



BACKGROUND INFORMATION DOCUMENT (BID)

CONSTRUCTION TO GRAVEL STANDARD OF DR 3417: Andara to Shamaturu Clinic

November 2023

1. Introduction to the project

Trinity Environmental Solutions (TES) was appointed by MMCE Consulting Group to conduct an independent Environmental Impact Assessment (EIA) for the proposed CONSTRUCTION TO GRAVEL STANDARD OF DR 3417 (from Andara via Mangamba to Shamaturu Clinic) in Mukwe Constituency, Kavango East Figure 1.

The Project described above forms part of the planned construction to gravel standard of District Road 3417's 65 km road of which this is a first phase.

District Road (DR) 3417 is located in the Kavango East Region in eastern Namibia. It starts at the junction with TR8/4 which is situated 14km West of Divundu, Kavango East and follows a southern direction for 15 km to Shamaturu. DR 3417 is a proclaimed from Andara, Mangamba to Shamaturu. However, the earth track continues for a further 50km through villages, schools until Shamavinyo. This road section (15 km) is the first of a 65km upgrade to gravel road to provide accessibility to communities in the inlands with a population of over 7000 and it is both of local and regional importance.

And form part of Governments policy to provide rural access roads into regions previously neglected and thereby opening up underdeveloped areas for further development and use. Hence, the Roads Authority on behalf of the Ministry of Works and Transport has decided to proceed with the design, tender documentation and construction to gravel standards of DR 3417.

DR3417 when completed will become a vital link to the National road network, through providing access for the communities living along the route to their regional towns in Kavango East and Zambezi Regions.

Currently the communities travel on earth tracks passing through sections of very loose sandy soils and sections through water ponds during the rainy season. The existing track width varies between 3m to 5m.

The construction of this road will contribute to poverty reduction as outlined in NDP5 and Harambe Prosperity Plan (HPP). The construction will provide jobs to the surrounding communities with the labour-based construction of the road and after construction, it will encourage service providers to easily access these communities and provide them with the necessary assistance and investments.

Please note that, the entire DR 3417 is a two-track sandy road (Figure 2). Hence, construction will have a significant impact on the environment. It is also expected that some properties/fences (about 5 separate fences) will be requested to be moved at least 10m away along the route as some are within the road-way or road reserve (Figure 3), especially within villages.

In terms of Namibia's Environmental Assessment Policy of 1995, the Environmental Management Act No. 7 of 2007 (Section 27(2), Government Notice No. 29 of 2012 (Listed Activities) and the Government Notice No. 30 of 2012 (EIA Regulations), the proposed development constitutes a number of listed activities which require an Environmental Clearance prior to commencement of the project.

As such, Trinity Environmental Solutions (TES) was appointed to conduct an independent environmental assessment, to facilitate the application for the Environmental Clearance Certificate.



2. Purpose of this document

This document, the Background Information Document (BID), is intended to provide background information about the EIA process being undertaken for the proposed development and provides:

- An overview of the project
- An overview of the legislative context and an outline of the manner in which the EIA is undertaken
- An indication of how Interested and Affected Parties (I&APs) may become involved in the project
- Contact details to whom I&APs may submit their inputs associated with the project

3. Project description

Application for the Environmental Clearance from the Directorate of Environmental Affairs and Forestry (DEAF) is being made for the CONSTRUCTION TO GRAVEL STANDARD OF DR3417. The physical footprint of the works will be on a 30m wide and 15km long along the Northeastern Kalahari Woodland. Total project footprint will be maximum 50 hectares.

The road will have a 30m wide reserve that will include the following:

- Road reserve 30m total. Vegetation clearing required for at least 15m total area and fences will be moved. No building will be affected, especially since most buildings are at least 50 away from the edge of the proposed road.
- Road way, about 7.5m wide. Area to be used as carriage way for goods and public. Limited vegetation clearance needed since most of this road-way already exist and most vegetation already cleared.
- Road Shoulders and Side Slope, 6m wide. Vegetation clearing will be required to improve visibility of road users and pedestrians.

Other construction works envisaged will include:

- The horizontal alignment has not been pre-determined by the Roads Authority. However, the consultant shall follow existing tracks as far as possible in order to minimize the destruction of land.
- Siting and drilling of boreholes for water, that will be used during construction.
- Siting of borrow pits to secure layer materials for the road, and transportation of materials.
- Working with the Directorate of Forestry to assure appropriate removal of trees by the Contractor and use of cut trees by the community.
- etc.



Figure 2: Typical sandy track



Figure 3: DR 3417, passing through Mangamba Village (Google Earth, 2023)

4. Potential issues associated with the project

3

Outlined below is a preliminary list of the potential social and biophysical impacts:

- Loss of vegetation (a major trade-off in order to provide access to reliable road network)
- Air pollution, noise pollution and vibrations
- Soil pollution, and Soil erosion
- Health and safety of workers at the project site, relocation of fences, and large increase in water use
- Borrow pits use and their rehabilitation
- Moving of fences to accommodate the new road and to comply with the RA's Road Design Standards and policies.

5. The Environmental Impact Assessment (EIA) Process

A Scoping/Basic Assessment is being undertaken in terms Namibia's Environmental Assessment Policy of 1995, the Environmental Management Act No. 7 of 2007 (Section 27), Government Notice No. 29 of 2012 (Listed Activities) and the Government Notice No. 30 of 2012 (EIA Regulations).

The objectives of the Scoping/Basic Assessment are to:

- Develop an understanding of the project area and of the proposed development, and how its related activities may potentially impact on the surrounding environment.
- Identify relevant authorities and Interested and Affected Parties (I&APs) to engage in the Public Participation Process (PPP).
- Facilitate the dissemination of information to the relevant authorities and I&APs and provide them with an opportunity to provide inputs and raise issues or concerns related to the project.
- Identify potential issues and environmental impacts.
- Assess the significance of the potential environmental impacts identified.
- Describe and investigate alternatives that have been and/or could be considered.
- Provide feasible mitigation measures to address any significant impacts identified through an Environmental Management Plan (EMP).

The above objectives are achieved through the technical evaluation of the proposed activity, the undertaking of the PPP and the submission of the relevant information and documentation to Environmental Commissioner.

5.1 Technical evaluation

The technical evaluation component aims to identify the environmental issues and impacts associated with the proposed project. More specifically it will involve, but will not be limited to, the following tasks:

- Site assessments and Survey of potential technical issues
- Identification of issues related to the biophysical environment, fauna and flora.
- Identification of potential social and economic issues.
- Consideration and assessment of feasible alternatives.
- Identification of mitigation measures to be implemented.

5.2 Public Participation Process

Public involvement is an integral part of the EIA and aims to include I&APs in the process by notifying them of the proposed project and encouraging them to raise their issues and concerns. It is important that I&APs are afforded ample opportunity to understand the technical issues associated with the project so they can meaningfully participate in and contribute to the EIA Process.

Feedback will be provided to I&APs via emails, letters or direct communication, if requested. The PPP for undertaking the Basic Assessment has been designed to ensure that interaction with I&APs is focused yet comprehensive. The need for a public meeting or one-on-one meetings is constantly evaluates based on available information and other legislative controls. All I&AP contributions will be reflected in the Scoping Report.

I&APs' comments and feedback may be provided in different ways. These include:

- During public meetings, by direct written (email, post) and no telephonic submission.
- Discussion from one-on-one meeting, through organised institutions such as the local and regional authorities.

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