.7. Geology and Geotechnical Survey.

5.4 ASSESSMENT OF IMPACTS AND MITIGATION

Mitigation measures to address the identified impacts are discussed in this section and included in more detail in the EERP report that is attached in **Appendix B**. In most cases (unless otherwise stated), these mitigation measures have been taken into account in the assessment of the significance of the mitigated impacts only

5.4.1 IMPACTS ON THE BIOPHYSICAL ENVIRONMENT

Potential impacts in respect to the Biophysical (**Table 13** and **14**) environment involves particularly the terrestrial and marine ecology (**Table 13**) environments and relate mainly to the handling and storage of the commodities both at the TransNamib and NamPort premises (both in Keetmanshoop and Aus respectively).

Table 13. Impact on the Terrestrial Environment – Planning, Construction and transportation activities

Impact Event		Disturbances to the terrestrial ecology				
Description	The proposed Smart City and Port could have implications on the terrestrial ecology particularly during the construction and development phases. Particularly noting that the sites for the proposed development are located with a protected area, however, careful planning and comprehensive environmental assessments may aid in providing guidance on how to adequately mitigate adopting appropriate factors of the mitigation hierarchy i.e. avoidance, mitigation and off-set.					
Nature	Impacts on the terrestrial environment as a result of the project could result from the following: <ul style="list-style-type: none"> • Fragmentation of key habitats, and thus disturbance of ecosystems • Secondary impacts on Fauna and Flora such as displacement of species and poaching • Generation of noise and dust contaminating the environment 					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the developmental phase which presents a long term risk.						
Planning Phase	Construction Phase	Operational Phase	Decommissioning and Post Closure			
<ul style="list-style-type: none"> • Surface scars e.g. tracks, resulting from site access during ground surveys, • Temporary lodging for construction staff, resulting in noise and littering • Noise and Dust 	<ul style="list-style-type: none"> • Land preparation and construction activities • Temporary lodging for construction staff • Borrowing of gravel and other natural material needed for construction • Traffic congestion, noise and dust generation 	<ul style="list-style-type: none"> • Possible Sea water contamination from accidental spillage at sea and discharge of brine from the desalination plants • Continued construction and maintenance of city infrastructure 	N/A			
Severity	Taken together, the disturbances will have a high severity in the unmitigated scenario. In the mitigated scenario, many of these disturbances can be prevented or mitigated to acceptable levels, which reduces the severity to medium.					
Duration	The Significance of the potential impacts is subject to the proposed development’s life-time, however the identified impact’s duration is incidental and short-term in nature.					
Spatial Scale	Low, localized although the affected environment extend the length of the entire transportation route incidents occurrence may be highly localized					
Probability	Very Low, especially in respect to wildlife as most contained in conservancies and communal area further to the east of the proposed sites, although High in respect to endemic floral species					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	H	L	M	H	L	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> • Strict compliance with the relevant management plans i.e. National Park and Environmental Management Plans is recommended, as well as Emergency Response and Management Plan in respect to managing incidental events at the Port or Sea; • Dust and noise suppression measures must be strictly observed at all times particularly during the construction and development phases • Most importantly the EMP must be informed by the comprehensive EIA 					

Table 15. Impact on the Terrestrial Environment – Waste Management (Solid, effluent and hazardous)

Impact Event	Waste generation and disposal					
Description	Developmental activities relating to the delivery and handling of materials, real estate development (planning and construction) presents a high chance for generation of both solid waste (packaging material, building rumbles), effluent and hazardous wastes.					
Nature	<p>In general, real estate activities at the planning phase generates very little domestic solid waste and effluent, and these are mainly from teams of specialists visiting the project site.</p> <p>However, during the actual construction and operation phases, a high chance for generation of the various waste materials common which includes but may not be limited to:</p> <ul style="list-style-type: none"> • Packing materials i.e. cartons, wood pallets and building rumble • Effluent which includes; sewerage, wastewater and brine from the desalination plant • Possible contamination of soils and groundwater, in case of hydrocarbon spillage mainly from maintenance of equipment and vehicles 					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the developmental phase which presents a long term risk.						
Planning Phase	Construction Phase		Operational Phase		Decommissioning and Post Closure	
<ul style="list-style-type: none"> • Temporary lodging for construction staff, resulting in noise and littering 	<ul style="list-style-type: none"> • Land preparation and construction activities • Temporary lodging for construction staff 		<ul style="list-style-type: none"> • Continued construction and maintenance of city infrastructure 		N/A	
Severity	Taken together, waste generation during the planning phase is considered to be of low severity as in general little is generated.					
Duration	The duration of the potential impacts is bound to the duration of the proposed developments thus medium to long-term in nature					
Spatial Scale	Low, waste generation shall be limited mainly to the survey periods, hence very localized					
Probability	Very Low, planning for real estate presents very low impacts in respect to domestic waste and effluent generation.					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	M	M	L	M	M	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	L	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> • Domestic solid-waste shall be collected and temporarily stored on-site till its collect by the town or village council solid waste units / departments • Hydrocarbon waste shall be contained and stored separate from the domestic waste, transported to the nearest waste-oil recycling facility in Keetmanshoop • A sufficient number of sill kits shall be acquired and strategically placed, particularly in the maintenance workshop facility area to ensure that timely response to any potential fuel and lubricant spills is conducted. These shall include an on-site used oil disposal bin(s) 					

Table 16. Impact on the Marine Environment - Handling of Cargo at the Port and Sea

Impact Event	Disturbances to the marine ecology – marine pollution					
Description	<p>Impacts in respect to Marine Ecology relates manly to accidental spillage or leakage of oil, fuel, or contamination of sea water and thus affecting the chemical or biological oxygen demand (COD or BOD, respectively).</p> <p>Dissolved particulate matters as a result of dumping at sea could lead to diminished oxygen levels in seawater which forces mobile fauna to flee while sessile and sediment-dwelling organisms die.</p>					
Nature	<p>When oxygen is no more available for the break-down of discharged matter, other microbial communities take over, leading to emissions of sulphide but this is trues as far as hazardous chemical are concerned and thus presenting a risk on the fisheries resources</p>					
Phases: Phases during which sources of marine ecology impacts apply are highlighted below; Significance assessment was carried out on the developmental phase which presents a long term risk.						
Planning Phase	Construction Phase	Operational Phase			Decommissioning and Post Closure	
N/A	<ul style="list-style-type: none"> Dredging and reclamation of land from the sea Construction of the Port and related facilities 	<ul style="list-style-type: none"> Continued construction and maintenance of city infrastructure Handling of shipment at the port 			N/A	
Severity	<p>In the unmitigated scenario, the potential risk for sea water contamination is medium in case of accidental spillage. However, with mitigation the severity in this case is low.</p>					
Duration	<p>The Significance of the potential impacts is subject to the proposed development’s life-time, however the identified impact’s duration is incidental and short-term.</p>					
Spatial Scale	<p>Low, localized although the affected environment extend the length of the entire transportation route incidents occurrence may be highly localized</p>					
Probability	<p>Very Low, illegal discharge at sea is highly perspective as not all operators engage in such conduct, thus depending on choice of carrier operator chance of it occurring are slim (low).</p>					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	H	M	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> Strict compliance with the EERP is recommended in respect to managing incidental events; Strict compliance with the international polluter pays principle and other relevant legislations (Dumping at Sea Control Act 73 of 1980, Prevention and Combating of Pollution of the Sea by Oil Act 24 of 1991, Marine Resources Act 27 of 2000, and Namibian Ports Authorities Act 2 of 1994) is highly recommended in respect to addressing animal welfare concerns Equally, monitoring and reporting to this effect must be timely and in the appropriate form and manner undertaken 					

5.4.2 IMPACTS ON THE SOCIO-ECONOMIC ENVIRONMENT

Table 21. Impact on the Economic Aspect

Impact Event	Disturbances on social and economic aspects					
Description	Potential economic gains that may never be realized if the proposed project activities does not go-ahead include: loss in income for both TransNamib and NamPort, unemployment and the loss of socio-economic benefits derived from current and future export and import opportunities.					
Nature	Impacts relating to the of the local socio-economic activities may arise from increased TransNamib and NamPort developmental activities in relation to the export of live sheep through Lüderitz resulting in employment (positively) and noise (potential negative on residence and tourism).					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the developmental phase which presents a long term risk.						
Construction Phase	Developmental Phase	Decommissioning Phase			Post Closure	
<ul style="list-style-type: none"> Land preparation and construction activities 	<ul style="list-style-type: none"> Transportation of commodities by rail Handling of wagons / containers at the Port 	<ul style="list-style-type: none"> Structure demolition and ground leveling activities 			<ul style="list-style-type: none"> Retrenchments, retirement and job losses due to closure 	
Severity	In the unmitigated scenario, this implies in the case where the activity take not take effect, no economic benefits shall realize hence, the severity in respect to unemployment shall be very high. However, with the implementation of the proposed developments, the severity of unemployment shall be reduced to medium.					
Duration	The Significance of the potential impacts is subject to the proposed development's life-time, with a long-term potential					
Spatial Scale	Low, localized and only limited to the two towns (Lüderitz and Keetmanshoop)					
Probability	Medium to High probability in respect to job creation on both the temporary during construction phase of Feedlots facilities and long-term during development phase					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	H	L	L	L	L	L
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	M+	M+	H+	H+	H+
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> It is critical that timely and continuous communication and dissemination of information with the local community is ensured to alleviate potential sense of social marginalization, drive gender equality and enhance the understanding and perception of the benefits associated with Kaoko Fria Investment's developments To enhance the positive impacts relating to marginal net benefits for the micro-economy (local citizens of Keetmanshoop, Aus and Lüderitz) and national economy at larger, legislative provisions to Affirmative Action and Labour Welfare must be observed 					

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 CONCLUSIONS

While the clarion call for national equitable, economic growth is clearly evident in the Harambee Prosperity Plan (HPP) launched in April 2016. Neither is the country ignorant of the necessity of ensuring overall sustainable development with the clear aim of environmental protection; the protection of Namibia's natural ecosystems and the sustainable utilisation of natural resources is enshrined in the Constitution under Article 95.

Enviro-Leap acknowledges, that the study area i.e. Cape Fria / Angra Fria and vicinity, are totally isolated and completely uninhabited, with the nearest settlements being a small base station at Mowe Bay some 130 km south of Cape Fria and a number communal settlement of Okaoland to the east.

Critically, other than tracks, the area is not served by any roads and travelling to this area is mostly by all-wheel drive vehicles. A rough and disused aircraft landing strip is discernible at approximately 12 kms west of Angra Fria. Due to this remoteness and the environmental situation of the area the following principle constraints were deemed relevant to the study:

- The extreme remoteness of the study area and its implications on any permanent human settlement;
- The harsh climatic conditions occurring in the study area and their implications on development and on any human settlement;
- The requirements for power and lack of water within the study area and its implications on providing these crucial services
- The impact of the implantation of the proposed development on the pristine environment; and
- The lack of previous research and data for the area on which to base this study.
- The targets land, is currently proclaimed as National Park and identified for declaration as a Marine Protected Area / Ecologically or Biologically Significant Marine Area (EBSA)

Preliminary identification of potential stressors reveals that to eliminate or mitigate both biophysical, social and economic stressors in relation to the proposed development, the following considerations are key:

- e) A conclusive, and updated development feasibility assessment breaking down various components of the proposed development into achievable and time-bound phases of implementation
- f) A detailed integrated infrastructure plan has to be developed
- g) A detailed Environmental and Social Impact Assessment in the absence of a Strategic Environmental Assessment is key in determining precise potential associated with the respective phases of the development
- h) De-proclamation of the land needed for the proposed development to materialize is a crucial and primary step prior to pursuing all the above.

Overall, potential impacts may vary in terms of scale (locality), magnitude and duration e.g. minor negative impacts in the form of visual intrusion, dust and noise pollution especially during the construction and operational phases of the proposed development will be experienced.

Nonetheless, the proposed developments has the potential to benefit various stakeholder provide that a holistic, transparent and inclusive process is undertaken right at the inception of the planning phase. Enviro-Leap environmental practitioner confidently concludes and recommends that sufficient consideration and recommendation for a framework within which potential impact can be mitigated were made. However, a comprehensive environmental impact assessment (EIA, with specialists studies is necessary), thus we recommend that the annexed Terms of Reference (ToRs, **Appendix B**) is considered and approved.

6.2 RECOMMENDATIONS

Enviro-Leap environmental practitioner confidently concludes and recommends that sufficient consideration and recommendation for a framework within which potential impacts can be mitigated are subject to a comprehensive environmental assessment exercise, thus an environmental clearance is not recommended at this stage.

Enviro-Leap acknowledges, as key limitations of the scoping assessment the following factors to have hindered adequate consideration of all potential impacts associated with the proposed development:

- In-adequate (figurative) data / information relating to the development of the proposed activity in order to sufficiently analyze the potential impacts (positive / negative) e.g. value of investment in infrastructure needed to enable the proposed development
- Not having at the time of scoping assessment, precise information relating to exact Smart City and Port's Structure Plans and Layouts, this meant that the resources requirements, sources and therefore the consequent implications of the receiving environment could not be adequately assessed and so are the impacts associated with the proposed project on these environments.
- Comparative Economic benefit assessment, the proposed development vs. current or existing port and settlement's (the assessment would compare the cost-benefit-analysis of both options to determine the marginal net benefit of the proposed development)

Critically, Enviro-Leap Consulting can, at this stage only recommend that the proposed Terms of Reference for the detail EIA be approved in order that a comprehensive study is undertaken to inform the development further. Additionally, a detail Feasibility of the proposed development is deemed necessary to determine whether a development of this magnitude is viable or not.

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APPENDIX A – PUBLIC CONSULTATIONS

Ocran urged Members of Parliament to actively monitor the execution of the budget by various ministries, particularly focusing on the development budget, which currently has only a 32% implementation rate.

He appealed for support in strengthening key resources and ensuring effective spending to achieve value for money and impact on the target population, especially children, while effectively monitoring the budget execution by various ministries.

"My plea is for you to support efforts to strengthen the key resources and ensure effective spending, to ensure value for money and impact on target population and particularly children, to effectively monitor execution of the budget by various ministers," he said.

Meanwhile, macroeconomic expert Dr. Omu Kakujaha-Matundu expressed concerns about the budget allocation to the Urban and Rural Development Ministry, emphasising that the allocated funds are insufficient.

This concern arises from the recent allocation of N\$20.5 million by Finance Minister Ipumbu Shiimi during the mid-term budget review for land servicing and sewer network upgrading.

Kakujaha-Matundu underscored the importance of the developmental budget and prudent use of borrowed funds.

"When you borrow this money should go to infrastructure or capital investment but Namibia borrows most of this money to 'chow'. I'm not saying operational cost does not cost economic growth, it does but it is not sustainable. When your kids ask for this money that you borrow, what did you use it for? Mercedes Benz and suits," he expressed.

He questioned the low execution rate of the development budget, highlighting the need for par-

liament to hold line ministries accountable.

He proposed the establishment of a robust parliament budget office or budget committee with capacities similar to the Ministry of Finance.

Speaker of the National Assembly Peter Katjavivi also highlighted the importance of evaluating budget performance and adherence to fiscal directives.

He stressed the need to assess tangible results from budget implementation and to prioritise economic growth and social welfare with a pro-poor perspective.

"We must ask the critical questions; Have the Offices, Ministries, and Agencies (O/M/As) adhered to the State Finance Act and other fiscal directives? Have we seen tangible results from the budget's implementation thus far?" questioned the Speaker.

Katjavivi emphasized that the macro-fiscal policy framework should support sustainable development through a pro-poor lens.

CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

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

1. PROJECT SITE AND DESCRIPTION

Kaoko Fria Investment (PTY) Ltd and Partners proposed 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.

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2. PUBLIC PARTICIPATION PROCESS


Enviro-Leap Consulting invites all Interested and Affected Party (I & AP) to register and receive Environmental Assessment (EIA, Scoping and EIA ToRs as the process advances) documents relating to the proposed project for their comments and input.

3. COMMENTS AND QUERIES

Interested and Affected Parties are herewith request to register by writing to us at the address below no later than 15 December 2023.

3. COMMENTS AND QUERIES

Please register and direct all comments, queries to:
Email: esp.trigen@gmail.com

 **ENVIROLEAP CONSULTING** cc
P. O. Box 151724, Windhoek +264 81 232 6143 esp.trigen@gmail.com

CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

ENVIRONMENTAL SCOPING FOR THE PROPOSED FARM INFRASTRUCTURE AND RANGELAND (BUSH THINNING) IMPROVEMENT FOR ENHANCED LIVESTOCK PRODUCTION ON FARM EINDPAAL NO. 164, OMAHEKE REGION

1. PROJECT SITE AND DESCRIPTION

Mrs. Madelize van Zyl wishes to acquire, restore the stocking capacity of the degraded (bush encroached) Farm Eindpaal No. 164 to enhance its potential for sustainable livestock production. The key component of the proposed activity entails the upgrade of water infrastructure, fences and targeted thinning of invader-bush by use of both mechanical and chemical methods. Once, the rangeland and infrastructure are restored – the farm shall be stock with livestock on free ranging beef production

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Email: eap.trigen@gmail.com

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P. O. Box 25874, Windhoek | +264 81 232 6843 | eap.trigen@gmail.com

CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

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At least 15% of the contract price will be subcontracted to small and medium enterprises wholly owned by Namibians.

However, the Nkurenkuru community welcomed the groundbreaking ceremony, expressing relief at the prospect of upgraded roads.

John Hairwa, a resident, shared his surprise and relief.

"Our cars get broken and at the same time the dust of these roads has harmed us in many ways. You end up with breathing problems after driving 200 km of a whole gravel road," he said.

Petrus Ndjamba, a local farmer, echoed the sentiment, expressing excitement about the positive impact on businesses.

He recalled challenging times when impassable roads led to breakdowns and disruptions.

"I had to leave the cattle in a trailer and walk some 5km to get people to help me move the car out of the road. And it was painful leaving my car behind because the road had become impassable," he said.

Looking ahead, Ndjamba expressed hope for the future.

"We look forward to the next 10 months as said by the minister so we can start driving on well-repaired roads. With the current inflation rate in the country, one cannot break even in business," Ndjamba said.

Road Authority's Chief Executive Officer, Conrad Lutombi, acknowledged the substantial infrastructure demands in the region adding that the Nkurenkuru – Nepara road will notably contribute to strengthening the region's transport network.

He emphasised that the upgraded road would significantly contribute to strengthening the region's transport network, fostering connectivity for the socio-economic benefit of the communities.

"Our national road network forms the backbone of our transportation system, making it possible to meet the mobility and socio-economic needs of the communities and the nation," he said.

In September this year, Mutorwa announced phase two of the upgrade on the Charlie Cutline Road, 70 kilometres west of Rundu. The second phase is set to run for six months, covering at least 35 kilometres for N\$29.8 million.

The road connects the Kavango East, Kavango West, Oshikoto, and Ohangwena regions. The second phase of the upgrade has already started, and it has so far covered 10 kilometres.

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PUBLIC NOTICE

Notice is hereby given in all interested and Affected Parties (I & AP) that an application will be made to the Environmental Commission for the Environmental Commission in terms of the Environmental Management Act (No. 1 of 2002) and Environmental Impact Assessment Regulations (EIA No. 18 of 6 January 2012) for the following intended activity:

- Closure of proposed Erva A-D of EAT 2075, Outangwa Extension 16 as a "Public Open Space" as an integral part of the "Single Stand unit".

Location: Outangwa Extension 16, Outangwa Town, 048 km Region.
Proposed: Urban Residential Planning CC.
Environment of Concern: Urban Residential Planning CC.

All I&APs are encouraged to register and state concerns or provide comments and opinions with the consultant. All I&APs will be provided with a Designated Information Document (DID) containing all available information for the intended activity.

Should you wish to register as an I&AP and receive DID, please contact the applicant on contact information provided at the end of the notice. The last date for submission of comments is 8 December 2023.

Notice is further given that Urban Residential Planning Commission (Town and Regional Planning) on behalf of the owners of proposed Erva A-D of EAT 2075, Outangwa Extension 16, intends applying to the Outangwa Town Council and the Urban and Regional Planning Board for the:

- Modification of EAT 2075 (DID), Outangwa Extension 16 into 4 Ervas and Residential; and
- Rezoning of proposed Erva A-D of EAT 2075, Outangwa Extension 16 from "Public Open Space" to "Single Stand unit".

The intention of the rezoning is to increase the proposed Erva A, B, C and D of EAT 2075, Outangwa Extension 16 from "Public Open Space" to "Single Stand unit". This will allow these rezoned areas single residential building on each of the individual stand proposed.

The locality plan of the rezoning is for Outangwa Town Council, Urban Residential Planning CC, Main Office, Main Road, Outangwa and the Applicant: 161, Waterfall Street, Windhoek.

Any person objecting to the proposed use of the land or not allowing help and objection together with the grounds thereof, will be heard and the applicant/Urban Residential Planning Commission in writing within 10 days of the last publication of the notice. The last date for any comments and objections is 8 December 2023.

Applicant: Urban Residential Planning Commission
P O Box 4096, Amersfoort
Email: urbanres@windhoek.na
Tel: 061 246 0714/061 246 0226/26

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Notice is hereby given in all interested and Affected Parties (I & AP) that an application will be made to the Environmental Commission for the Environmental Commission in terms of the Environmental Management Act (No. 1 of 2002) and Environmental Impact Assessment Regulations (EIA No. 18 of 6 January 2012) for the following intended activity:

- Closure of EAT 206, Kaituma as a "Public Open Space" as an integral part of the "Double lot".

Location: Kaituma, Erongo Region.
Proposed: National Living Landscape
Environment of Concern: Urban Residential Planning CC.

All I&APs are encouraged to register and state concerns or provide comments and opinions with the consultant. All I&APs will be provided with a Designated Information Document (DID) containing all available information for the intended activity.

Should you wish to register as an I&AP and receive DID, please contact the applicant on contact information provided at the end of the notice. The last date for submission of comments is 8 December 2023.

Notice is further given that Urban Residential Planning Commission (Town and Regional Planning) on behalf of the owners of EAT 206, Kaituma, intends applying to the Erongo Region Council and the Urban and Regional Planning Board for the:

- Rezoning of EAT 206, Kaituma from "Public Open Space" to "Double lot".

The intention of the rezoning is to increase EAT 206, Kaituma from "Public Open Space" to "Double lot". This will allow these rezoned areas single residential building on each of the individual stand proposed.

The locality plan of the rezoning is for the Urban Residential Planning Commission, Main Office, Main Road, Kaituma and the Applicant: 141, Waterfall Street, Windhoek.

Any person objecting to the proposed use of the land or not allowing help and objection together with the grounds thereof, will be heard and the applicant/Urban Residential Planning Commission in writing within 10 days of the last publication of the notice. The last date for any comments and objections is 8 December 2023.

Applicant: Urban Residential Planning Commission
P O Box 4096, Amersfoort
Email: urbanres@windhoek.na
Tel: 061 246 0714/061 246 0226/26

MUNICIPALITY OF HENTIES BAY
NOTICE

INTENTION TO ALIENATE A PORTION OF THE UN-SURVEYED PORTION OF THE FARM HENTIESBAAI TOWN AND TOWNLANDS NO. 133 MEASURING (IN EXTENDED TO HA) TO MESSRS RS BRICK FACTORY

By virtue of Council Resolution CDB/31st /10/2023/003d Special 2023 Council and in terms of Section 43 (2)(b) of the Local Authorities Act, (Act 23 of 1992) as amended, read in conjunction with Section 30 (1)(b) of the Local Authorities Act 1992 (Act 23 of 1992) as amended, notice is hereby given that the Municipal Council of Henties Bay intends to alienate a portion of the un-surveyed Portion X of the Farm Hentiesbaai Town and Townlands no.133, measuring in extent of 10 hectare at a purchase price of N\$ 1 500 000,00 which equates to N\$ 1 500 000,00 (One Million Five Hundred Thousand Namibian Dollars Only) to Messrs Bricks Factory.

Further take note that the locality and the layout plan of the property is open for inspection during office hours at the offices of the Municipal Council situated at the corner of Jakkalsputz Road and Nickey Iyambo Avenue.

Any person(s) having objection(s) to the intended alienation of the portion may lodge such objection(s) with full motivation of such an objection to the undersigned, within fourteen (14) days after the second placement of the advert.

The Chief Executive Officer
P O Box 61
Henties Bay

CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

ENVIRONMENTAL SCOPING FOR THE PROPOSED FARM INFRASTRUCTURE AND RANGELAND (BUSH THINNING) IMPROVEMENT FOR ENHANCED LIVESTOCK PRODUCTION ON FARM ERNDPAAL NO. 164, OMAMBINGE REGION

1. PROJECT SITE AND DESCRIPTION

Mrs. Madeline van Zyl wishes to acquire, restore the stocking capacity of the degraded (bush encroached) Farm Erndpaal No. 164 to enhance its potential for sustainable livestock production. The key component of the proposed activity entails the upgrade of water infrastructure, fences and targeted thinning of invader-bush by use of both mechanical and chemical methods. Once, the rangeland and infrastructure are restored – the farm shall be stock with livestock on free ranging beef production.

2. PUBLIC PARTICIPATION PROCESS

Enviro-Leap Consulting invites all interested and Affected Party (I & AP) to register and receive Environmental Assessment (EIA, Scoping and EMP) documents relating to the proposed project for their comments and input.

3. COMMENTS AND QUERIES

Interested and Affected Parties are herewith request to register by writing to us at the address below no later than **30 November 2023**.

3. COMMENTS AND QUERIES

Please register and direct all comments, queries to:
Mr. Shadrack Tjamba, Environmental Assessment Practitioner
Email: esp.trigen@gmail.com

ENVIROLEAP CONSULTING CC
P.O. Box 20216, Windhoek
Tel: 061 224 497
www.enviroleap.com.na

CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

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

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Be Heard | Be Seen | Be Noticed

The promised food delivery for Okaku was initially scheduled for October but only arrived on November 3

litope expressed her concerns about the delay and insufficiency in the distribution of drought relief food saying the situation is causing frustration and division among the affected community.

The promised food delivery for Okaku was initially scheduled for October but only arrived on November 3, litope said.

litope appealed to the Office of the Prime Minister to enhance the rations provided to beneficiaries on the drought relief list, suggesting a minimum distribution of four 20kg sacks of maize meal, one 2-litre bottle of cooking oil, and four to six tins of fish.

"This is a distressing situation, and it is heartbreaking to see people going without food. If the situation continues, we may witness deaths due to hunger in Okaku," she warned.

litope highlighted that they receive numerous calls from residents every day, inquiring why they have not received their drought relief food. She stressed the need for a more equitable distribution to prevent frustration and despair within the community.

Meanwhile, the Executive Director in the Office of the Prime Minister, I-Ben Nashandi, said before drought relief food was distributed to regions, vulnerability assessments were carried out to inform the government's intervention strategies.

Nashandi noted that the severity of the drought's impact varies among individuals and families.

While some can afford to purchase food, others are in dire need.

The government has categorised families into five phases of drought severity, with phases 3 to 5 being

the most vulnerable and requiring immediate assistance to prevent hunger-related fatalities.

"Some people can provide for their families adequately, while others cannot afford even basic necessities," Nashandi explained. As a result, not everyone on the initial assessment list receives assistance, leading to disparities in relief distribution.

Nashandi also confirmed that the size of the maize meal distribution will increase from 12.5 kg to 20 kg, and this distribution will continue on a monthly basis until June 2024.

He urged those who can afford to provide for their families to allow assistance to reach those who are struggling the most.

The situation in Okaku underscores the urgent need for a more effective and equitable distribution of drought relief food to prevent hunger-related tragedies in the country.

CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

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

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24.10.2023

To: Mr. Timoteus Mufeti
Environmental Commissioner
Ministry of Environment, Forestry, and Tourism
Private Bag 13306
Tel: +264 (0)612842751
Windhoek
Namibia

Subject: Meeting Request for Cape FRIA Project Presentation

Dear Mr. Mufeti,

I am Mr. Kennedy Nsundano, a member of the Cape Fria project team. I kindly request the opportunity to present the Cape Fria project to you. This initiative has the potential to benefit the resource-rich Northwestern region of Namibia.


Your valuable insights and support would greatly assist in achieving our project's goals. I am eager to discuss this further at your convenience. Please let me know your availability, and I will accommodate your schedule.

Thank you for your time and consideration.

Sincerely,

Mr. Kennedy Nsundano
Contact: +264813717033




Mr. Michael Petrus
Director, Kaoko Fria Investment PTY

P.O. Box 7223, Katutura, Windhoek, Namibia. 081 285 1578 / 081 3178667



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15 December 2023

Dear Sir,

RE: APPLICATION FOR ENVIRONMENTAL CLEARANCE CERTIFICATE 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

The Namibian Environment & Wildlife Society (NEWS) would like to make the following general comments on the Background Information Document (BID) relating to the above proposed project:

The proposed project will be located at Cape Fria, inside the Skeleton Coast National Park. This park is known for its remoteness, untouched and spectacular landscapes, unique biodiversity and extremely fragile desert ecology. The current Skeleton Coast National Park Management (MEFT 2021) makes reference to the periodic revival of the idea to build a port at Cape Fria and regards such proposals to hold "considerable harm" for the park.

On the marine side, the proposed project will fall into the Cape Fria Ecologically or Biologically Significant marine Area (EBSA) that was recently recognized by the Ministry of Fisheries and Marine Resources (MFMR). The Cape Fria EBSA will be subject to activity restrictions. Although the exact nature of such restrictions is not yet specified, it is likely that several aspects of the planned project will be in conflict with the Cape Fria EBSA's conservation and management objectives. There are also plans to establish a formal marine protected area that would include Cape Fria.

Previous similar proposals and studies investigating the feasibility of a port and/or associated infrastructure at Cape Fria all highlight the biodiversity importance and ecological fragility of the area, and all have raised serious concerns about the financial viability and ecological sustainability of such a project (e.g. Enviro Dynamics 2006, NACOMA 2012, MEFT 2021).

The BID for this proposed project is vague on exactly what aspects and activities of the planned full project are included in this particular scoping exercise. However, it appears that the activities covered in this scoping exercise would, among other activities, include:



Rodney Braby <Rodney.Braby@nnf.org.na>
to Maria, me, Samantha, Carolin, Angus, Clemens ▾

📧 Thu, Dec 14, 2023, 4:05 PM ☆ 😊 ↶ ⋮

Dear Vilho

I was asked by Samantha our Marine Coordinator to complete this attached form by your deadline of the 15th of December 2023.

Please find attached document with the concerns, I am a bit constrained by the PDF but have done my best to complete as requested. Please add the other people copied in here as IAAPs too. Also I have added information in the email not in the attached PDF document.

As an environmentally concerned Namibian citizen who has worked for MEFT on the coast for many years I can tell you quite bluntly that this development will not be an easy task. Apart from the biodiversity impacts, the wilderness appeal that this area has will be spoilt. An asset that Namibia has been marketing to support our fastest growing highly sustainable economic sector that was temporary impacted by Covid but is back on track. Recently Lappet-faced vultures an endangered terrestrial bird has been preying on seals at the Cape Fria seal colony, and become a permanent feature for attracting a growing tourism market.

There have been previous impact assessments looking at developing a harbour at Angra Fria. I recall that the main concern was that by creating a 3rd fishing harbour Walvis Bay fishing industry will be severely impacted and some factories may need to close as a result of additional pressures on the existing stock.

Rivers inland of Angra and Cape Fria could pose major flooding problems especially with changing climates and increased extreme weather. Engo, Nadas and Munutum rivers drain into the pans surrounding Angra and Cape Fria, in 1995 the Hunkab river between the Hoanib and the Uniab burst through 5 kilometre thick dune field to reach the sea, the force from such extreme incidents would need serious consideration for this location. The winds are extreme here as it is the second strongest upwelling cell in the Benguela system.

Once we have been registered we would like to constructively engage with you to help ensure a sustainable future for Namibia and its people.

Kind regards
Rod Braby

From: Vilho Mtuleni <gag.trigen@gmail.com>
Sent: Tuesday, 21 November 2023 10:45 am
To: Samantha Matjila <samantha@nnf.org.na>
Cc: Carolin Mutorwa <carolin@nnf.org.na>; Rodney Braby <Rodney.Braby@nnf.org.na>; Angus Middleton <agm@nnf.org.na>; Clemens Naomab <cn@nnf.org.na>
Subject: Re: Expression of Interest and Concern as an Affected Party - Environmental Scoping for the Ultra-Modern Cape Fria Port and Atlantic City Master Plan, Cape Fria in the Kunene Region

Dear Samantha,

Thanks for your interest and registration as an Interested and Affected Party for the proposed Cape Fria activity, we acknowledge your registration and herewith attach for your attention the requested BID.

May we please request that you complete and return the form on the last two pages of the BID, and please indicate what concerns you already have at registration as an I&AP.

We hope for an objective engagement as we navigate through the Scoping exercise, one that is informed by technical expertise and high level of professionalism, and not emotions without due consideration of all aspects of the process.

We will share all other necessary communications as the assessment progresses.

Best Regards

Re: Expression of Interest and Concern as an Affected Party - Environmental Scoping for the Ultra-Modern Cape Fria Port and Atlantic City Master Plan, Cape Fria in the Kunene Region



Inbox x



Samantha Matjila

Nov 21, 2023, 9:48 AM



To whom it may concern, On behalf of the Namibia Nature Foundation, I am writing to express our sincere interest and conc...



Vilho Mtuleni <eap.trigen@gmail.com>

Tue, Nov 21, 2023, 10:46 AM



to Samantha, Carolin, Rodney, Angus, Clemens

Dear Samantha,

Thanks for your interest and registration as an Interested and Affected Party for the proposed Cape Fria activity, we acknowledge your registration and herewith attach for your attention the requested BID.

May we please request that you complete and return the form on the last two pages of the BID, and please indicate what concerns you already have at registration as an I&AP.

We hope for an objective engagement as we navigate through the Scoping exercise, one that is informed by technical expertise and high level of professionalism, and not emotions without due consideration of all aspects of the process.

We will share all other necessary communications as the assessment progresses.

Best Regards

Shadrack Tjiramba

On 21 Nov 2023, at 09:47, Samantha Matjila <samantha@nnf.org.na> wrote:

To whom it may concern,

On behalf of the Namibia Nature Foundation, I am writing to express our sincere interest and concern as an affected party in the upcoming environmental scoping exercise for the proposed Ultra-Modern Cape Fria Port and Atlantic City Master Plan in Cape Fria, Kunene Region.

As an important stakeholder in the region, we understand the importance of responsible and sustainable development for the region's growth. While we appreciate the potential benefits that the Ultra-Modern Cape Fria Port and Atlantic City Master Plan may bring, we also recognize the need for a comprehensive environmental scoping exercise to ensure that the project is undertaken with the utmost consideration for environmental conservation, community well-being, and long-term sustainability.

Thank you for your attention to this matter. We as the Namibia Nature Foundation look forward to participating in the scoping exercise and contributing to the responsible development of our community.

Kind Regards,
Samantha

Samantha Matjila

COMMENT FORM

APPLICATION FOR ENVIRONMENTAL CLEARANCE CERTIFICATE FOR THE PROPOSED ULTRAMODERN
CAPE FRIA PORT AND ATLANTIC CITY MASTER PLAN (TOWNSHIP PLANNING, SUBDIVISION,
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	Mr	FIRST NAME	Frank
INITIALS	FA	SURNAME	Löhnert
ORGANISATION	Private	E-MAIL	flohner@iway.na
POSTAL ADDRESS	Box 4494	Vineta	
POSTAL CODE			
TEL NO. FAX NO.			
CELL NO.	081 – 128 4770		

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
Comments are attached below.

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

Thank you for the comments

Comments, by above Mr FA Lohnert on the

EIA for "Ultra Modern Cape Fria Port and Atlantic City Master Plan"

The BID has been received and reviewed by the undersigned.

The BID is considered to be of very poor quality and should be discarded outright as wholly inadequate.

Specific comments and considerations are provided below.

The inadequate BID and the proposed EIA should be regarded as fatally flawed even before its commencement.

1. National Park

The BID does not mention the fact that the subject area (Cape Fria) is located within a national park. This constitutes a major fatal flaw of the BID and the proposed approach to the EIA. No detailed map of the project area is provided. The map of Namibia is of far too large scale, and does not include reference to the national park. The size of the project area is state in the caption of the map as 4301 Ha, but no detail of the project site or outlines is provided.

2. The proposed activity is not clearly defined or delineated in the BID.

It is not clear which Phase of the proposed project this BID and EIA are targeted at.

The Introduction (page 1) describes Phase 1 as “Township Planning, Sub-division, land servicing and creation of streets”.

The future phases are also indicated, spanning from the proposed port, a gateway transshipment hub, Dry Port at Katima Mulilo, blue economy fishing activities etc., etc. Such proposed phases would constitute activities that range much wider than the only 5 activities listed under Table 1 on pg. 4.

Table 1, Activity 4, refers to the relevance (see 3rd column) of “quarrying activity”. Neither the BID title nor the Introduction refers to quarrying or other mining activities.

Section 2- “Purpose of the BID” under the first bullet point, claims that the purpose of the BID “to ensure that the project information provided by the client is correct”. Clearly this purpose is not met at all, in view of the above and below comments. This is a fatal flaw of the BID.

Section 3 “Project Description” again alludes to the various phases. Phase 1 is described as the “Planning phase” under subsection 1 of section 3, and refers to township planning and land acquisition, etc. Again, no mention of the fact that the project site is state land and in a national park is mentioned.

3. Project Scope:

Page 6, last paragraph relates to the “Scope of this Environmental Scoping” as “aimed at obtaining the relevant authorization that will enable the proponent to access the site for the development of the necessary plans and layout.” Seemingly therefore, this access appears to be the main objective of the EIA.

However, the proposed scope does not mention the fact that - this area is located within a national park, who/which institution would give such authority, what length of access tracks are proposed, or in which area, no map of proposed new tracks is given, no timeframe or length of time for the access, the nature or number of vehicles to be deployed, number of persons / surveyors, impact of persons in the field, rehabilitation measures proposed etc., etc.

This stated project scope in itself, (i.e. the access to site for the development of plans) should be the subject of a separate, dedicated EIA, with its own specific BID and EMP.

4. Prospecting and exploration activities:

Section 5 (pg. 8) in the title refers to proposed **prospecting** activities. This activity is not mentioned at all as an activity in table 1, constituting another fatal flaw of the BID and the proposed EIA.

The second paragraph of section 5 refers to “the thinning phase”, which is not further described or explained. The same paragraph also refers to “positive” impacts that will be assessed, which is misleading, as the paragraph 3 then summarizes like “negative” impacts.

Paragraph 3 again refers to likely negative impacts of the proposed “exploration” activities, which also are not mentioned anywhere prior in the BID, neither in the title, the listed activities, the purpose, the regulatory framework, etc.

5. Specialist environmental studies:

The BID does not indicate any specialist environmental studies to be undertaken, nor does it indicate who would undertake such studies.

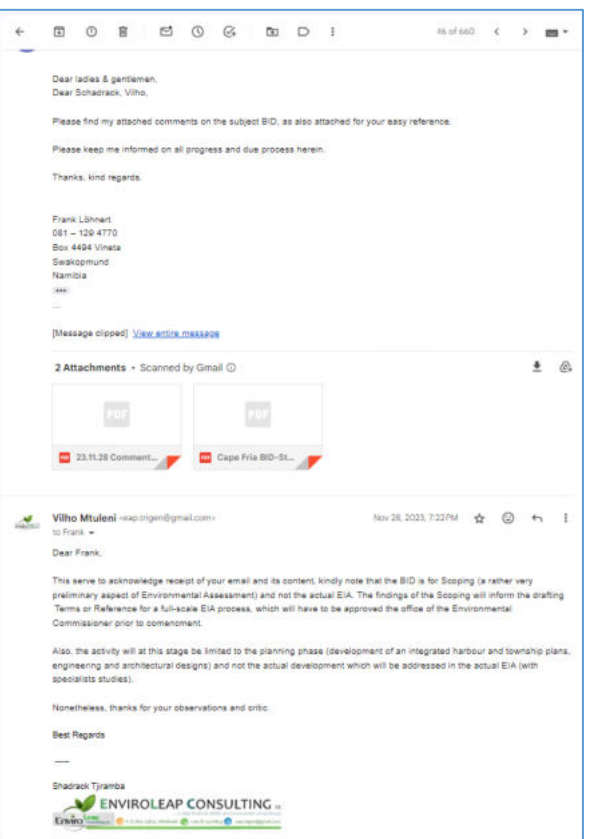
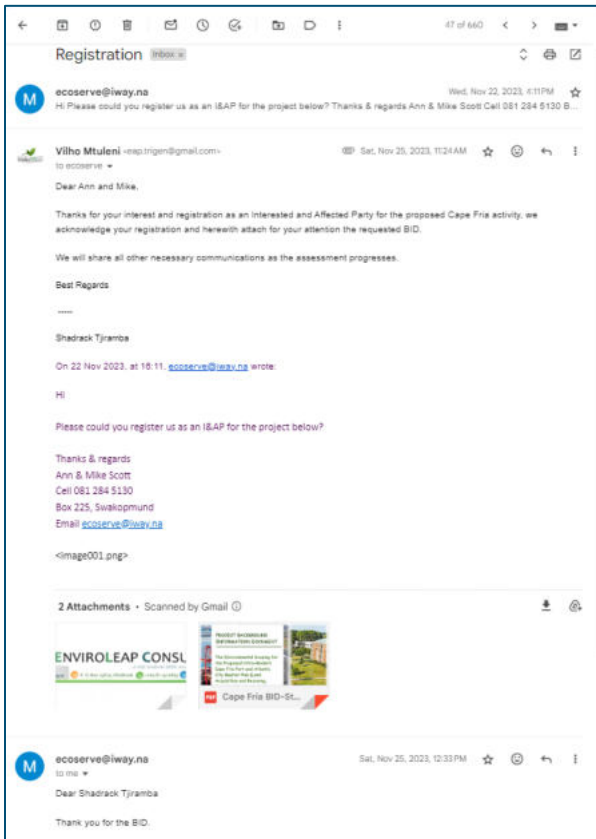
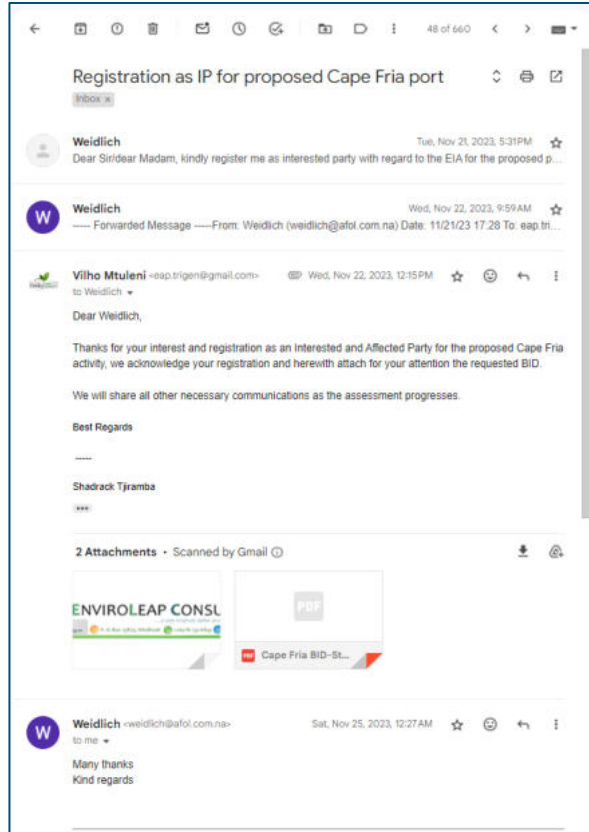
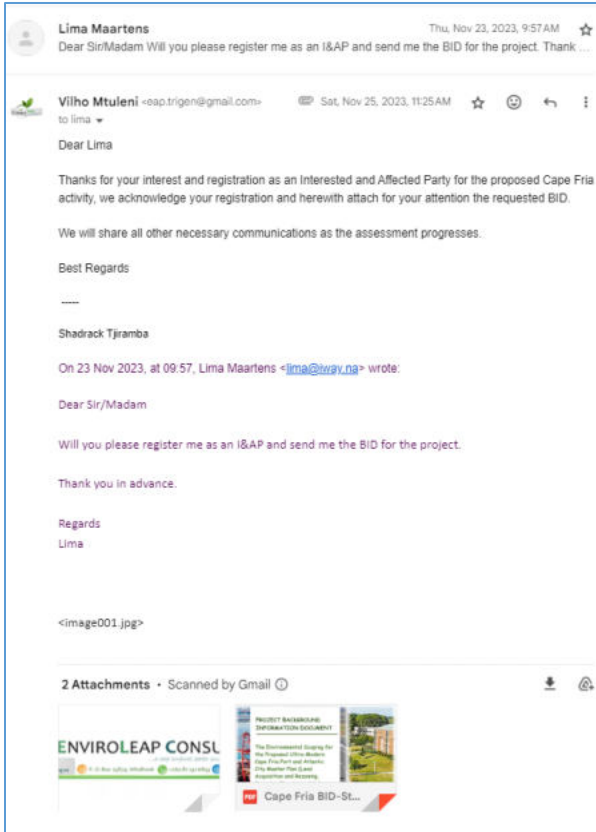
6. Summary of comments:

The BID is a poorly conceived and inadequately developed document.

The document is not congruent, nor is the content consistent within itself.

It contains numerous fatal flaws as indicated above.

The BID and in consequence the proposed EIA should be rejected outright.



Cape Fria Harbour EIA Inbox

Peter Tarr -peter.tarr@sales.com-
to me
Tue, Nov 28, 2023, 12:12 PM

Dear Sir/madam
I hereby wish to register as an Interested and Affected Party for the above EIA and associated developments. I would be grateful if you would kindly add me to your database of persons to be consulted and to receive project documents. Kindly also provide information about upcoming meetings. I look forward to your response at your earliest convenience.
Yours sincerely
Peter Tarr


Vilho Mtuleni -vmp.trigen@gmail.com-
to Peter
Tue, Nov 28, 2023, 7:27 PM

Dear Peter,

Thanks for your interest and registration as an Interested and Affected Party for the proposed Cape Fria activity, we acknowledge your registration.

We will share all necessary documents in due course.

Best Regards

Shadrack Tjamba


Peter Tarr -peter.tarr@sales.com-
to me
Wed, Nov 29, 2023, 9:31 AM

Thank you Sir
...

[Thank you, looking forward to it.](#) [Thank you for your response.](#) [Noted with thanks.](#)

[Reply](#) [Forward](#)


Cape Fria Port and Atlantic City Inbox

Immanuel Hango -hango@namibiachemicals.com.na-
to me
Wed, Nov 29, 2023, 3:52 PM

Good Day,

I am hereby registering as an interested party.

Regards,



Immanuel P. Hango *Pr Eng*
MBA (Steinbeis University, Berlin)
DIRECTOR
Production and Business Development
+264 80860983 | hango@namibiachemicals.com.na | namibiachemicals.com.na

Vilho Mtuleni -vmp.trigen@gmail.com-
to Immanuel
Wed, Nov 29, 2023, 7:15 PM

Thanks for your interest and registration as an Interested and Affected Party for the proposed Cape Fria activity, we acknowledge your registration.

We will share all necessary documents in due course.

Best Regards

Shadrack Tjamba


On 29 Nov 2023, at 15:01, Immanuel Hango <hango@namibiachemicals.com.na> wrote:

Good Day,

I am hereby registering as an interested party.

Regards,

<Outlook-ty5xph3r.png>

Otjipupa Investment Registration Inbox

Chris Katjitudu
Afternoon, Please find the attached documents for your perusal and further directives. Best regards, Chris Katjitudu Chair...
Fri, Dec 1, 2023, 1:57 PM

Vilho Mtuleni -vmp.trigen@gmail.com-
to Chris
Wed, Dec 6, 2023, 8:50 AM

Good day Chris,

This serve to acknowledge receipt of your registration as an interested and affected party for the proposed development.

We'll share all documents as the process progresses.

Kind regards

Shadrack

Get [Outlook for Android](#)

From: Chris Katjitudu <chris.nts@gmail.com>
Sent: Friday, December 1, 2023 1:57:04 PM
To: vmp.trigen@gmail.com <vmp.trigen@gmail.com>
Subject: Otjipupa Investment Registration

[Reply](#) [Forward](#)

KAP FRIA Inbox

Wolfgang Stehn
Good Morning Please register me on all information regarding the environmental results etc regarding Kap Fria 7 Atlantic C...
Mon, Dec 4, 2023, 7:02 AM

Vilho Mtuleni -vmp.trigen@gmail.com-
to Wolfgang
Wed, Dec 6, 2023, 8:50 AM

Good day Wolfgang,

This serve to acknowledge receipt of your registration as an interested and affected party for the proposed development.

We'll share all documents as the process progresses.

Kind regards

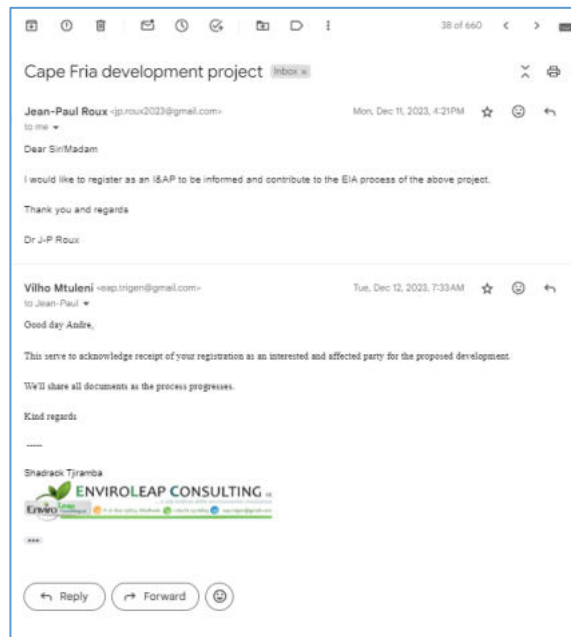
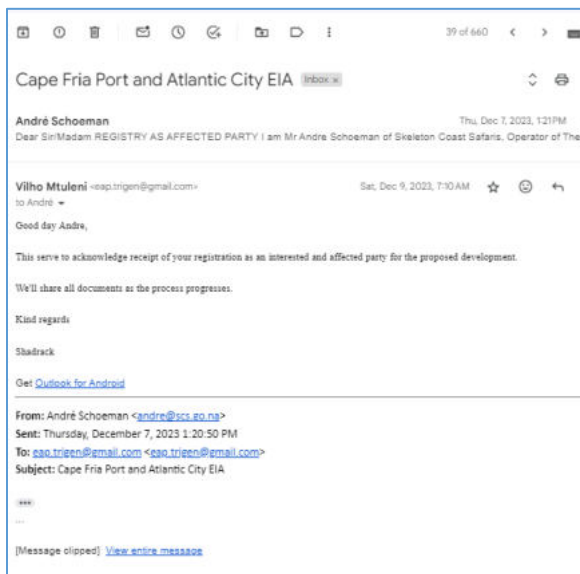
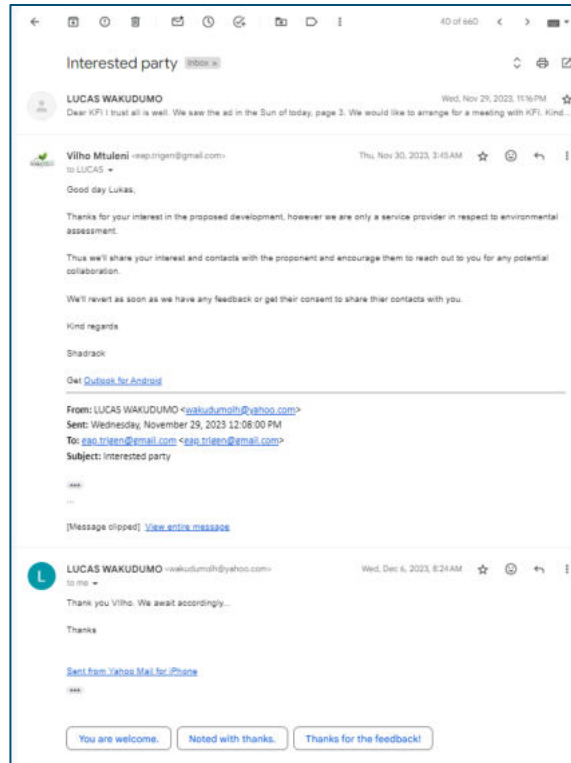
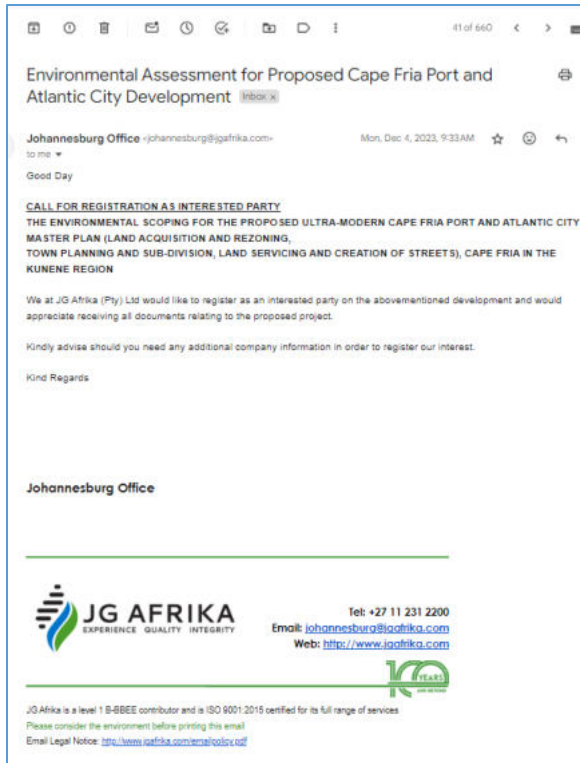
Shadrack

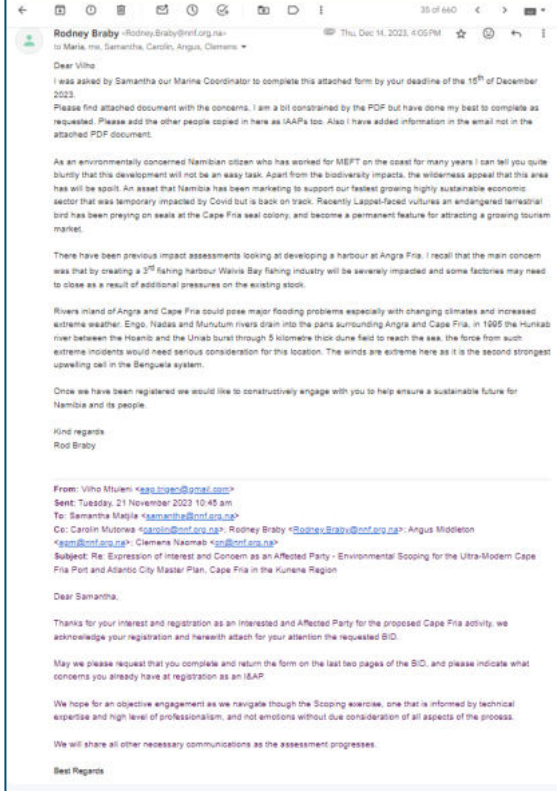
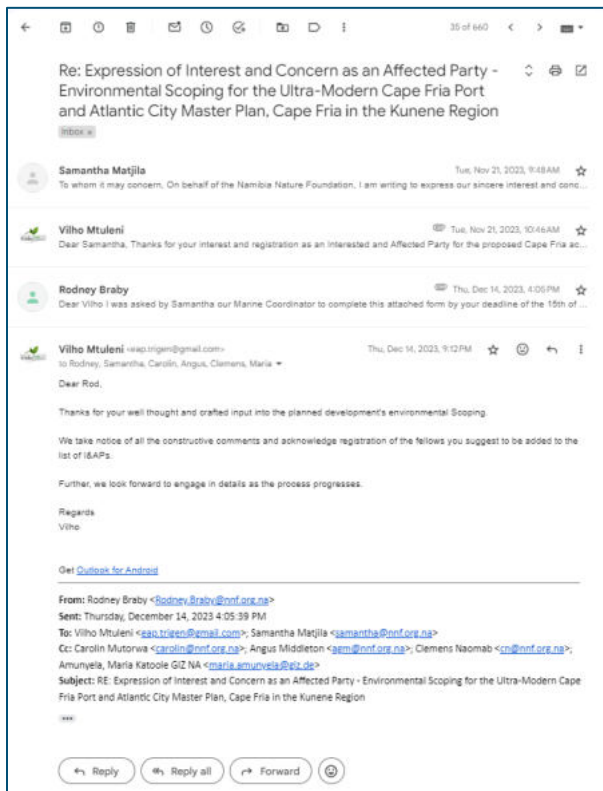
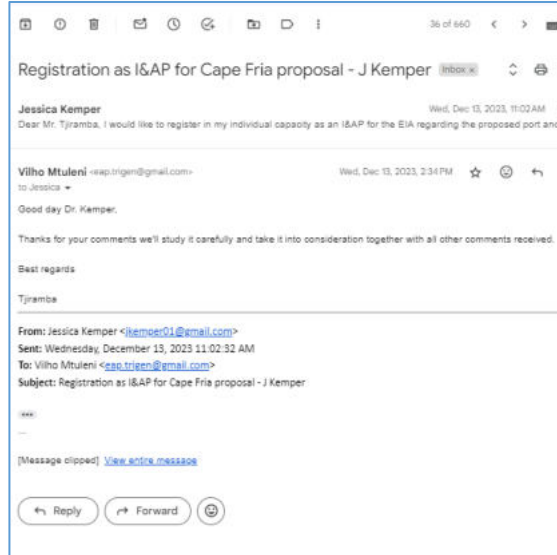
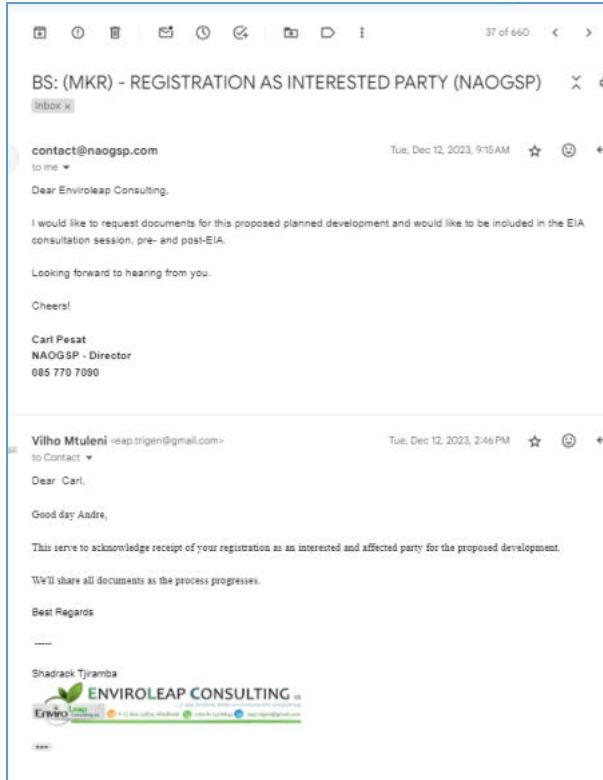
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From: Wolfgang Stehn <wolfgang.stehn@gmail.com>
Sent: Monday, December 4, 2023 7:02:18 AM
To: vmp.trigen@gmail.com <vmp.trigen@gmail.com>
Subject: KAP FRIA

[Message clipped] [View entire message](#)

[Reply](#) [Forward](#)





36 of 660

Re: Expression of Interest and Concern as an Affected Party - Environmental Scoping for the Ultra-Modern Cape Fria Port and Atlantic City Master Plan, Cape Fria in the Kunene Region

Samantha Matjila Nov 21, 2023, 9:18AM

To whom it may concern, On behalf of the Namibia Nature Foundation, I am writing to express our sincere interest and conc...

Vilho Mtuleni -vapo.trigen@gmail.com- Tue, Nov 21, 2023, 10:46AM

Dear Samantha,

Thanks for your interest and registration as an interested and Affected Party for the proposed Cape Fria activity, we acknowledge your registration and herewith attach for your attention the requested BID.

May we please request that you complete and return the form on the last two pages of the BID, and please indicate what concerns you already have at registration as an I&AP.

We hope for an objective engagement as we navigate through the Scoping exercise, one that is informed by technical expertise and high level of professionalism, and not emotions without due consideration of all aspects of the process.

We will share all other necessary communications as the assessment progresses.

Best Regards

Shadrack Tjiramba

On 21 Nov 2023, at 09:47, Samantha Matjila <samantha@nnf.org.na> wrote:

To whom it may concern,

On behalf of the Namibia Nature Foundation, I am writing to express our sincere interest and concern as an affected party in the upcoming environmental scoping exercise for the proposed Ultra-Modern Cape Fria Port and Atlantic City Master Plan in Cape Fria, Kunene Region.

As an important stakeholder in the region, we understand the importance of responsible and sustainable development for the region's growth. While we appreciate the potential benefits that the Ultra-Modern Cape Fria Port and Atlantic City Master Plan may bring, we also recognize the need for a comprehensive environmental scoping exercise to ensure that the project is undertaken with the utmost consideration for environmental conservation, community well-being, and long-term sustainability.

Thank you for your attention to this matter. We as the Namibia Nature Foundation look forward to participating in the scoping exercise and contributing to the responsible development of our community.

Kind Regards,
Samantha

Samantha Matjila

34 of 660

Registration as an IAP - proposed Cape Fria port, city and other infrastructure development

Jessica Kemper Dec 12, 2023, 11:11AM

Dear Mr. Mtuleni, I would herewith like to register as an IAP on behalf of the Namibian Environment & Wildlife Society for th...

Vilho Mtuleni Dec 12, 2023, 4:20PM

Dear Dr. Kemper, Good day Andre. This serve to acknowledge receipt of your registration as an interested and affected part...

Jessica Kemper -jkemper01@gmail.com- Dec 15, 2023, 9:47PM

To me

Dear Mr. Tjiramba, please find attached a set of comments based on the BID on the proposed Cape Fria project from the Namibian Environment & Wildlife Society (NEWS). We trust that our comments will be taken into consideration and look forward to receiving a copy of the draft scoping report for further comment. I would greatly appreciate it if you could acknowledge receipt of our comments.

Kind regards, Jessica

Dr. J. Kemper, on behalf of
Namibian Environment & Wildlife Society
PO Box 3508
Windhoek
Namibia
+264 81 206460 (eHox)
+264 81 323 1110 (J. Kemper)

One attachment - Scanned by Gmail

Vilho Mtuleni -vapo.trigen@gmail.com- Dec 17, 2023, 10:14AM

Dear Dr. Kemper,

This serve to acknowledge receipt of your inputs, we'll study these and accordingly take it into consideration.

We'll revert, as the process progresses.

Regards
Tjiramba

29 of 660

Contact Details

Chris Katjitudu -chris.nts@gmail.com- Fri, Dec 1, 2023, 10:14AM

Morning All,

Can you please provide me with the contact details for Mr Shadrack Tjiramba or Mr Michael Petrus, very urgently.

Regards,
Chris Katjitudu
081 127 6784

Chris Katjitudu Sat, Jan 20, 10:05AM

Forwarded message ----- From: Chris Katjitudu <chris.nts@gmail.com> Date: Fri, 1 Dec 2023, 10:13 am Subj...

Vilho Mtuleni -vapo.trigen@gmail.com- Sat, Jan 20, 3:08 PM

Good day,

Here's Mr. Petrus number +264 81 285 1576, unfortunately Mr. Tjiramba is out of the country at the moment.

Hoping that all is in order

Regards
Get [Outlook for Android](#)

From: Chris Katjitudu <chris.nts@gmail.com>
Sent: Friday, December 1, 2023 10:14:10 AM
To: vapo.trigen@gmail.com <vapo.trigen@gmail.com>
Subject: Contact Details

Chris Katjitudu -chris.nts@gmail.com- Sat, Jan 20, 4:18 PM

Thanks so much Brother, do yo have any email address of him.

BEST REGARDS

28 of 660

Cape Fria IAP

Gerhard Coeln -gcoeln@coeln.at.na- Tue, Nov 28, 2023, 8:56AM

Good morning Envoileap,

I am very interested in the Cape Fria development.

Kindly register me as an interested party and send me the available information on this development as well as the pre-feasibility study done by NamPort.

Kind regards
Gerhard Coeln
+264-81-143-8019
gcoeln@coeln.at.na

Vilho Mtuleni -vapo.trigen@gmail.com- Tue, Nov 28, 2023, 7:08 PM

Dear Gerhard, Thanks for your interest and registration as an interested and Affected Party for the proposed Cape Fria ect...

Gerhard Coeln Mon, Jan 22, 5:16 PM

Good afternoon Mr Chadrack Tjiramba, I have started to read your attached document and have immediately come up with ...

Vilho Mtuleni -vapo.trigen@gmail.com- Tue, Jan 23, 12:02 PM

Good day Gerhard,

Thanks for your response, and continued engagement in respect to the proposed development.

We are pleased and open to receive any comments or concerns and contribution of any kind while the process continues.

We shall also share the scoping report for review and further inputs should there be any as soon as we have the draft ready.

Best
Get [Outlook for Android](#)

From: Gerhard Coeln <gcoeln@coeln.at.na>
Sent: Monday, January 22, 2024 5:16:33 PM
To: Vilho Mtuleni <vapo.trigen@gmail.com>
Subject: RE: Cape Fria IAP

APPENDIX B – PROPOSED TERMS OF REFERENCE (TORS)

The Terms of Reference for the Impact Assessment phase of the EIA process is presented in Chapter 8.0 of the SR. This includes details of the specialist studies to be undertaken, the methodology for impact assessment, and the integration of the relevant information into an EIA Report and EMP, and consultation to be undertaken in the EIA phase.

The following specialist studies will be undertaken.

Table 4: Terms of Reference for the proposed Specialist Studies

Proposed Specialist Study	Terms of Reference
Terrestrial Biodiversity	<ul style="list-style-type: none"> • Provide a broad description of the existing environment in terms of its terrestrial biodiversity (including Avifauna, Animal and Plant species), based on a field survey and available literature; • Identify, map (locations of species of conservation concern and conservation value / sensitivity map) and describe the features/resources present on site that could be affected by the proposed project, based on a field survey and available literature; • Identification of the marine and terrestrial biodiversity features of importance/sensitivity that could be affected by proposed activities; • Determination of potential impacts of proposed activities on marine and terrestrial biodiversity features; • Investigate ecological / biodiversity processes that could be affected (positively and/or negatively) by the proposed project; • Assess the significance of the loss of faunal species, and impact on ecological / biodiversity processes as a result of the implementation of the proposed project; and • Identify practicable mitigation measures to reduce any potential negative faunal impacts and indicate how these could be implemented in the construction and management of the proposed project.

Proposed Specialist Study	Terms of Reference
<p>Socio-economic</p>	<ul style="list-style-type: none"> • Provide a broad social description of the area in the vicinity of the proposed project; • Provide a detailed description of the socio-political history and demographics of the area; • Identify and assess potential social impacts as a result of the proposed project. This may include, the following aspects: <ul style="list-style-type: none"> • Creation of employment and local expenditure; • Impact on local communities and surrounding landowners due to external construction workers and influx of job-seekers; • Sense of health and well-being of affected communities and surrounding landowners; • Impact on existing land use and economic activities • Generation of clean, renewable energy; and social sustainability of the proposed development, identifying feasible alternatives to ensure social equity and justice. • Determine whether the distribution of potential negative impacts unfairly discriminate against any person, particularly vulnerable or disadvantaged persons; and • Identify practicable mitigation measures that would reduce potential negative impacts and enhancement measures to increase potential social benefits.
<p>Sense of Place and Visual intrusion</p>	<ul style="list-style-type: none"> • Identify sensitive receptors, determine key visual characteristics, features and viewpoints; • Map, significant visual characteristics features, viewpoints and visual receptors associated with the site; • Establish visual intrusion, visibility and visual exposure of the project components in the receiving environment. • Identification of visual receptors, viewsheds of importance and sense of place that could be affected by proposed activities; • If necessary to inform the assessment, undertake simulation of visual change analysis caused by the project to receptors; • Assess the significance of potential visual impacts resulting from the proposed project from various important viewpoints, e.g., transport corridors, neighboring settlements, recreational areas; and • Identify practicable mitigation measures to reduce potential negative visual impacts and to identify how these can be built into the project design.

Proposed Specialist Study	Terms of Reference
<p>Heritage / Archaeological / Paleontological</p>	<ul style="list-style-type: none"> • Provide a description of the archaeology and cultural heritage of the site and identify and map any sites of archaeology, paleontology or cultural significance that may be impacted by the proposed development: • Assess the sensitivity and conservation significance of any sites of archaeological, paleontology or cultural heritage significance affected by the proposed project; • Identify and assess the significance of the potential impacts of the proposed project on archaeological, paleontology and cultural heritage • Identify practicable mitigation measures to reduce potential negative impacts on the archaeological / paleontology resources and indicate how these can be incorporated into the construction and management of the proposed project; • Provide guidance for the requirement of any permits from the National Heritage Council of Namibia that might become necessary
<p>Traffic Assessment</p>	<ul style="list-style-type: none"> • Determination of the transport requirements of the project and its phases: <ul style="list-style-type: none"> • Investigate, assess and map the road infrastructure and traffic baseline • Provide a description of the surrounding road network; • Trip making characteristics of local residents; • Determine geometric details of intersections • Identification of existing management and control problems • Determine trip generation characteristics of the proposed development • Map all traffic infrastructure associated with the site and potentially affected areas • Identification of traffic features and environment that could be affected by proposed activities • Identify practicable mitigation measures that would reduce potential negative impacts and enhancement measures to increase level of service for any affected intersections.

Proposed Specialist Study	Terms of Reference
<p>Air Quality</p>	<ul style="list-style-type: none"> • Identify, map and describe the physical and air quality parameters of relevance within the project area; • Generate a project emissions inventory and predict dispersion to define potential impacts resulting from the planned project activities; • Consider cumulative impacts on the areas air quality; and Produce appropriate management and mitigation plans required to ensure that potential impacts are adequately addressed. • This study has been removed from the EIA scope as the applicant has elected not to include the disposal of radioactive waste in the current application. This may be revisited in future.
<p>Hydrogeology</p>	<ul style="list-style-type: none"> • Identify aquifers and receptors across the site and surrounds. • Determine and delineate key geological structures and geohydrological features that could act as preferential flow paths for the movement of groundwater. • Conduct percolation tests to determine the permeability of the shallow soils. • Map, on a detailed plan, all geohydrological features, resources and receptors associated with the site and potentially affected areas. • Provide a comprehensive description of the receiving geohydrological environment. • Develop a numerical groundwater flow model:

All I&APs on the project database will be notified of relevant events in the EIA process via electronic mail, or if required, post. The draft EIA Report (including specialist studies, EMP and other appendices) will be released for a 30-day review and comment period.