

2.3. PROJECT LOCATION

The ML 190 are situated in Central Namibia, within the Erongo Region (**Figures 4 and 5**) and approximately 10 km Southeast of the Karibib Town and the license is accessible through the C32 and D1903 roads from Karibib and the D1992 Road which comes off the D1903 and cuts across the ML area. Other section of the license will only be accessed by foot to ensure minimum impacts on the receiving environment.

As far as is practicable, all site particularly the base-camp and sampling sites shall be accessed through existing tracks, therefore no new roads or tracks will be created. Overall, all access by vehicles must be limited to existing access or controlled mine tracks. Consequently the mining license area is accessible by 2x4 / 4x4 pick-up vehicle by the existing tracks and otherwise, the sensitive section of the area will only be accessed by foot to ensure minimum impacts on the receiving environment

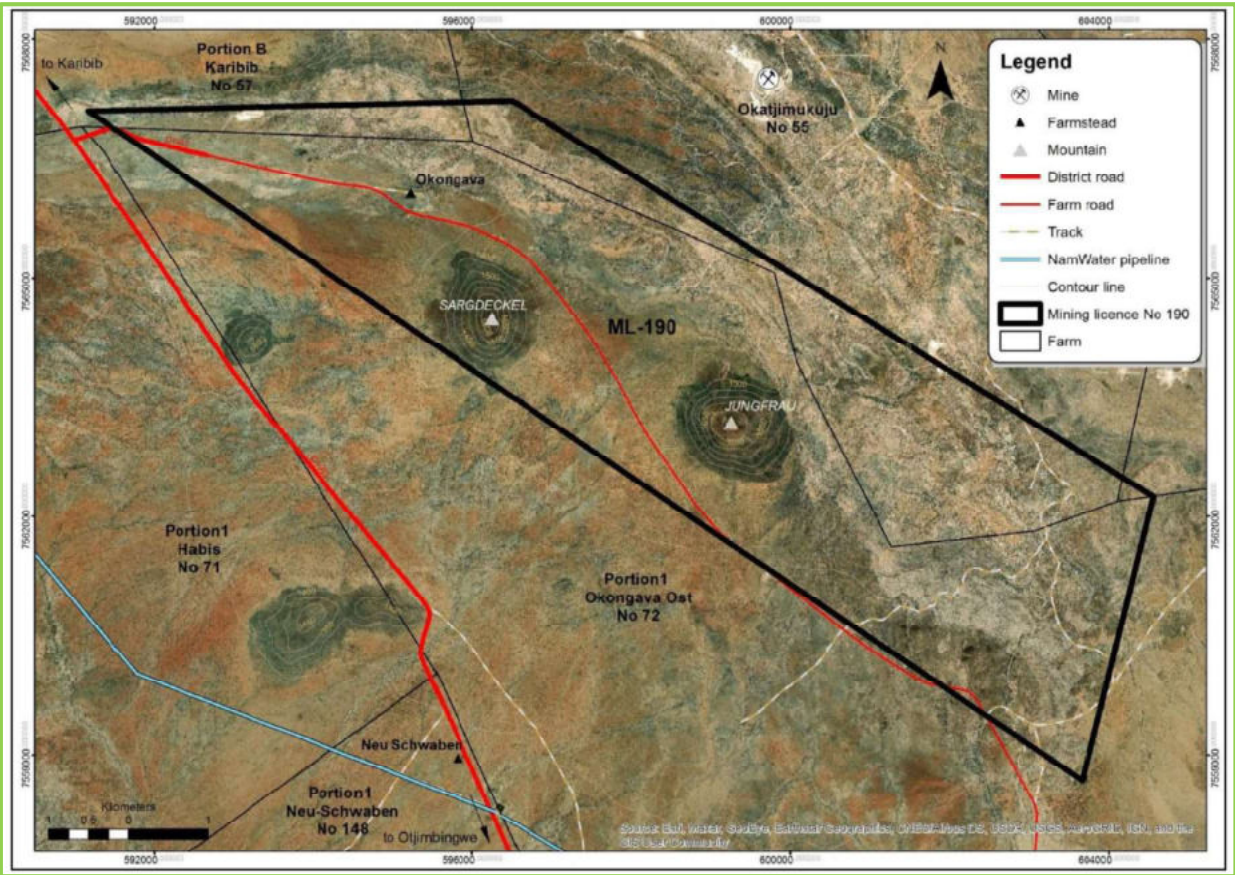


Figure 4: Show the location and area extent (3986 Ha) of the proposed Mining License 190 in the Erongo Region

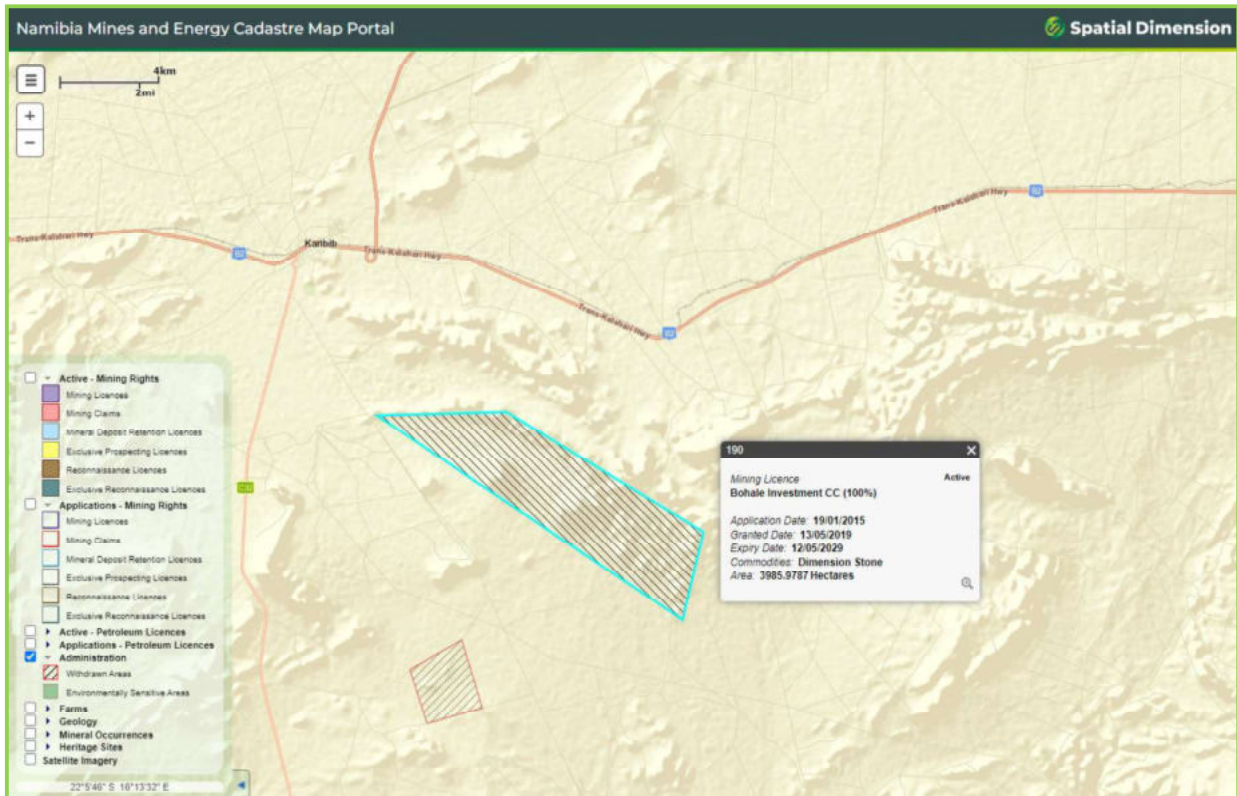


Figure 5: Evidence of the proposed mining license on the Ministry of Mine’s cadastre (MME, 2024)

Table 3: Corner coordinates of the proposed development site

Corner point	Latitude	Longitude
A – ML 190 Point 1	-21.996335°	15.934561°
B – ML 190 Point 2	-21.999681°	15.882444°
C – ML 190 Point 3	-22.074261°	16.004614°
D – ML 190 Point 4	-22.042333°	16.011369°

2.4. SUPPORTING INFRASTRUCTURE AND SERVICES

2.4.1 Current Land Uses

The area covered by the ML 190 is not all pristine as they are portions dominated by a number of old excavations, waste rock and scrap metals linked to the historical exploration and mining operations as well as other previous and current land uses. The proposed mining and exploration operations within the ML 190 will address some of the current poor state of the local environment that has been abandoned and not been rehabilitated over many years of historical exploration and mining operations. The main key land uses (Figure 4) of the ML 190 area are urban development (townlands) and agriculture (commercial farmlands, Table 4) comprising cattle and small stock farming. Minerals exploration and mining operations are well known activities in the area dating back to the 1950s.

A number of lodges are found in the general surrounding areas but not necessary within the proposed project boundary, the ML 190. Bush thickening or encroachment is viewed as an economic problem in the general area but does not seem to be an issue within the proposed project area. The area is not part of the communal conservancy system in Namibia with no protected area bordering the ML area.

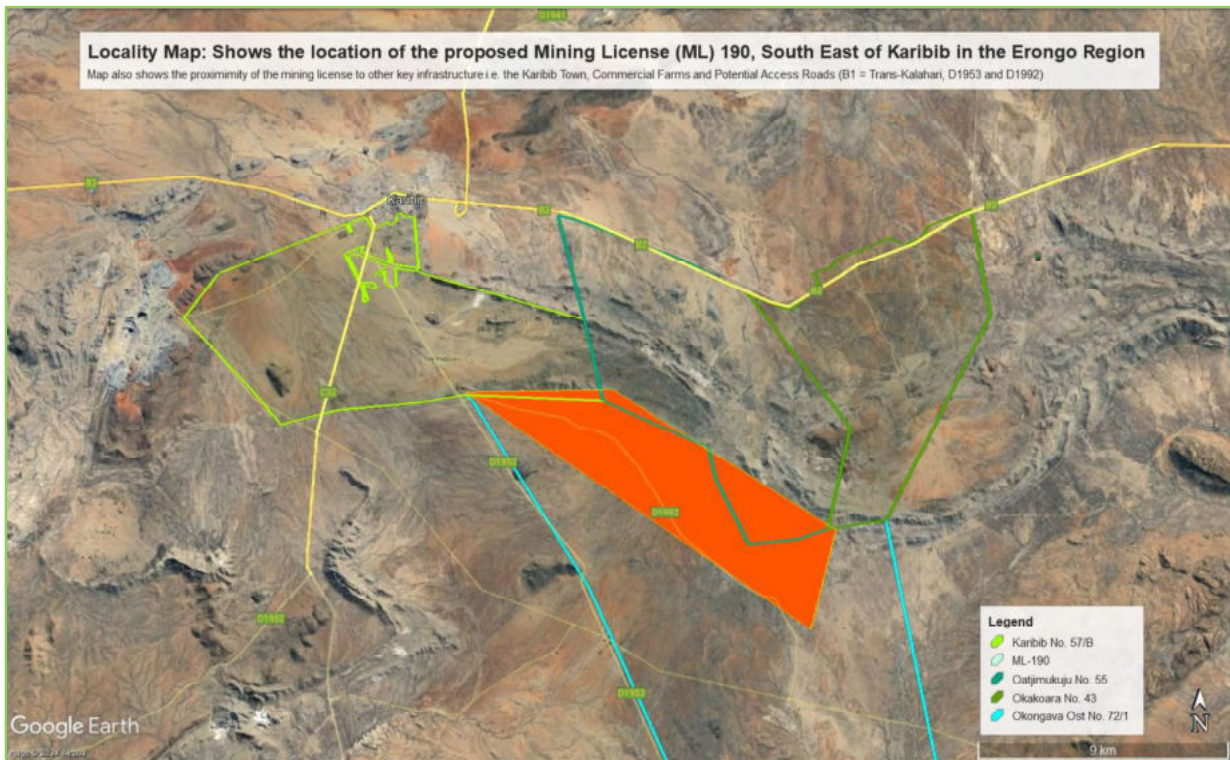


Figure 4: Land-use map around the proposed ML 190 site or area in the Erongo Region

Table 4: List of Commercial farms included within the boundaries of ML 190

No.	Farm Name	No.	Farm Name
1	Portion B of Karibib No. 57	9	Farm Okatjimukuju No. 55
2	Portion 1 of Farm Okongava Ost No. 72	10	Farm Okakoara No. 43

The carrying capacity for the general area is 10-20kg/ha (Mendelsohn et al. 2002) or 12-15LAU/ha (van der Merwe 1983) and the risk of farming is viewed as relatively high. Sheep farming is the dominant farming activity in the Karibib area with between 70-80% of stock farmed with being sheep and 20-30% goats and cattle, respectively (van der Merwe 1983). The stock density is estimated at <3sheep/km² (1.5% of total sheep in Namibia) and <1cattle/km² (1.3% of total cattle in Namibia) (van der Merwe 1983).

There are numerous existing tourism ventures in the area with the tourism potential viewed as relatively high (Mendelsohn et al. 2002). The socioeconomic activities in and around the Town of Karibib is dependent on mining, farming (small stock and cattle), tourism and trading.

2.4.2 Supporting Infrastructure and Services

The project area is accessed via the maintained C32 gravel road heading south out of Karibib for 2 km and then joining with the local D1953 gravel road for 6 km before turning into the D1992 which is the mail local access road cutting across the ML area (Figs. 1.2 and 1.3).

The ML 190 area is serviced by a number of internal local tracks and farm roads coming the D1992 and some of the minor roads require high clearance 4 x 4 vehicles that may need to be upgraded as required. The following supporting infrastructures and services will be required: