

TODAY | LAWMAKERS SEEK PUBLIC MANAGEMENT SOLUTIONS - PAGE 2

Tails 'n' talk

Amupanda eyes

City farms

It's an African - Mafikisa

Builder's houses

Good for SWAPP

5

8

LAND NOT IDEAL FOR HOUSING, MANAGEMENT SAYS

Amupanda eyes City farms

Amupanda was the first person to raise alarm - back in 2008 - that the city's best farming land for its hinterland is being lost. Young professionals cannot afford houses in the hinterland.



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Northern businesses want Covid regulations lifted

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CONCLUSION A POTENTIAL SOLUTION TO NBC STRIKE - NABWU

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FOCUS

A WORKING NATION

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NW **Facilities** **SA** **SIN** **MT**

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RICA IN BRIEF

RICA IN BRIEF. RICA has issued a report on the state of the economy. The report highlights the challenges facing the country and offers recommendations for improvement.

PROVISION OF BURNING SERVICES TO DESAMBINI WAMBIRA FLEET

PROVISION OF BURNING SERVICES TO DESAMBINI WAMBIRA FLEET. The company has been awarded a contract to provide burning services to the fleet.

DEB MARINE

DEB MARINE. A company specializing in marine services and equipment.

THINKING BEYOND THE BOX

THINKING BEYOND THE BOX. A report on innovative thinking and problem-solving.

NOTICE OF AN ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

NOTICE OF AN ENVIRONMENTAL IMPACT ASSESSMENT PROCESS. A notice regarding the environmental impact assessment process for a project.

VACANCY

VACANCY. A notice of a vacancy for a position in a company.

Financial Accountant

Financial Accountant. A notice of a vacancy for a financial accountant position.

Sanlam

Sanlam. A notice of a vacancy for a position in Sanlam.

Greuzdijnt
Greuzdijnt is die dienste van die Nasionale Politie wat die veiligheid van die land se grense beskerm. Die dienste is verantwoordelik vir die toelating van goeder en mense oor die grense.

Gesekhet
Die Nasionale Politie het 'n nuwe metode ontwikkel om die veiligheid van die land se grense te beskerm. Die metode is gebaseer op die gebruik van sensore en kamera's.

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Leoparden besonder: Forschungsprojekt um Sozialverhalten

Wissenschaftler haben herausgefunden, dass Leoparden in der Wildnis ein soziales Verhalten zeigen. Sie leben in Gruppen zusammen und helfen einander bei der Jagd und bei der Aufzucht ihrer Jungen. Dies ist ein völlig neues Verhalten für diese Katzenart.

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Genozid-Abkommen abgelehnt

• Unzufriedene Herero und Nama verurteilen ausgehandelte Vereinbarung als PR-Coup

Das Genozid-Abkommen zwischen Namibia und Deutschland wird von den Herero und Nama als PR-Coup abgelehnt. Sie fordern eine vollständige Aufklärung der Verbrechen und eine gerechte Wiedergutmachung.

Die Herero und Nama sind unzufrieden mit dem ausgehandelten Abkommen. Sie sehen es als einen PR-Coup an, der die Wahrheit über die Verbrechen verbirgt. Sie fordern eine vollständige Aufklärung und eine gerechte Wiedergutmachung.

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Notice

JOIN US FOR THE 2021 NAMED ANNUAL GENERAL MEETING

Monday - Friday between 09:00 - 17:00

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT

Environmental Impact Assessment (EIA) is a process that identifies, predicts, and evaluates the potential environmental effects of a proposed project. It is a key component of the decision-making process for the project.

TENDER

DEB MARINE

NOTICE OF GENERAL SERVICES FOR DEB MARINE

DEB MARINE is a company that provides marine services. The notice is for the tender for general services. The services include the maintenance and repair of marine equipment.

AL-ANON

Help for relatives of alcoholics

AL-ANON Family groups offer help for friends and relatives of alcoholics. They provide assistance for people who live with alcoholics.

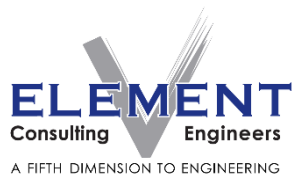
DEB MARINE



Pictures taken at Epukiro public meeting



Pictures taken at Du Plessis Plaas public meeting



**Environmental Impact Assessment for the Detail Design, Tender Documentation,
Contract Administration and Site Supervision for
DR1635: Du Plessis Plaas to Epukiro in the Omaheke Region**

Meeting Minutes

Type of Meeting: Public Consultation Meeting
Venue: Du Plessis Plaas
Time: 14h43 – 15h50

Agenda

1. Welcome – Honourable Councillor Rocco Nguvauva
2. Prayer
3. Project Team Introduction – Rian du Toit
4. Environmental Impact Assessment (EIA) – Rian du Toit
5. Project Scope – Peet Bezuidenhout
6. Q&A
7. Word of Thanks
8. Prayer

1. Welcome Honourable Councillor Rocco Nguvauva, Okorukambe Constituency
2. Prayer Community
3. Project Team Introduction Rian du Toit, Consulting Team
 - Enviro Management Consultants (EMC) – Mr Rian du Toit & Ms Maike Prickett
 - Element Consulting Engineers – Mr Peet Bezuidenhout
 - Roads Authority – Mr Benson Namupala
4. EIA Presentation (see attached presentation document) Rian du Toit, Consulting Team
 - *What is an EIA? It is a practical implementation to prevent negative and improve positive impacts.*
 - *Environment defined - bio-physical (water, soil, plants, etc), social and legislation*
 - *Impacts – what we do and how that changes the environment (cause and affect)*
 - *Building a road: what is needed to build the road (layer works, materials), how does that change the environment, during operation what are the positive or negative effects of the road on the environment*
 - *Rules and Regulations/Legislation – **Constitution of Namibia, Environmental Management Act No.7 (2007)***
 - *What is the ultimate objective of an EIA? To maintain sustainability - a balance between development and conservation*
 - *Normal stakeholder concerns of road development projects:*
 - *Land – taken and no benefit to stakeholder*
 - *Water / Materials*
 - *Consider the gain of such a project: economic gain*

- *The objective of EMC is to:*
 - *Consult the public, stakeholders that know the area need to give their input (comments and concerns)*
 - *Consider the negative and positive impacts*
 - *Present and Submit EIA and application for Environmental Clearance Certificate (ECC) application to the Ministry of Environment, Forestry and Tourism (MEFT) – they grant or reject ECC*
 - *If ECC is granted, it is valid for 3 years, once this has been issued the project can commence. We need to avoid/minimise/reduce the negative impacts and enhance the positive impacts.*
We want to avoid – spillage, pollution (surface water/soil, etc), bad waste management practices, etc.
 - *Borrow pits: they must be left by the contractor in an acceptable condition.*
 - *Examples of good practices (shown during presentation): construction camp, waste management, borrow pit rehabilitation (Whk/Okh road)*
- *We need to strike a balance between development and conservation – to ensure that someone does not lose to the cost of someone else winning = sustainability.*
- *You are welcome to raise your comments and concerns.*

5. Project Scope – Technical Presentation

Peet Bezuidenhout, Consulting Team

- *Project Background*
 - *July 2016 – Appointment of Element Consulting Engineers for design, tender documentation & site supervision*
 - *February 2017 – Submit Draft Design Report*
 - *March 2017 – Submit Draft Tender Documents & Drawings (no funding for implementation of project)*
 - *March 2021 – Revise design to LVS standards*
 - *April 2021 – Revise Tender Documents*
 - *May 2021 – Repeat Public Participation Process*
- *Low Volume Seal Standards*
 - *Similar to normal bitumen surfaced road, at lower design standards:*
 - *Slightly narrower cross section: 2 x 3.4m lanes vs. 2 x 3.7m lanes*
 - *Reduced structural design life*
 - *Lower drainage standards*
 - *Motivation:*
 - *More economical: LVS = **N\$ 3 – 3.5 million / km** vs. N\$ 7 - 9 million / km*
 - *Limited budget*
 - *Extend the impact of the limited budget*
- *Phased Implementation*
 - *Roads Authority intends to ultimately upgrade the entire road*
 - *This project involves Phase 1: 8 km from Du Plessis Plaas*
 - *Subsequent phases to be implemented as funding becomes available*
- *Phase 1*
 - *Length: 8km*
 - *Duration: 5.5 months*
 - *Budget: N\$ 26 million*
 - *SME Participation: 10% of contract value*
 - *Labour: All unskilled labour to be recruited locally*

6. Questions & Answers

Q1. Honourable Ignatius Kariseb:

- a. Thank you for the presentation. I would also like to thank the RA that they have decided to go ahead with the project and to the delegation for being here and starting this process. Talks about this road were started in 2012 by Mrs Ruth Mbura, I am happy that she is here today to see that all her hard work was worth it.
- b. I know that the phased construction is a concern, but I think we are in good hands with the Honourable Councillor to push this project because he is part of the National Council.
- c. Speaking from experience, the work on roads being constructed is being taken away from locals by people from outside, who pretend that they are from this area. My proposal is to let the Regional Council / Councillor do the appointments. It should be made a priority that people from this constituency should be employed on the project so that the local communities can benefit.
- d. The good thing in this constituency is that people have experience from working on the Gobabis – Grootfontein road (Basil Reed & Taupele), 80% of people here are skilled.

Response (Benson Namupala): Thank you to everyone for coming to achieve our EIA objective. The SME part of the project is a burning issue, everyone looks at it from a different perspective. People from all over the country feel that they are citizens and are allowed to participate, but we are of the opinion that the people from the affected communities should get the benefit in terms of employment and as SME's, if the capacity is there. Our CEO is also saying let the people from the area benefit first. We would like to include this in our bid advertisement, so that contractors know what the expectation is and we need to write it into the contract of the contractor.

It is good to know that there are so many people here that have experience in road construction, it is to our advantage.

Phased approach, unfortunately there is no other alternative to do this, this project has started 2012 and lapsed because of no funding. Our Line Minister and CEO have committed to this project by starting with the 8km now, they have the opportunity to go back to Cabinet and request more funding to continue with the project. It is better to start with the 8km, instead of saying we don't want the road at all.

Response (Peet Bezuidenhout): The principal will be that local SME's should be targeted by the contractor. It has been proposed to Councillors that they create a list with local SME names from which the contractor can draw.

Q2. Venantius Karabo:

Number of people recruited on the 8km?

Response (Peet Bezuidenhout): It is a small project and we cannot answer that now, but it depends on the contractor and the plant that they are bringing.

Q3. B.K. Langman:

I am happy about the project, but I am concerned about the phased approach. People with no experience will not get jobs.

Q4. Honourable Ignatius Kariseb:

As proposed previously, people from the area skilled and unskilled should be employed on the project and people from outside should not be brought in.

Another proposal is when the contractor comes, to not let machines do all the work, then money only goes to one person. Consider the unemployment rates in this area.

Response (Rian du Toit): We hear you. We wish we could resolve all unemployment issues, but we can't.

Response (Peet Bezuidenhout): You could do a labour-based road, but it is more expensive, and the quality is less. There are certain aspects during the construction that require more labour for which people will be employed.

Q5. Venantius:

Was it considered to extend the road to Epukiro RC. There is a school and a clinic, ambulances need easier access.

What is the recruitment process? 80% of the road is in Okorukambe constituency, don't employ people from other areas.

Response (Peet Bezuidenhout): Road to Epukiro RC is not part of our scope, but it could become part as the RA's policy is to provide access to all social, health and educational facilities. It will be presented to the RA.

Q6. Donald Tshwaro:

Where will the RA get water? Have boreholes been selected? There is a borehole at Epukiro RC which has got water, but no installations to pump water.

Response (Peet Bezuidenhout): It was looked at during the design, but no boreholes were earmarked. The contractor will send someone to consult with the communities regarding available water. At water schemes the contractor will have to negotiate with the community for water. If you have water sources that could be available for construction, please convey this to the Councillor's Office.

Response (Benson Namupala): In 3 months' time we will be in a position to appoint a contractor and we (RA) will bring the CEO & contractor to site to introduce the contractor and to liaise with Councillors and to discuss water and accommodation. The contractor decides where to stay and where to get water.

Q7. B.K. Langman:

What about the road construction and corona?

Response (Rian du Toit): Ministry of Health and the contractor will need to handle that, and protocols will have to be followed.

Q8. Willie Kakujaha:

Can this road not be longer than 8km?

Response (Councillor Nguvauva): There has been a lot of talk about this road, and there is little money, but let's start with these 8km.

7. Word of Thanks

Ruth Mbura

Thank you to the team for coming and listening to us. This project started in 2012 and was stopped because of no funds. We must start, even if it is only 8km now, but we as leaders must push for additional funding at the ministry. It is true that there are people here with work experience, take your names to the Council Office and take this message to the other people. We hope that this project will start in 3 months.

Honourable Rocco Nguvauva

I have been getting calls about when this project will start, now I can tell people it will start in 3 months as we were told by the consultants.

8. Prayer

Community Member

End of meeting 15:50

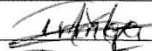

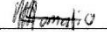
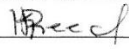


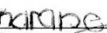

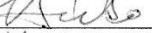


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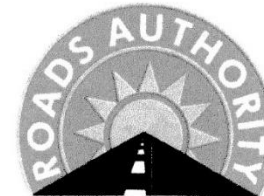
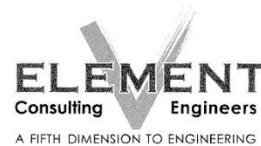
DATE: 01 June 2021

Epukiro R.C Residents

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3 Beverley Magoosi	/	0	
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5 Kela Reed	/	0816137828	
6 Siphora Sebetwane	/	0817666755	Siphora
4 Cynthia Tshwaro	/	0813520678	Ctshwaro
8 Keselepile Tuala	/	0812747109	KTuala
9 Oswald Tibinpane	/	081 9994502	
10 Belinda Britz	/	0812747107	
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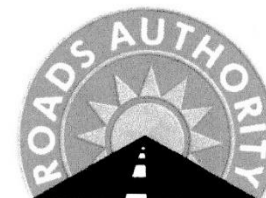
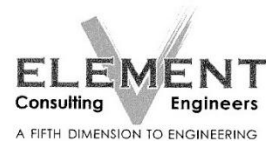
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Du Plessis

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26	Jacob She		0814665910	J.S.
27	Abraham Kashe		0813043266	A.K.
28	Hortjie Kashe		0816684637	H.K.
29	Henaric Dawi		0813256568	H.D.
30	Bruno Nombé		0812641985	B. Nombé
31	Justus Tjamena		0815815457	Justice
32	Martha Arebes		0812080063	M. Arebes



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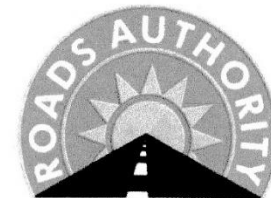
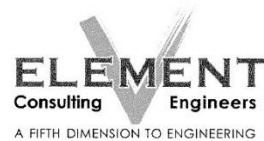
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Skoonheid residents

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48 Bradley Steenkamp		0813256002	<i>[Signature]</i>



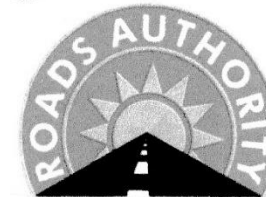
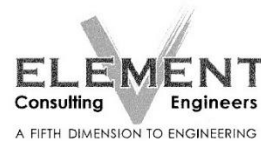
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DATE: 07 June 2021

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53	Patricius K. Alenilwe			<i>Patricius K. Alenilwe</i>
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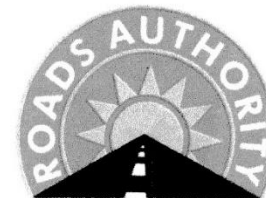
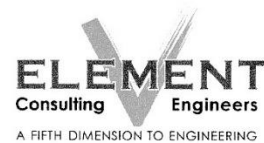
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69	Lumelo Goeteman		0817758168	L. Goeteman
70	Willy Kakujaha		0814562776	W. Kakujaha
71	Goitsemanang Gaonakgosi		0818378937	G. Gaonakgosi
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75	Martha Thuesen		0813216593	M. Thuesen
76	Roline Hoxobes		0812455345	R. Hoxobes
77	Erika Afrikaner		0813266593	E.A.
78	Renette Afrikaner		-	R.A.
79	Julia Uri-khos		0817973117	Julia
80	Anna-Marie Bok		0817484546	A.M.B.
81	Rosina Hoxobes		081-2577625	R. Hoxobes



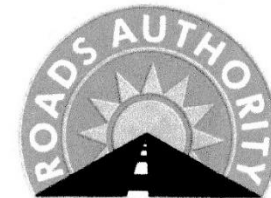
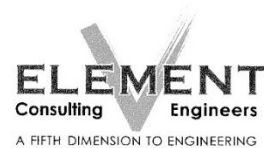
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DATE: 01 June 2021

VENUE: Du Plessis

PROJECT: The Detail Design, Tender Documentation, Contract Administration and Site Supervision for DR1635: Du Plessis Plaas to Epukiro in the Omaheke Region

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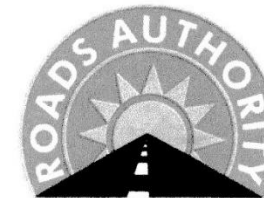
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**Environmental Impact Assessment for the Detail Design, Tender Documentation,
Contract Administration and Site Supervision for
DR1635: Du Plessis Plaas to Epukiro in the Omaheke Region**

Meeting Minutes

Type of Meeting: Public Consultation Meeting
Venue: Epukiro Community Hall
Time: 10h57 – 12h55

Agenda

9. Welcome – Honourable Councillor Packy Pakarae |
10. Prayer
11. Project Team Introduction – Rian du Toit
12. Environmental Impact Assessment (EIA) – Rian du Toit
13. Project Scope – Peet Bezuidenhout
14. Q&A
15. Prayer

9. Welcome Honourable Councillor Packy Pakarae, Epukiro Constituency
10. Prayer Chief
11. Project Team Introduction Rian du Toit, Consulting Team
 - Enviro Management Consultants (EMC) – Mr Rian du Toit & Ms Maike Prickett
 - Element Consulting Engineers – Mr Peet Bezuidenhout
 - Roads Authority – Mr Benson Namupala
12. EIA Presentation (see attached presentation document) Rian du Toit, Consulting Team
 - *What is an EIA? It is a practical implementation to prevent negative and improve positive impacts.*
 - *Environment defined - bio-physical (water, soil, plants, etc), social and legislation*
 - *Impacts – what we do and how that changes the environment (cause and affect)*
 - *Building a road: what is needed to build the road (layer works, materials), how does that change the environment, during operation what are the positive or negative effects of the road on the environment*
 - *Rules and Regulations/Legislation – **Constitution of Namibia, Environmental Management Act No.7 (2007)***

- **Act No.7 (2007)**
- *What is the ultimate objective of an EIA? To maintain sustainability - a balance between development and conservation*
- *Normal stakeholder concerns of road development projects:*
 - *Land – taken and no benefit to stakeholder*
 - *Water / Materials*
 - *Consider the gain of such a project: economic gain*
- *The objective of EMC is to:*
 - *Consult the public, stakeholders that know the area need to give their input (comments and concerns)*
 - *Consider the negative and positive impacts*
 - *Present and Submit EIA and application for Environmental Clearance Certificate (ECC) application to the Ministry of Environment, Forestry and Tourism (MEFT) – they grant or reject ECC*
 - *If ECC is granted, it is valid for 3 years, once this has been issued the project can commence. We need to avoid/minimise/reduce the negative impacts and enhance the positive impacts.*
We want to avoid – spillage, pollution (surface water/soil, etc), bad waste management practices, etc.
 - *Borrow pits: they must be left by the contractor in an acceptable condition.*
 - *Examples of good practices (shown during presentation): construction camp, waste management, borrow pit rehabilitation (Whk/Okh road)*
- *We need to strike a balance between development and conservation – to ensure that someone does not lose to the cost of someone else winning = sustainability.*
- *You are welcome to raise your comments and concerns.*

13. Project Scope – Technical Presentation

Peet Bezuidenhout, Consulting Team

- *Project Background*
 - *July 2016 – Appointment of Element Consulting Engineers for design, tender documentation & site supervision*
 - *February 2017 – Submit Draft Design Report*
 - *March 2017 – Submit Draft Tender Documents & Drawings (no funding for implementation of project)*
 - *March 2021 – Revise design to LVS standards*
 - *April 2021 – Revise Tender Documents*
 - *May 2021 – Repeat Public Participation Process*
- *Low Volume Seal Standards*
 - *Similar to normal bitumen surfaced road, at lower design standards:*
 - *Slightly narrower cross section: 2 x 3.4m lanes vs. 2 x 3.7m lanes*
 - *Reduced structural design life*
 - *Lower drainage standards*
 - *Motivation:*
 - *More economical: LVS = **N\$ 3 – 3.5 million / km** vs. N\$ 7 - 9 million / km*
 - *Limited budget*
 - *Extend the impact of the limited budget*
- *Phased Implementation*
 - *Roads Authority intends to ultimately upgrade the entire road*
 - *This project involves Phase 1: 8 km from Du Plessis Plaas*

- Subsequent phases to be implemented as funding becomes available
- Phase 1
 - Length: 8km
 - Duration: 5.5 months
 - Budget: N\$ 26 million
 - SME Participation: 10% of contract value
 - Labour: All unskilled labour to be recruited locally

14. Questions & Answers

Q1. Honourable Ignatius Kariseb:

- e. Thank you for the presentations.
- f. Regarding the Low Volume Seal – the traffic numbers on this road are low because the road is in a bad condition. We don't have the statistics.
- g. Employment of SME's, in my 11th year as Regional Councillor and I am still not convinced how local communities with benefit from this project. From past experience, SME's from other areas make use of local post-box numbers and pretend that they are from this area and take work away from local communities. How can this be prevented?
- h. I would like to thank my Councillors that have started this project and that they are seeing their results.
- i. The issue of funding – let us find ways to make this project work and start the process to prepare funding for the next year. Let money not be an excuse to hamper development, this has been long outstanding.
- j. Could we ask the contractor to do some upgrades at some of the offices in Epukiro? Such as paving in front of the Regional office building as part of their social responsibility.

Response (Benson Namupala): The intention was to do a full upgrade, unfortunately the project was halted due to various other priorities. Our Line Minister and our CEO Mr. Lutombi are pushing the revival of this project, not as full bitumen but as low volume. Budget constraints are the biggest issue, but Mr Lutombi intends to push funding while phased construction is ongoing. We hope to appoint a contractor in the next 2 – 3 months.

SME employment is a burning issue, if there are local SME's they should benefit from this project.

If the contractor comes, we can talk to them about their social responsibility.

Q2. Honourable Ignatius Kariseb:

I propose that the contractor consults with the Councillor's Office to confirm that SME's are from the area when hiring them.

Response (Benson Namupala): That is definitely something that should be considered.

Q3. Hiskia Shashishwa:

Is there a Feasibility Study report about this road available at the Councillor's Office? This road is situated in two constituencies. Why can't the road start at Epukiro instead of Du Plessis Plaas and why are only 8km constructed?

Response (Peet Bezuidenhout): I am not aware that a Feasibility Study was done, but a Design Report was done for the entire road, and it will be treated as such, but it is being implemented in phases. The start of the road at Du Plessis Plaas is due to the logistical practicality of the project, such as hauling material for construction (culverts, aggregate, etc), it is the closest.

Response (Benson Namupala): The Design Report is for the full bitumen upgrade done in 2016 and will be available at the Councillor's Office.

Q4. Spee Kashipua:

I am concerned about the short distance that will be upgraded. We have waited for such a long time. When will the project start?

Response (Peet Bezuidenhout): There is only N\$26 million available now, our hands are tied and that is the reason we are only doing short distances now.

Response (Benson Namupala): 2 – 3 months from now. The tender needs to be advertised, evaluated, and approved/awarded and we need to obtain the ECC to commence with this project.

Q5. Claudia Kamandume:

The work for SME's – will it be advertised? If it is advertised, can anyone apply, will it be advertised nationally or locally? If I am originally from Epukiro, but I have a postal address in Windhoek am I still eligible to apply?

Response (Peet Bezuidenhout): This will always be a burning issue. On other projects, SME's from the same region have been employed, they went to the Governor's Office to register there as SME's and the contractor used this list to employ SME's. I would recommend that SME's register with the Councillor's Office and the contractor gets referred to the Councillor's Office when looking to employ SME's. Perhaps by getting a letter from the Councillor's Office to confirm that you are a local SME.

Response (Benson Namupala): The issue is that although we want the local community to benefit, others might feel that because they are Namibian citizens, they are also eligible to apply. The other issue is that if the contractor is told to use one certain SME, the moment they don't perform they will say that it is the SME who is not performing and not their fault.

Response (Ignatius Kariseb): That's why I say that we need to make use of the Office of the Regional Councillor, so that even if you have a P.O. Box number in a different town, the Councillor will know that you are from this area. We took a resolution 2 months ago as a Regional Council that the locals must benefit.

Q6. Station Commander Efraem Tjhumino:

My concern is that projects have been stopped in the past because people are employed without contracts and that these issues will end up at the police station when employees don't know what date their salaries area being paid or they don't get paid, etc.

A message to the community, we cannot be the cause of the delay of this project. For example, when workers are making misuse of equipment/plant for private purposes, finishing fuel, and causing construction delays by doing so.

Response (Peet Bezuidenhout): Contractors should abide by the labour law and therefore they should have contracts with their employees and pay them their salaries on time and as specified in the contract. If there are problems with that, we cannot handle those issues, it needs to get to referred to the labour department. Fuel theft is the biggest issue on a construction site, contractors struggle with this constantly, and it affects the construction progress.

Response (Benson Namupala): In 2 – 3 months when we have appointed a contractor, we (RA and Consultant) will comeback with the contractor to introduce the contractor to the Councillor and to discuss the issues and concerns.

Q7.

- a. What is going to happen to our buildings, fences, and camps next to the road?
- b. For how many years will this road construction take place?
- c. At least 85% of unskilled labour component should come from both constituencies.
- d. What is going to happen about the skilled people in this area?

Response (Peet Bezuidenhout): Specifications as they are, the road reserve is 60m wide - fences 30m from centreline, buildings 50m from centreline. If we go through settlements we make

arrangements with the RA to reduce that if there are existing structures, we try to make provisions not to move structures.

Construction for the first 8km will take 5.5months (approximately 6 months for 10km of road construction). Construction of entire road would probably take 2.5 – 3 years.

Long term plans are to upgrade the road to Gam as well, but for now we focus on the Du Plessis Plaas – Epukiro road.

If skilled labour is available in the area, the contractor will employ local. Most of the time the plant come with operators, but other skilled labour available will be used. A list of names should be prepared by the Regional Council from which the contractor can draw, this list should indicate skilled / unskilled labour and type of skill.

Q8. Elvis Murenga

You said that often plant comes with operators and that this skilled labour will be taken from Windhoek, but we have lots of drivers in the community, at least 50% should come from here.

Q9. Alfons Ndalemapo

Low Volume Seal is a concern, is it really viable in the long term? Why are we rushing the road and not waiting for enough funds for a high volume road? We don't want the road to perish within 10 years. The road between Drimiopsis and Du Plessis Plaas is already damaged and not even 15 years old.

Response (Benson Namupala): The question was put to the CEO, if community wants a high volume road, it may take another 15 years, let's use the opportunity and what is available now and upgrade later.

Response (Peet Bezuidenhout): Don't confuse low volume standard with low quality. It is suitable for lower traffic volumes. Low volume seal means it is constructed to a lower standard with regards to layer works, width of road, etc. If there were a lot of trucks on this road, we wouldn't be able to do LVS.

Q10. Ruth Mbura

I appreciate the presentation and the attendance of everyone. We requested the road from Drimiposis to Epukiro in a letter to the President, His Excellency Pohamba and the Minister at the time Honourable Nghimtina in 2013 and the response was that there were no funds available. Today we are hearing about the low volume road, but at least we are getting the road.

Regarding the SME's let's work closer to the Regional Council Office and Councillor Pakarae.

Further I would like to thank the Epukiro community for being here today, it shows that you want the road to be constructed. My responsibility is to make sure that the implementation is taking place and the delivery is there.

Q10. Kavee Kauaa

Where does the road stop in Epukiro?

Response (Peet Bezuidenhout): Not certain yet, by the time we get to Epukiro it might change and might go through Epukiro, but it will depend on funds available at the time.

Prayer

End of meeting 12:55

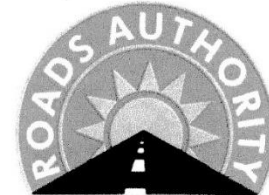
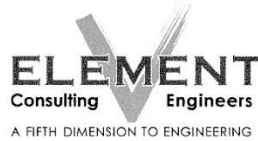
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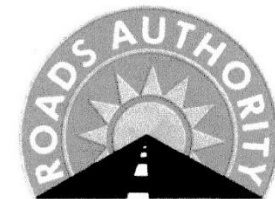
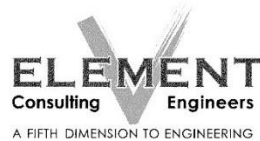


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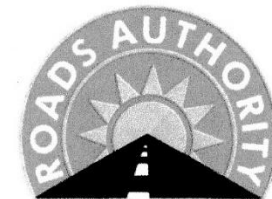
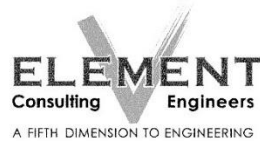


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