

Prices of rice expected to increase

As India curbs exports

This is bad for Asian and African countries that use rice as a staple, some of which import as much as 60% of their supply.

India's recent curbs on rice exports could trigger a rally in global prices after more than a decade of stability, traders said, as New Delhi's protectionist move coincides with falling output in other major producers and rising global demand.

Uneven monsoon rains hit rice planting in India, prompting the export restrictions in September, and floods have cut output in Pakistan even as consumption has grown in top importers such as Bangladesh and the Philippines. That's why forecasters are saying global demand will outstrip production in 2022/23.

This is bad for Asian and African countries that use rice as a staple, some of which import as much as 60% of their supply.

Since India - the world's

biggest rice exporter - banned exports of broken rice and slapped a 20% export tax on some non-basmati varieties, global rice prices have jumped more than 10%. Last month, the Food and Agriculture Organization's global rice price index rose 2.2% to hit an 18-month high.

"The international market has gone up and it will go up further," said Nitin Gupta, vice president for Olam India's rice business.

Governments worldwide had already been struggling to tame food inflation because of COVID-19 disruptions to production and supply chains, and then Russia's invasion of Ukraine removed millions of tonnes of foodstuffs from global markets, pushing

inflation to a record earlier this year.

Still, before India implemented its export curbs a few months ago, industry and government officials in Asia were saying rice prices would hold steady due to ample stocks.

Rice, unlike wheat, was insulated from the Russia-Ukraine war as neither country is a big producer, and supplies of the grain had remained relatively steady during the COVID-related disruptions for other foodstuffs.

Now, however, top exporters Thailand and Vietnam sit on insufficient inventories to make up for India's curb on exports and widespread output losses. Global rice inventories could fall to their lowest in at least five years in 2023, three global traders said, citing internal assessments.

"Since India cornered 40% of the global trade, it's not easy for others

to replace falling Indian shipments when demand is rising from leading importers," Gupta said.

The US Agriculture Department (USDA) has cut

its global rice production estimate for 2022/23 to 508 million tonnes, the lowest in four years. Just a month ago, the agency was expecting output for

the year at 512 million tonnes.

Some top global trading houses, though, expect a sharper fall to around 500 million tonnes because of

the extreme weather conditions that threaten crop yields in countries such as China, India, Bangladesh and Pakistan.

- Fin24



Labourers unload rice bags from a supply truck at India's main rice port.
PHOTO REUTERS

UNAM
UNIVERSITY OF NAMIBIA

INNOVATIVE APPROACHES TOWARDS LUNG HEALTH 2022

An international UNAM Symposium on Tuberculosis and COVID-19 Responses in Namibia and Abroad.

01 November 2022 | 14h00 - 20h00
Safari Court Hotel, Windhoek

Registration link: <https://forms.office.com/r/w0QizSsVfX>

Students, lecturers, doctors, health care workers are encouraged to attend.

This symposium is 6 points CPD accredited and supported by GIZ, BLP and BMG.

For any enquiries, please contact:
Ms Libertina Shiweva
Tel: +264 61 206 5060 | Mobile: +264 81 235 3406 | Email: lshiweva@unam.na

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TENDERS

TENDER ENQUIRY NO. E163-ND-2022

INVITATION TO TENDER FOR DESIGN, SUPPLY, INSTALLATION AND COMMISSIONING OF ON-GRID ROOFTOP SOLAR SOLUTION

1. OVERVIEW
Namdeb Diamond Corporation (Pty) Ltd (Namdeb) is a wholly owned subsidiary of Namdeb Holdings (Pty) Ltd, and performs land-based prospecting (exploration), mining and rehabilitation operations.

2. SPECIFICATION OF THE SERVICES
Namdeb hereby invites reputable and qualified service providers and/or Joint Ventures to submit tenders to **Design, Supply, Installation and Commissioning of on-grid solar photovoltaic system(s) for the Namdeb Oranjemund Main Office Block (MOB) and Information Technology (IT) buildings.**

3. TENDER ENQUIRY DOCUMENT
Interested parties **must submit their expression of interest** to participate in writing (to obtain a copy of the tender enquiry document) **by no later than 16h00 on Tuesday, 25th October 2022** and by contacting the following person:

Contact: Supply Chain Helpdesk
Email: Renee.Strauss@namdeb.com
Tel.: +264 (63) 23 8502

4. COMPULSORY SITE VISIT
A compulsory site visit (as further detailed in the tender enquiry) shall be conducted on **Wednesday, 9th November 2022.**

Only Tenderers that submit a duly signed off Namdeb Non-Disclosure Undertaking by no later than 16h00 on Monday, 28th October 2022 may attend the compulsory site visit and shall be eligible to participate in the tender process.

5. CLOSING DATE
The closing date for the tender is **Tuesday, 22nd November 2022**, and tender submissions must be delivered to the address as specified in the tender enquiry document as stipulated in the Instructions to Tenderers.

www.namdeb.com

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NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY CARGO TERMINAL IN THE PORT OF WALVIS BAY

Walvis Bay Cargo Terminal (Pty) Ltd, herewith gives notice in terms of the Environmental Management Act, No. 7 of 2007 and Regulation 21 of the Environmental Impact Assessment (EIA) Regulations (January 2012) for a new warehouse for bulk handling of copper concentrate proposed on their site in the Port of Walvis Bay.

Prior to the commencement of the construction of the proposed warehouse and the associated bulk handling and storage of copper concentrate, an EIA process will be conducted and an application for an environmental clearance certificate will be submitted to the Ministry of Works and Transport (Department of Transport, Directorate of Maritime Affairs) as the competent authority who will review the application and relevant reports and submit their comments to the Ministry of Environment, Forestry and Tourism (Environmental Commissioner) in terms of the regulations. This advertisement forms part of the EIA public participation process.

Applicant: Walvis Bay Cargo Terminal (Pty) Ltd.

Nature and location of the proposed activity:

Walvis Bay Cargo Terminal (Pty) Ltd proposes to construct a new warehouse on their site in the Port of Walvis Bay for the purpose to accommodate bulk handling of copper concentrate.

Walvis Bay Cargo Terminal (Pty) Ltd will receive bagged copper concentrate in powdery and granular format. Inside the warehouse the bags will be opened, and the content stockpiled in bulk. Once a vessel arrives in the port, the concentrate will be reloaded into skips mounted on trucks (inside the warehouse), which will be transported to the quayside where the skips will be hoisted by crane and decanted into the ship's cargo hold.

Independent Environmental Assessment Practitioner:

Namison Environmental Projects and Development (Namison) has been appointed by Walvis Bay Cargo Terminal (Pty) Ltd as the independent Environmental Assessment Practitioner to undertake the EIA process for the proposed project.

Contact person: Dr Pierré Smit or Werner Petrick

Tel: +264 (0)81 7527207 or +264 (0)81 7394591

E-mail: oudoring@gmail.com or wpetrick@namison.com

Registration to receive notifications / information and opportunity to comment:

To register as an interested and affected party for the proposed activities, please submit your name and contact details to Namison by e-mail, or by contacting Dr Pierré Smit or Werner Petrick. A Background Information Document (BID) is available for a review and comment period from **26 October to 9 November 2022**. Electronic copies of the BID are available on request from Namison as per above details.

If you would like your comments to be addressed in the EIA Scoping Report, please submit them to Namison by **no later than 9 November 2022.**



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Contact person: Dr Pierré Smit or Werner Petrick
Tel: +264 (0)81 7527207 or +264 (0)81 7394591
E-mail: oudoring@gmail.com or wpetrick@namisun.com

Registration to receive notifications / information and opportunity to comment:

To register as an interested and affected party for the proposed activities, please submit your name and contact details to Namisun by e-mail, or by contacting Dr Pierré Smit or Werner Petrick. A Background Information Document (BID) is available for a review and comment period from **26 October to 9 November 2022**. Electronic copies of the BID are available on request from Namisun as per above details.

If you would like your comments to be addressed in the EIA Scoping Report, please submit them to Namisun by **no later than 9 November 2022**.

PROCUREMENT NOTICE

MTC hereby invites companies to participate in the following procurement opportunities:

MTC53/22/0
REQUEST FOR PROPOSAL FOR THE PROVISION OF WAREHOUSE SHELVING TO MOBILE TELECOMMUNICATIONS (MTC)

BRIEFING MEETING: Thursday, 27th October @ 10h00am (Namibian Time)
 VENUE: Microsoft Teams, the link will be on the MTC website

CLOSING DATE: 4th November 2022 by 14h30 (Namibian Time)

MTC68/22/0
REQUEST FOR PROPOSAL FOR THE PROVISION OF CLEANING SERVICES TO MOBILE TELECOMMUNICATIONS LIMITED (MTC) CENTRAL REGIONS

BRIEFING MEETING: Thursday, 27th October @ 11h00am (Namibian Time)
 VENUE: Microsoft Teams, the link will be on the MTC website

CLOSING DATE: 4th November 2022 by 14h30 (Namibian Time)

MTC69/22/0
REQUEST FOR PROPOSAL FOR THE PROVISION OF CLEANING SERVICES TO MOBILE TELECOMMUNICATIONS LIMITED (MTC) NORTHERN REGIONS

BRIEFING MEETING: Thursday, 27th October @ 11h00am (Namibian Time)
 VENUE: Microsoft Teams, the link will be on the MTC website

CLOSING DATE: 4th November 2022 by 14h30 (Namibian Time)

Terms of References are available at:
www.mtc.com.na/corporate/procurement

[f](https://www.facebook.com/mtc.com.na) [i](https://www.instagram.com/mtc.com.na) [t](https://www.tiktok.com/@mtc.com.na) [y](https://www.youtube.com/mtc.com.na) [mtc.com.na](https://www.mtc.com.na)

St Paul's College Vacancy

ADMINISTRATIVE ASSISTANT Primary School

Commencement date: 1 January 2023

St Paul's is seeking an innovative and professional person to manage Reception and admissions for the Primary School.

Experience in administration, public relations and events planning, plus previous involvement in marketing and human resources duties, will be an advantage.

A minimum of Grade 12 and five years' experience is required. A qualification in Communication, Office Management, Business Administration or similar is preferred.

You will need to have exceptional people skills, an excellent command of written and spoken English, be proficient in administration, fully computer literate and able to bring energy and initiative to the St Paul's College community.

Applications close on 11 November 2022.
Only shortlisted candidates will be contacted.

Please submit your concise Curriculum Vitae including three contactable references to:

The Principal, St Paul's College
 E-mail: principalsec@spcnam.org
 393 Sam Nujoma Drive, Klein Windhoek
 061-227783
 Website: www.spcnam.org



INVITATION FOR BIDS

Bids are herewith invited through Open National Bidding (ONB) procedures for provision of the following goods and services:

A. G/ONB/SSC-05/2022: The provision of ISP Services (ISP and WAN) to Social Security Commission and enter into a three (3) year Service Level Agreement.

Closing date Monday, 28 November 2022 at 14:30

B. SC/RP/SSC-011/2022: The provision of Statutory Actuarial Services to Social Security Commission for a period of four (4) years.

Closing date Monday, 21 November 2022 at 14:30

- 1) The invitation is open to all Namibian bidders.
- 2) Interested bidders may obtain a complete set of Bidding Documents in English from the Cashiers at the address below.
- 3) Bidding documents are available as from **21 October 2022 at 09:00**
- 4) The bidding document for Statutory Actuarial Services (SC/RP/SSC-011/2022) is free of charge.
- 5) The cost of the bidding document for ISP Services (G/ONB/SSC-05/2022) is against payment of a non-refundable fee of **N\$300.00 (Three Hundred Namibia Dollars)** per set for which either cash or Electronic Fund Transfer (EFT), Direct Bank Deposit into SSC's bank account indicated below is accepted payment methods:

Bank: Bank Windhoek
Branch: Windhoek
Branch Code: 481-972
Account No.: 1084465201

Account Type: Current
Reference number: Social Security Registration Number

- 6) The bidding document for ISP Services (G/ONB/SSC-05/2022) will only be availed upon payment.
- 7) Interested eligible bidders may obtain further information at: Adda.Kadhila@ssc.org.na
- 8) A Non-Compulsory pre-bid clarification meeting for the bid for **Statutory Actuarial Services (SC/RP/SSC-011/2022)** will be held on the **4th November 2022 @10:00 on Microsoft Teams**. Prospective bidders who would like to attend the bid clarification meeting should confirm in writing to the email address indicated above on or before **2nd of November 2022 @ 14:00**.
- 9) Bids (original and copies) to be clearly marked with the bidder's name, bid reference number and description, must be placed in a sealed envelope and deposited into the Bid Box located at the entrance foyer at the Security Desk, Social Security House. **Electronic bidding will not be permitted and late bids will be rejected.**
- 10) Bids will be opened in the presence of bidders or their representatives who choose to attend in person at the **Social Security House Corner. A. Kloppers & J. Haupt Streets, Khomasdal, Windhoek.**

VISION: To be a trusted provider of exceptional social security in Namibia
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 Visit our offices at: Cnr A. Kloppers & J Haupt Street Khomasdal, Windhoek





ISSUES AND RESPONSE REPORT

Prepared for: Walvis Bay Cargo Terminal (Pty) Ltd

February 2023



ACRONYMS AND ABBREVIATIONS

Below a list of acronyms and abbreviations used in this report.

Acronyms / Abbreviations	Definition
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
I&AP	Interested and Affected Part
NamRa	Namibia Revenue Agency
WBCT	Walvis Bay Caro Terminal (Pty) Ltd
WBSH	Walvis Bay Salt Holdings

The issues raised during the Environmental Impact Assessment (EIA) process, and the responses to them are contained in more detail in Table 1.

No comments / input were received during the public review period.

TABLE 1: ISSUES AND RESPONSES

No	ISSUE RAISED	NAME OF PERSON AND ORGANIZATION	RESPONSE
FOCUS GROUP MEETING WITH NAMPORT			
1	Were residing port users and tenants of the port area identified as Interested and Affected Parties (I&APs) invited to focus group meetings?	S Gariseb (Namport)	<p>P Smit explained the public participation process, highlighting the various steps (advertisements in the newspapers, site notices, email notifications) to invite I&APs to participate in the EIA process and confirmed that specific focus group meetings with these identified stakeholders were arranged.</p> <p>Accordingly, identified I&APs were invited to Focus Group Meetings and their input recorded.</p> <p>The public participation process is described in detail as part of the Scoping (including an impact assessment) Report (see Sections 1.3.1, 1.4.4 and 2.3.1 – 3)</p>
2	Will there be more than 10,000 tons of material be stockpiled at a time in the warehouse?	S Gariseb (Namport)	<p>O Botha explained that the current customer demand is indicated at 10,000 tons and therefore the stockpiled volume will be this figure initially. The warehouse has the capacity to stock two to three times more than this quantity, however.</p> <p>The dimensions of the proposed warehouse are described in the Scoping (including an impact assessment) Report (see Section 4.3.1) and the operational activities are described in Section 4.4.</p>
3	Will it be a daylight operation?	R Shikwaya (Namport)	<p>O Botha stated that the new proposed warehouse will be operated like the rest of the activities of Walvis Bay Cargo Terminal (WBCT), i.e. 24/7. Receiving of the truckloads will be restricted to daylight hours, as far as possible.</p> <p>Loading of a vessel cannot be restricted to daylight hours, however.</p>
4	Can an increase in noise be expected from the proposed activities?	R Shikwaya (Namport)	<p>P Smit explained that an increase in noise is possible. However, the port of Walvis Bay is zoned as an industrial area, functioning without limitation on operating hours and noise is generated continuously. Various sources of noise in the port area exist and adding the proposed warehouse will possibly contribute to the cumulative impact of noise.</p> <p>For this reason, the potential impacts of noise was assessed.</p> <p>Noise is discussed in the Scoping (including an impact assessment) Report – see Section 6.1.5. It is identified as a potential impact (see Section 7.1) and also qualitatively assessed (see Section 8.1). Accordingly, a Management and Mitigation</p>

No	ISSUE RAISED	NAME OF PERSON AND ORGANIZATION	RESPONSE
			Plan for noise was composed and forms part of the Environmental Management Plan (EMP).
FOCUS GROUP MEETING WITH RESIDING TENANTS AND USERS OF THE PORT			
5	Will it be a new business?	K Frielingsdorf (Walvis Bay Salt Holdings – WBSH)	O Botha confirmed that the bulk handling of copper concentrate will be a new business activity of WBCT. The details of the facilities and operational activities of the project are described in the Scoping (including an impact assessment) Report – see Chapter 4.
6	How will the potential dust generated be managed?	K Frielingsdorf (WBSH)	P Smit explained that an increase in dust generated by activities outside the warehouse (transport of copper concentrate in skips from the warehouse to the quayside and decanting activities at the quayside) is possible. Various facilities and activities in the port area generate dust and adding these activities associated with the warehouse will possibly contribute to the cumulative impact of dust in the port area. The impacts of dust are also considered in the existing EMP of the port area, which contains stipulated management and mitigation measures to which tenants and users of the port area must adhere to. Dust is discussed / assessed in the Scoping (including an impact assessment) Report – see Section 3.4.2 (legislation and guidelines), consideration of the closest neighbours (see Section 4.2), consideration of design guidelines (see Section 4.3.1) and Section 6.1.4. (discussion on air quality). Dust was identified as a potential impact (see Section 7.1) and also qualitatively assessed (see Section 8.2). Accordingly, a Management and Mitigation Plan for dust was composed and forms part of the EMP.
7	Will the additional traffic possibly lead to the use of the southern gate to the port?	K Frielingsdorf (WBSH)	O Botha explained that only the northern gate will be used, as per agreement with Namport. The possibility of alternative routes for the delivery of copper concentrate to WBCT is discussed in the Scoping (including an impact assessment) Report – see Section 5.3. The matter was also discussed during the Focus Group Meeting with the Walvis Bay Municipality (see also remarks under #17). Traffic was identified and assessed as a potential impact (see Section 7.1).

No	ISSUE RAISED	NAME OF PERSON AND ORGANIZATION	RESPONSE
			Accordingly, a Management and Mitigation Plan for traffic was composed and forms part of the EMP.
FOCUS GROUP MEETING WITH NAMRA			
8	Based on the bad experiences that personnel of the Namibia Revenue Agency (NamRa) had with exposure to manganese dust, what are the possible side effects of exposure to dust from copper concentrate?	L Tiboth (NamRa)	<p>P Smit explained that the two commodities – manganese and copper concentrate – are very different in properties and, subsequently, risks. No manganese will be handled by the proposed warehouse.</p> <p>As the activities related to the bulk handling of copper concentrate will take place inside the warehouse, significant exposure to the public is unlikely.</p> <p>An increase in dust generated by activities outside the warehouse is possible and the potential impacts of dust, albeit cumulative, was assessed, as a result.</p> <p>See also the remarks under #6.</p>
9	Will it be a daylight operation?	L Zilio (NamRa)	See the remarks under #3.
10	Will the increase in trucks at the main gate lead to an increase in noise?	L Zilio (NamRa)	<p>P Smit explained that an increase in noise is possible due to the expected 70 more trucks per week. This averages to ten trucks per day, or one truck per every 2.4 hours (see also Section 4.4 of the Scoping (including an impact assessment) Report.</p> <p>The potential impacts of noise, albeit cumulative, was assessed, as a result.</p> <p>See also the remarks under #4.</p>
11	How will the expected waste be handled?	P Ndelelwa (NamRa)	<p>O Botha explained that the disposal of waste will not be different from existing practices and procedures applicable in the port area. The copper concentrate will arrive in mega-bags, which will be the main waste item. Mega-bags with a shoot bottom will be preferred, as these can be emptied without damage and returned to the suppliers for reuse. In the case of bags with a “one-way use”, the empty bags will be collected by a contractor for recycling of the material.</p> <p>Generation of hazardous waste is not foreseen.</p> <p>Big spillages of copper concentrate outside the warehouse are unlikely. In case it occurs, the material will be scooped up and relocated to the stockpile inside the warehouse. As the entire floor of the WBCT site is sealed, soil is not exposed to</p>

No	ISSUE RAISED	NAME OF PERSON AND ORGANIZATION	RESPONSE
			<p>potential spills of hazardous substances and the possibility of spills to enter groundwater is unlikely.</p> <p>Waste and spills of hazardous substance (copper concentrate) were identified and assessed as potential impacts (see Section 7.1).</p> <p>Accordingly, a Management and Mitigation Plan for waste and a Management and Mitigation Plan for hazardous substance were composed and form part of the EMP.</p>
12	How will the dust due to the transport from the warehouse to the quayside and during decanting activities be handled?	P Ndelelwa (NamRa)	<p>P Smit explains that an increase in dust is possible, which may add to the cumulative impact of dust in the port area.</p> <p>The potential impacts of dust, albeit cumulative, was assessed, as a result.</p> <p>See also the remarks under #6 and #8.</p>
FOCUS GROUP MEETING WITH ETOSHA FISHING			
13	How will the dust generated be different and how will it be managed?	L Kapundja (Etosha Fishing)	<p>P Smit explains that an increase in dust is possible, which may add to the cumulative impact of dust in the port area.</p> <p>The potential impacts of dust, albeit cumulative, was assessed, as a result.</p> <p>See also the remarks under #6, #8 and #12.</p>
14	How will possible spills of copper concentrate be handled?	L Kapundja (Etosha Fishing)	<p>Big spillages of copper concentrate outside the warehouse are unlikely. In case it occurs, the material will be scooped up and relocated to the stockpile inside the warehouse. As the entire floor of the WBCT site is sealed, soil is not exposed to potential spills of hazardous substances and the possibility of spills to enter groundwater is unlikely.</p> <p>Spills of hazardous substance (copper concentrate) was identified and assessed as a potential impact (see Section 7.1).</p> <p>Accordingly, a Management and Mitigation Plan for hazardous substance was composed and forms part of the EMP.</p> <p>See also remarks under #11.</p>
15	What are the potential risks of copper concentrate?	L Kapundja (Etosha Fishing)	<p>O Botha explained that neither the moisture content nor the metallurgical properties of copper concentrate can be determined prior to the first truckload is received. The</p>

No	ISSUE RAISED	NAME OF PERSON AND ORGANIZATION	RESPONSE
			<p>MSDS of copper concentrate is available, however, and the risks of the product will be managed accordingly.</p> <p>The product (and its risks) is described in Section 4.5 of the Scoping (including an impact assessment) Report.</p> <p>The relevant information retrieved from the MSDS was also incorporated in the Management and Mitigation Plan for hazardous substance which forms part of the EMP.</p>
16	How will the waste be managed?	I-M Iileka (Etosha Fishing)	See remarks under #11
FOCUS GROUP MEETING WITH WALVIS BAY MUNICIPALITY			
17	Question addressed to the Walvis Bay Municipality: How is the municipality addressing the concerns about the increased traffic to and from the port area (traffic congestion, road safety, deterioration of roads)?	P Smit (Namisun)	<p>Although the issues related to traffic outside the port were not part of the EIA, the concern about the increased traffic has knock-on impacts associated with the port area.</p> <p>F Nghifikua (Walvis Bay Municipality) explained that the municipality is in dialogue with the key stakeholders, including Namport. Part of the future planning includes the re-planning of Namport's entrance and exit points, a staging area, a new railway crossing, and a possible truck port on the outskirts of Walvis Bay.</p> <p>The aspect of traffic was discussed in the Scoping (including an impact assessment) Report – see Section 5.3. It was also identified as a potential impact of inside the port area and therefore assessed (see Section 7.1).</p> <p>Accordingly, a Management and Mitigation Plan for traffic was composed and forms part of the EMP.</p> <p>See also the remarks under #7.</p>
18	How will potential concerns about emissions and dust related to shipment activities and possible impacts on the marine environment be handled?	Jesaya Andreas (Walvis Bay Municipality)	<p>P Smit explained that the handling of complaints and the management of emergency situations are addressed in the EMP, and that the EMP is aligned with the EMP for the port area (under the auspices of Namport).</p> <p>With reference to dust, see also remarks under #6, #8, #12 and #13. With reference to potential spills of copper concentrate, see remarks under #11, #14 and #15.</p>

Stakeholder database

Stakeholder type	Name 1: Authority / Organization's name and department	Name 2: Title and personal name	Tel / Mobile	Email	Interest / relevance: Neighbour; Landowner; Regulator; I&AP
Authority	Directorate of Environmental Affairs	Mr Damian Nchindo	+264 61 2842713	damian.nchindo@mef.gov.na ; damian.nchindo2@mef.gov.na ; deencho@gmail.com	Licensing approval
Authority (competent)	Department of Transport (Directorate of Maritime Affairs)	Mr Jonas Sheelongo	+264 208 88803	jonas.sheelongo@mwt.gov.na	Licensing approval
Authority	Erongo Regional Council	Ms LH Doeses	+264 644105729	cro@erongorc.gov.na crosecretary@erongorc.gov.na	Investment in electorate
Authority	Walvis Bay Municipality	Mr David Uushona	+264 0000	duushona@walvisbaycc.org.na	Investment in electorate
Authority	Walvis Bay Municipality	Ms Nangula Amutenya	+264 812024059	namutenya@walvisbaycc.org.na	Investment in electorate
Authority	Walvis Bay Municipality	Ms Lovisa Hailaula	+264 214306	lhailaula@walvisbaycc.org.na	Investment in electorate
Parastatal	Namport	Stephanus Gariseb	+264 811672175	s.gariseb@namport.com.na	Land owner (Env)
Parastatal	Namport	Rauna Shikwaya	+264 812277776	r.shikwaya@namport.com.na	Land owner (Env)
Parastatal	Namport	Justina Iiyambo	+264 811664599	j.iiyambo@namport.com.na	Land owner (Prop)
Parastatal	Namport	Shaheed Saban	+264 811287895	saban@namport.com.na	Land owner (Eng)
Parastatal	Namport	Elzevir W Gelderbloem	+264 642082376	elzevir@namport.com.na	Land owner (Eng)
Parastatal	Namport	Trevor Ndjadila	+264 814204111	t.ndjadila@namport.com.na	Land owner (Bus dev)
Parastatal	Namport	Tautinge M. Festus		t.festus@namport.com.na	Land owner
Neighbour	Etosha Fishing	Geraldine Muteka	+264 64215600	geraldine.muteka@etoshafish.com.na	Neighbour
Neighbour	Etosha Fishing	Linekela Kapundja	+264 64215633 0811451455	linekela.kapundja@etoshafish.com.na	Neighbour
Neighbour	Etosha Fishing	Iina-Maria Iileka	+264 816044938	iina-marie.iileka@etoshafish.com.na	Neighbour
Neighbour	WB Salt Refiners	Andre Snyman	+264 811296070	andre.snyman@wbsalt.com	I&AP
Neighbour	WB Salt Refiners	Klaus Frielingsdorf	+264 811283465	klaus.frielingsdorf@wbsalt.com	I&AP
Neighbour	WB Salt Refiners	Gerome van Wyk	+264 811280485	gerome.vanwyk@wbsalt.com	I&AP

Neighbour	Woker Freight Services	Philip Coetzee	+264 811224422	philip.coetzee@wfs.com.na	I&AP
Neighbour	Manica	Patrick Kohlstaedt	+264 2012323, +264 811226694	Patrick.Kohlstaedt@manica.com.na	I&AP
Neighbour	Rennies	Cronje Grane	+264 811289204	cronje.grane@rennies.com.na	I&AP
Neighbour	NamRa	Lesley D Tiboth	+264 642086400/2 +264 81308784	lesley.tiboth@namra.org.na	Neighbour
Neighbour	NamRa	Paul Ndelelwa	+264 642086413 +264 812790610	paul.ndelelwa@namra.org.na	Neighbour
Neighbour	NamRa	Selma Mwaala	+264 812171561	selma.mwaala-frans@namra.org.na	Neighbour
Neighbour	NamRa	Patrick Tongo	+264 813231580	patrick.tongo@namra.org.na	Neighbour
Neighbour	NamRa	LM Zilio	+264 818626116	leilane.zilio@namra.org.na	Neighbour
Private	Chcivils	Henrico Aucamp	+264 812266381	henrico.chcivils@gmail.com	Interested party
Neighbour	Paratus	Gert Duvenhage	+264 833001000	gert.duvenhage@paratus.africa	Linear infrastructure
Neighbour	Paratus	Renier Pienaar		renier.pienaar@paratus.africa	Linear infrastructure

WALVIS BAY CARGO TERMINAL (PTY) LTD

EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY CARGO TERMINAL IN THE PORT OF WALVIS BAY

BACKGROUND INFORMATION DOCUMENT

1. INTRODUCTION

Walvis Bay Cargo Terminal (Pty) Ltd (WBCT) proposes to construct a new warehouse on their site in the Port of Walvis Bay, which is managed by the Namibian Ports Authority (Namport).

The proposed warehouse will be used to receive, handle, stockpile and reload copper concentrate for shipment when vessels are available. All planned stockpiling activities will take place inside the proposed warehouse.

2. ENVIRONMENTAL CLEARANCE

Prior to the commencement of the construction of the proposed warehouse and the associated bulk handling and storage of copper concentrate, environmental clearance is required from the Directorate of Environmental Affairs (DEA) of the Ministry of Environment, Forestry and Tourism (MEFT), based on an approved environmental impact assessment (EIA) process, in terms of the Environmental Management Act, No. 7 of 2007 and its associated regulations of 2012.

An EIA process will be conducted in terms of the above-mentioned legislation. The EIA process has been registered on the EIA online portal of the MEFT. The application for an Environmental Clearance Certificate (ECC) was submitted to the competent authority, the Department of Transport (Directorate of Maritime Affairs) at the Ministry of Works and Transport (MWT), who will review the application and relevant reports and submit their comments to the MEFT.

A final decision relating to the applications will be made by the DEA of the MEFT.

Depending on the decision by the MWT and MEFT, the ECC will be issued to WBCT, who then is accountable for the implementation of an Environmental Management Plan (EMP) which is aligned to the existing EMP of Namport.

Namisun Environmental Projects and Development (Namisun) has been appointed by WBCT as the independent environmental assessment practitioner to undertake the EIA process for the proposed warehouse and the associated bulk handling and storage of copper concentrate.

3. PURPOSE OF THIS DOCUMENT

This document has been prepared by Namisun to inform you about:

- The proposed warehouse and associated bulk handling and storage of copper concentrate in the Walvis Bay Port facilities (Section 5).
- The EIA process (Section 6).
- Potential environmental issues (i.e., aspects and potential impacts) (Section 7).
- How you can register as an interested and affected party (I&AP) (Section 4).

4. PARTICIPATION IN THE EIA PROCESS

Public participation is an essential part of the EIA process. If you want to register as an I&AP and have input into the EIA process, please refer to the box below. All comments / questions / concerns will be recorded and addressed in the EIA process.

HOW TO REGISTER AS AN I&AP

Please register as an I&AP and submit any questions or comments by means of an email to Namisun or by contacting the Environmental Assessment Practitioner.

Attention: Dr Pierré Smit or Werner Petrick
E-mail address: oudoring@gmail.com or
wpetrick@namisun.com

Cell number: +264 (0)81 752 7207 or (0)81 7394591

If you would like your comments to be addressed in the EIA Scoping Report, please submit them to Namisun.



FIGURE 1: LOCATION OF THE PROPOSED NEW WAREHOUSE, RELATIVE TO THE EXISTING FACILITIES ON THE WBCT SITE IN THE PORT OF WALVIS BAY

5. DESCRIPTION OF THE PROPOSED NEW WAREHOUSE AND ASSOCIATED ACTIVITIES

The proposed warehouse is planned on the WBCT site, adjacent to their existing warehouses. The WBCT site is situated in the Port of Walvis Bay close to the northern entrance and opposite Etosha Fishing (see Figure 1).

It is planned that the new warehouse will be used for bulk handling and storage of copper concentrate. WBCT will receive bagged copper concentrate in powdery and granular form. Inside the warehouse the bags will be opened, and the content stockpiled in bulk. Once a vessel arrives in the port, the concentrate will be reloaded into skips mounted on trucks (inside the warehouse), which will be transported to the quayside where the skips will be hoisted by crane and decanted into the ship's cargo hold.

Activities outside the port boundaries will fall outside the scope of the EIA.

1. Site preparation and general construction activities

The proposed activities include:

Site preparation

- The proposed site is currently used for uncovered storage of a variety of items. These items will be relocated to free the area for construction.
- All components for the construction of the warehouse will be delivered and offloaded onsite.
- All construction activities are planned to take place onsite.

General construction

- Digging of foundations.
- Reinforcement steel for foundations and flooring.
- Concrete will be mixed and poured onsite for foundations and other brickwork structures.
- Construction of free-standing reinforced concrete walls (<3 m) with a steel structure on top.

Construction vehicles and equipment will be used during the construction of the warehouse.

2. Handling and storage of copper concentrate and associated activities

During operations transport vehicles (flat beds) will deliver the bagged copper concentrate inside the

new warehouse. After the opening of the bags, the material will be stockpiled by a payload. The payload will also be used to reload the material inside the warehouse into skips mounted on trucks once vessels are available for shipment. Less than 70 trips per week for the transportation of the bagged copper concentrate are expected.

Not more than 10,000 tons of copper concentrate will be stored inside the warehouse at a time.

3. Water supply

Water use during construction and afterwards for domestic purposes will be provided from the existing facilities of WBCT.

4. Power supply

Electricity use during construction and afterwards for operational purposes will be provided from the existing facilities of WBCT.

5. Fuel supply and storage

Diesel is the main consumable and will be required for the vehicles and equipment during construction and operations. Refilling will take place offsite. Currently a total volume of <4000 L of diesel is kept onsite in an aboveground tank with bunding for operational use.

6. Waste

Some construction and non-hazardous waste (e.g., building rubble) and domestic waste (such as plastic bags, tins, bottles, paper, and packaging waste) will be generated. Generation of hazardous waste is not foreseen. All waste will be contained and removed as per the existing arrangements for waste handling and disposal.

Drip trays will be placed during refuelling of vehicles and equipment. Any oil spill will be scooped into bags and taken to a permitted hazardous waste disposal site.

Sewage will be managed through the existing (municipal) infrastructure.

7. Access routes

As the warehouse is planned adjacent to the existing warehouses of WBCT, no new access points to the WBCT site shall be used.

No new roads will be constructed.

8. Staff / employment

A contractor, with its own employees, will be appointed to conduct the construction activities. It is

estimated that less than ten people will be involved during construction.

Not more than six employees will be newly appointed for the activities during the operational phase.

9. Construction schedule

Construction commencement is subject to regulatory agreement, i.e., approval of the EIA and issuing of an ECC by MEFT. Construction will take approximately five months to complete, where after the first load of copper concentrate will be accepted at the premises.

6. EIA PROCESS

The main objectives of the EIA process are to:

- Provide information on the proposed activities and infrastructure.
- Describe the current environment where the project will be situated.
- Identify, in consultation with I&APs, potential negative and positive environmental aspects.
- Assess the associated potential environmental impacts of the proposed activities.
- Develop an EMP to ensure management and mitigation measures are implemented during the execution of the activities, to avoid or minimise impacts as far as possible.

The likely steps and timeframes of the EIA process are provided in Table 1 and the steps on the process are illustrated in Figure 2.

TABLE 1: EIA PROCESS FOR THE PROPOSED ACTIVITIES.

STEPS IN THE EIA PROCESS
<p>PHASE I: Project initiation and internal screening (October 2022)</p> <ul style="list-style-type: none"> • EIA project initiation. • Notify MWT and MEFT through the submission of the EIA Application Form and online registration. • Site visit and identify environmental issues. • Identify key stakeholders. • Notify other regulatory authorities and I&APs of the proposed project (via newspaper advertisements, this document, emails, site notices). • Conduct key stakeholder focus group meetings.
<p>PHASE II – Combined scoping and assessment phase and EMP (November 2022 – January 2023)</p>

- Assess the potential impacts of the proposed activities (including assessment report and EMP).
- Distribute the EIA reports for review and comment by regulatory authorities and I&APs.
- Consider comments received and compile the final reports.
- Submit the final reports to MWT and MEFT for their review and decision-making.

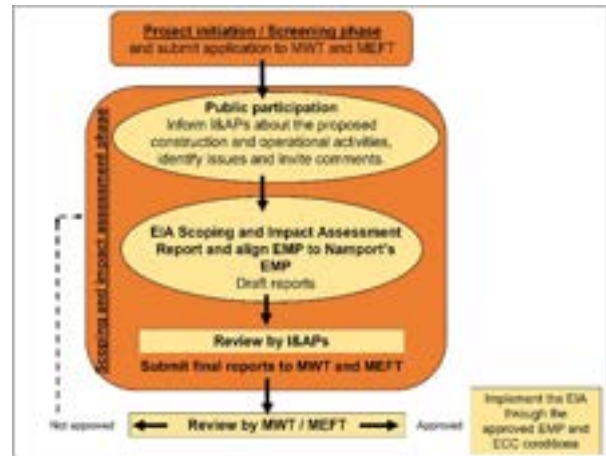


FIGURE 2: THE EIA PROCESS

7. KEY ISSUES RELATED TO THE PROPOSED ACTIVITIES

Potential environmental issues associated with the proposed activities include:

- Air quality: Airborne dust causing nuisance impacts to third parties (e.g., neighbours)
- Waste: Potential pollution from general waste.
- Soil and surface water: Potential contamination from hydrocarbon spills and leaks during refuelling of vehicles and equipment, spillage of copper concentrate (outside the warehouse) during the operational phase.
- Socio-economic: Investment, job creation.

8. INVITATION TO REGISTER AND COMMENT

To register as an I&AP for the proposed construction and operational activities, please submit your name and contact details to Namisun by email, or by contacting Dr Pierré Smit or Werner Petrick.

For comments to be included into the Scoping (including Impact Assessment) Report, input should be provided to Namisun before **9 November 2022**.

Sent out to stakeholders during the period 26 Oct – 9 Nov 2022

Dear Sir / Madam

EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY CARGO TERMINAL IN THE PORT OF WALVIS BAY

Walvis Bay Cargo Terminal (Pty) Ltd (i.e., “WBCT”) herewith gives notice in terms of the Environmental Management Act, No. 7 of 2007 and Regulation 21 of the Environmental Impact Assessment (EIA) Regulations (January 2012) of a proposed new warehouse for bulk handling of copper concentrate on the site of WBCT in the port of Walvis Bay.

Prior to the commencement of the proposed project, environmental clearance is required from the Department of Environmental Affairs (DEA) of the Ministry of Environment, Forestry and Tourism (MEFT), based on an approved environmental impact assessment (EIA) process, in terms of the Environmental Management Act, No. 7 of 2007 and its associated regulations of 2012. An EIA process will be conducted in terms of the above-mentioned legislation. The EIA process implies registration on the EIA online portal of the MEFT and an application for an environmental clearance certificate (ECC) to the competent authority, the Department of Transport (Directorate of Maritime Affairs) at the Ministry of Works and Transport (MWT), who will review the application and relevant reports and submit their comments to the MEFT. A final decision relating to the applications will be made by the DEA of the MEFT.

Depending on the decision by MWT and MEFT, the ECC will be issued to WBCT, who then is accountable for the implementation of an Environmental Management Plan (EMP) aligned to the current EMP of the Namibian Ports Authority (Namport).

Namisun Environmental Projects and Development (Namisun) has been appointed by WBCT as the independent environmental assessment practitioner to undertake the EIA process for the proposed warehouse and the associated bulk handling and storage of copper concentrate.

Kindly note that an advertisement about this project appears in today’s newspapers. Interested and affected parties (I&APs) are invited to register and submit comments to be addressed in the EIA Scoping Report before **9 November 2022**.

Attached to this email is the Background Information Document (BID), which provides additional information to this email.

Focus group meetings are planned within the comments and registration period. Should you like to be invited to one of the Focus Group meetings, please contact Namisun.

Kindly share the information in this email and BID with the parties you consider relevant. Kindly also provide the names and contact details of parties you consider relevant to Namisun.

Memorandum

Subject: APPLICATION FOR AN ENVIRONMENTAL CLEARANCE CERTIFICATE FOR A PROPOSED NEW WAREHOUSE OF WBCT IN THE PORT OF WALVIS BAY.

Submission of the application form to the competent authority, the Department of Transport (Directorate of Maritime Affairs) at the Ministry of Works and Transport (MWT)

Attention – Mr Sheelongo

Kindly take note of the following:

Walvis Bay Cargo Terminal (Pty) Ltd applies for an Environmental Clearance Certificate (ECC) for the proposed new warehouse for bulk handling of copper concentrate on their site in the port of Walvis Bay.

Namisun was appointed to conduct the Environmental Impact Assessment process for this project.

Herewith the completed application form for an ECC. An electronic copy of the same document was also submitted via the online portal of the Ministry of Environment, Forestry and Tourism (MEFT). The application was registered as APP 221109000287.

Accompanying this memorandum and application form is a Background Information Document, which provides you with some details about the project. As competent authority, final documents will be submitted to your office later for your review and submission of comments to the MEFT for the final review and decision making.

Yours sincerely

Namisun

**ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW WAREHOUSE
FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY
CARGO TERMINAL (PTY) LTD IN THE PORT OF WALVIS BAY**

MINUTES OF FOCUS GROUP MEETING – AFFECTED AND INTERESTED PARTIES

MEETING DETAILS		
DATE	07 November 2022	
TIME:	10:30	
VENUE:	Nairport Marketing Boardroom	
PROJECT:	EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WBCT IN THE PORT OF WALVIS BAY	
PURPOSE:	<p>The objectives of the meeting:</p> <ul style="list-style-type: none"> • To share information about the proposed project and its location. • Provide a description of the EIA process. • Provide information about the key potential environmental issues • Provide stakeholders with an opportunity to be involved in the EIA. • Describe the way forward, highlighting further opportunities to be involved in the EIA process. 	
ATTENDANCE: (See Appendix 2 for Attendance Register)	<u>Name:</u>	<u>Organisation:</u>
	Gerome van Wyk	WB Salt
	Klaus Frielingsdorf	WB Salt
	Ockert Botha	WBCT
	Pierré Smit	Namisun

1. OPENING OF THE MEETING AND GENERAL INTRODUCTION

Pierré Smit welcomed everyone to the meeting, set the context and reasoning of the Focus Group Meeting, and asked all present to introduce themselves.

2. INFORMATION SHARING

Pierré Smit shared information about the formalities of the meeting, which included:

- The meeting arrangements and
- General information sharing about the proposed project.

Pierré Smit provided an overview of the project, including its location. The EIA process was also explained, highlighting the following:

- General background and location.
- The EIA process that will be followed.
- Key potential environmental issues.
- The way forward.

Ockert Botha from Walvis Bay Cargo Terminal (Pty) Ltd provided technical input.

3. DISCUSSION (QUESTIONS AND ANSWERS)

A few questions / comments / issues were raised during the meeting. These have been recorded in the attached table (see Appendix 1).

4. THE WAY FORWARD

Pierré Smit outlined the way forward as follows:

- A similar Focus Group Meeting will be held with other stakeholders
- The assessment outcomes of the project will be documented in a report as a draft version and made available for a public review period.
- Namisun will finalize the report and accompanying EMP after the review period, incorporating comments received and submit the documents to the MWT and MEFT for their final review and decision.

5. CLOSE

The meeting was closed by 11:15

APPENDIX 1: QUESTIONS / COMMENTS / CONCERNS RAISED, WITH RESPONSES PROVIDED

NO.	QUESTIONS / COMMENTS / ISSUES RAISED	RESPONSE
1	Klaus Frielingsdorf asked if it is a new business.	Ockert Botha confirmed that the bulk handling of copper concentrate will be new business for WBCT. He elaborates that the copper concentrate will be powdery or granular, received as bagged material on flat-bed trucks from the source. This material will be debagged and stockpiled inside the warehouse, from where it will be loaded into skips for shipment when a vessel is available. The warehouse and the activities that will take place in it, will thus be a new business operation of WBCT.
2	Klaus Frielingsdorf raised concerns about the potential dust that will be generated. He asked how dust will be managed in terms of suppression and ventilation.	Ockert Botha explained that dust suppression of the copper concentrate with water is unpractical and that alternative mitigation measures will be implemented. Only two doors for the building are proposed – one as an entrance and one as an exit point. Vehicles and equipment inside the warehouse as well as the personnel working inside the warehouse will be limited. In addition, the warehouse will have 3 m-high concrete walls around, completely roofed and the floor will be replaced with a sealed surface to make any seepage less likely. Pierré Smit added that the location of the warehouse is downwind and that the positioning of the doors also takes the prevalent southwest wind in consideration. Additional mitigation measures will be included as the assessment deem necessary.
3	Klaus Frielingsdorf pointed out that concerns exist about the low thresholds of non-compatible substances in salt and that any exceedance causes stress for WB salt. Against this background he asked if the moisture content and the metallurgical properties of the copper concentrate are known.	Ockert Botha indicated that neither the moisture content nor the metallurgical properties of the copper concentrate are known at this stage, but that more clarity will be obtained during the assessment. Pierré Smit requested Klaus Frielingsdorf to forward the threshold requirements of salt.
4	Klaus Frielingsdorf asked whether the additional traffic will make use of the southern gate of Namport, as it raises a concern for WB Salt.	Ockert Botha answered that deliveries of the copper concentrate will use the main gate only, and not the southern gate, as per arrangement with Namport.

APPENDIX 2: SIGNED ATTENDANCE REGISTER

**ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW WAREHOUSE
FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY
CARGO TERMINAL (PTY) LTD IN THE PORT OF WALVIS BAY**

MINUTES OF FOCUS GROUP MEETING – ETOSHA FISHING

MEETING DETAILS		
DATE	07 November 2022	
TIME:	14:30	
VENUE:	Office of Etosha Fishing	
PROJECT:	EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WBCT IN THE PORT OF WALVIS BAY	
PURPOSE:	<p>The objectives of the meeting:</p> <ul style="list-style-type: none"> • To share information about the proposed project and its location. • Provide a description of the EIA process. • Provide information about the key potential environmental issues • Provide stakeholders with an opportunity to be involved in the EIA. • Describe the way forward, highlighting further opportunities to be involved in the EIA process. 	
ATTENDANCE: (See Appendix 2 for Attendance Register)	<u>Name:</u>	<u>Organisation:</u>
	Linekela Kapundja	Etosha Fishing
	Iina-Maria Iileka	Etosha Fishing
	Ockert Botha	WBCT
	Pierré Smit	Namisun

1. OPENING OF THE MEETING AND GENERAL INTRODUCTION

Pierré Smit welcomed everyone to the meeting, set the context and reasoning of the Focus Group Meeting, and asked all present to introduce themselves.

2. INFORMATION SHARING

Pierré Smit shared information about the formalities of the meeting, which included:

- The meeting arrangements and
- General information sharing about the proposed project.

Pierré Smit provided an overview of the project, including its location. The EIA process was also explained, highlighting the following:

- General background and location.
- The EIA process that will be followed.
- Key potential environmental issues.
- The way forward.

Ockert Botha from Walvis Bay Cargo Terminal (Pty) Ltd provided technical input.

3. DISCUSSION (QUESTIONS AND ANSWERS)

A few questions / comments / issues were raised during the meeting. These have been recorded in the attached table (see Appendix 1).

4. THE WAY FORWARD

Pierré Smit outlined the way forward as follows:

- A similar Focus Group Meeting will be held with other stakeholders
- The assessment outcomes of the project will be documented in a report as a draft version and made available for a public review period.
- Namisun will finalize the report and accompanying EMP after the review period, incorporating comments received and submit the documents to the MWT and MEFT for their final review and decision.

5. CLOSE

The meeting was closed by 15:15.

APPENDIX 1: QUESTIONS / COMMENTS / CONCERNS RAISED, WITH RESPONSES PROVIDED

NO.	QUESTIONS / COMMENTS / ISSUES RAISED	RESPONSE
1	Linekela Kapundja asked about the possible dust that could be generated and whether this would be different from other operators.	Pierré Smit responded that potential sources of dust will be managed and mitigated with all necessary measures identified during the EIA and in line with the management and mitigation measures contained in the existing Environmental Management Plan of Namport.
2	Linekela Kapundja requested more information about the possibility of spills and potential contamination.	Ockert Botha explained that the warehouse will have 3 m-high concrete walls around, completely roofed and the floor will be replaced with a sealed surface to make any seepage less likely. In the unlikely event of spillages outside of the warehouse, the spillages will be localized and limited to small quantities (one skip in case of a worst scenario). Spills will be scooped up and taken back to the stockpile.
3	Linekela Kapundja asked whether the potential risks of copper concentrate are known and how it will be managed.	Ockert Botha indicated that neither the moisture content nor the metallurgical properties of the copper concentrate are known at this stage, but that more clarity will be obtained during the assessment. The MSDS for copper concentrate is available and will be considered in the assessment.
4	lina-Maria lileka asked how the waste will be managed.	Ockert Botha confirmed that the copper concentrate will be received as bagged material on flat-bed trucks from the source. This material will be debagged and stockpiled inside the warehouse, from where it will be loaded into skips for shipment when a vessel is available. Disposal of the empty bags will not be different from existing practices in the Namport area. All other waste items will be managed as per existing procedure.

APPENDIX 2: SIGNED ATTENDANCE REGISTER

**ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW WAREHOUSE
FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY
CARGO TERMINAL (PTY) LTD IN THE PORT OF WALVIS BAY**

MINUTES OF FOCUS GROUP MEETING – NAMPORT

MEETING DETAILS		
DATE	07 November 2022	
TIME:	09:00	
VENUE:	Namport Marketing Boardroom	
PROJECT:	EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WBCT IN THE PORT OF WALVIS BAY	
PURPOSE:	<p>The objectives of the meeting:</p> <ul style="list-style-type: none"> • To share information about the proposed project and its location • Provide a description of the EIA process. • Provide information about the key potential environmental issues • Provide stakeholders with an opportunity to be involved in the EIA. • Describe the way forward, highlighting further opportunities to be involved in the EIA process. 	
ATTENDANCE: (See Appendix 2 for Attendance Register)	<u>Name:</u>	<u>Organisation:</u>
	S. Gariseb	Namport
	S. Saban	Namport
	T. Ndjadila	Namport
	J. Iiyambo	Namport
	R. Shikwaya	Namport
	O. Botha	WBCT
P. Smit	Namisun	

1. OPENING OF THE MEETING AND GENERAL INTRODUCTION

Pierré Smit welcomed everyone to the meeting, set the context and reasoning of the Focus Group Meeting, and asked all present to introduce themselves.

2. INFORMATION SHARING

Pierré Smit shared information about the formalities of the meeting, which included:

- The meeting arrangements and
- General information sharing about the proposed project.

Pierré Smit provided an overview of the project, including its location. The EIA process was also explained, highlighting the following:

- General background and location.
- The EIA process that will be followed.
- Key potential environmental issues.
- The way forward.

Ockert Botha from Walvis Bay Cargo Terminal (Pty) Ltd provided technical input.

3. DISCUSSION (QUESTIONS AND ANSWERS)

A few questions / comments / points of discussion were raised during the meeting. These have been recorded in the attached table (see Appendix 1).

4. THE WAY FORWARD

Pierré Smit outlined the way forward as follows:

- A similar Focus Group Meeting will be held with other stakeholders
- The assessment outcomes of the project will be documented in a report as a draft version and made available for a public review period.
- Namisun will finalize the report and accompanying EMP after the review period, incorporating comments received and submit the documents to the MWT and MEFT for their final review and decision.

5. CLOSE

The meeting was closed by 09:40

APPENDIX 1: QUESTIONS / COMMENTS / CONCERNS RAISED, WITH RESPONSES PROVIDED

NO.	QUESTIONS / COMMENTS / ISSUES RAISED	RESPONSE
1	S. Gariseb asked if residing port users were invited to the focus group meetings	P. Smit explained that the project was advertised in the newspapers, a site notice was placed on the proposed area and potential stakeholders were identified and invited per email to a focus group meeting following the one with Namport.
2	S. Gariseb asked if the 10,000 tons of material to be stockpiled implies that the stockpile quantity is limited	O. Botha replied that it is only an indication of the current customer demand; the warehouse has the capacity to stockpile volumes more than 10,000 tons at a time.
3	R. Shikwaya asked if it would be a daylight operation.	O. Botha answered that an estimated 70 truck loads per week will be received, delivered during daylight. Activities inside the warehouse will be a 24-hour operation, however.
4	J. Iiyambo would like to know if copper concentrate poses any security risks, specifically potential theft.	O. Botha explained that copper concentrate is in a powder or granular format, and unprocessed. Theft of the product is highly unlikely since further advanced extraction processes are required.
5	S. Gariseb raised a concern about the pungent smell of copper that is imported for the smelter in Tsumeb and whether the copper concentrate will also cause such a smell.	O. Botha explained that the two products differ widely from each other and that no smell will be caused by the copper concentrate.
6	R. Shikwaya would like to know if an increase in noise could be expected.	P. Smit explained that noise will be assessed as a cumulative impact.
7	J. Iiyambo requested that the lease agreement between WBCT and Namport must be addressed in the general background description of the project	P. Smit acknowledged that this will be described indeed.
8	S. Saban pointed out that a construction permit will be issued after all other required compliances are in place.	P. Smit confirmed that no construction activity can commence before the environmental clearance certificate is not issued.

APPENDIX 2: SIGNED ATTENDANCE REGISTER

**ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW WAREHOUSE
FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY
CARGO TERMINAL (PTY) LTD IN THE PORT OF WALVIS BAY**

MINUTES OF FOCUS GROUP MEETING – NamRa

MEETING DETAILS		
DATE	07 November 2022	
TIME:	12:00	
VENUE:	Office of Mr Patrick Tongo, NamRa	
PROJECT:	EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WBCT IN THE PORT OF WALVIS BAY	
PURPOSE:	<p>The objectives of the meeting:</p> <ul style="list-style-type: none"> • To share information about the proposed project and its location. • Provide a description of the EIA process. • Provide information about the key potential environmental issues • Provide stakeholders with an opportunity to be involved in the EIA. • Describe the way forward, highlighting further opportunities to be involved in the EIA process. 	
ATTENDANCE: (See Appendix 2 for Attendance Register)	<u>Name:</u>	<u>Organisation:</u>
	P. Ndelelwa	NamRa
	S. Mwaala-Frans	NamRa
	P. Tongo	NamRa
	L. Tiboth	NamRa
	L. Zilio	NamRa
	D. Tshapumba	NamRa
	O. Botha	WBCT
	P. Smit	Namisun

1. OPENING OF THE MEETING AND GENERAL INTRODUCTION

Pierré Smit welcomed everyone to the meeting and set the context and reasoning of the Focus Group Meeting. The meeting started after opening remarks by the regional head, a prayer and the introduction of all persons present.

2. INFORMATION SHARING

Pierré Smit shared information about the formalities of the meeting, which included:

- The meeting arrangements and
- General information sharing about the proposed project.

Pierré Smit provided an overview of the project, including its location. The EIA process was also explained, highlighting the following:

- General background and location.
- The EIA process that will be followed.
- Key potential environmental issues.
- The way forward.

Ockert Botha from Walvis Bay Cargo Terminal (Pty) Ltd provided technical input.

3. DISCUSSION (QUESTIONS AND ANSWERS)

A few questions / comments / issues were raised during the meeting. These have been recorded in the attached table (see Appendix 1).

4. THE WAY FORWARD

Pierré Smit outlined the way forward as follows:

- A similar Focus Group Meeting will be held with other stakeholders
- The assessment outcomes of the project will be documented in a report as a draft version and made available for a public review period.
- Namisun will finalize the report and accompanying EMP after the review period, incorporating comments received and submit the documents to the MWT and MEFT for their final review and decision.

5. CLOSE

The meeting was closed after a word of thanks and a prayer by 13:10

APPENDIX 1: QUESTIONS / COMMENTS / CONCERNS RAISED, WITH RESPONSES PROVIDED

NO.	QUESTIONS / COMMENTS / ISSUES RAISED	RESPONSE
1	<p>L. Tiboth gave a review of concerns he and some colleagues have relating to the export of manganese through the port of Lüderitz some time ago. Some of the concerns had to do with the storage building in Lüderitz. More of concern however is the apparent side effects that were experienced by personnel of NamRa due to exposure to manganese. He wants to know what the possible side effects of copper concentrate are and whether personnel of NamRa could be exposed to these.</p>	<p>P Smit explained that the two commodities – manganese and copper concentrate – are very different in properties and, subsequently, the risks posed. He pointed out that no manganese will be handled by the warehouse. All activities related to the bulk handling of copper concentrate will take place inside the warehouse and exposure to the public is unlikely. Furthermore, the specifications of the building will be in accordance with Namport’s requirements, and the overall environmental management will be aligned to Namport’s existing Environmental Management Plan. O. Botha pointed out that the construction of the warehouse will only commence when all approvals are in place and that the final approval will be issued by Namport.</p>
2	<p>L. Zilio asked if it would be a daylight operation.</p>	<p>O. Botha answered that an estimated 70 truckloads per week will be received, delivered during daylight. Activities inside the warehouse will be a 24-hour operation, however.</p>
3	<p>L. Zilio asked if the trucks will use the main gate and whether this will lead to an increase in noise.</p>	<p>Ockert Botha answered that deliveries of the copper concentrate will use the main gate. The potential increase in trucks through the main gate average at ten per day, which will be difficult to detect against the overall increase of activities in the port area. P. Smit stated that the potential cumulative impacts of the proposed activities (including traffic and noise) will be assessed as part of the EIA.</p>
4	<p>P. Ndelelwa asked for more information about the waste that will be generated, particularly if the product is spoiled and cannot be exported anymore.</p>	<p>O. Botha confirmed that the copper concentrate will be received as bagged material on flat-bed trucks from the source. This material will be debagged and stockpiled inside the warehouse, from where it will be loaded into skips for shipment when a vessel is available. Disposal of the empty bags or spoiled material will not be different from existing practices and procedures applicable in the Namport area.</p>
5	<p>P. Ndelelwa raised a concern about the possible dust that could be generated when the debagged material is transported in open skips between the warehouse and the awaiting vessel.</p>	<p>P. Smit responded that potential sources of dust will be managed and mitigated with all necessary measures identified during the EIA and in line with the management and mitigation measures contained in the existing Environmental Management Plan of Namport.</p>

6	<p>P Tongo emphasized the importance of the positive impacts the project can generate by providing jobs, investment, and the promotion of Walvis Bay as an export harbour.</p> <p>He also pointed out that the concerns about the impacts of manganese was a worry, especially since NamRa is a neighbour of the proposed activities but that NamRa is happy to hear that no handling of manganese is proposed.</p> <p>Lastly, he asked where the copper is coming from and if it is a new business.</p>	<p>O. Botha confirmed that the bulk handling of copper concentrate will be new business for WBCT.</p> <p>The copper concentrate is trucked one-way from its source in Zambia to Walvis Bay.</p> <p>No blending of product will take place – only copper concentrate received from the source in Zambia will be handled.</p>
7	<p>P Tongo asked whether a stakeholder meeting with clearance agents is also being considered.</p>	<p>O. Botha responded that the services of clearance agents will not be used for the proposed activities and that a meeting with them is not relevant.</p>

APPENDIX 2: SIGNED ATTENDANCE REGISTER

**ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW WAREHOUSE
FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY
CARGO TERMINAL (PTY) LTD IN THE PORT OF WALVIS BAY**

MINUTES OF FOCUS GROUP MEETING – WALVIS BAY MUNICIPALITY

MEETING DETAILS		
DATE	18 November 2022	
TIME:	09:00	
VENUE:	Dolphin Boardroom	
PROJECT:	EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WBCT IN THE PORT OF WALVIS BAY	
PURPOSE:	<p>The objectives of the meeting:</p> <ul style="list-style-type: none"> • To share information about the proposed project and its location • Provide a description of the EIA process. • Provide information about the key potential environmental issues • Provide stakeholders with an opportunity to be involved in the EIA. • Describe the way forward, highlighting further opportunities to be involved in the EIA process. 	
ATTENDANCE: (See Appendix 2 for Attendance Register)	<u>Name:</u>	<u>Organisation:</u>
	Nangula Amutenya	Walvis Bay Municipality
	Frans Nghifikua	Walvis Bay Municipality
	Jesaya Andreas	Walvis Bay Municipality
	Ockert Botha	WBCT
	Pierré. Smit	Namisun

1. OPENING OF THE MEETING AND GENERAL INTRODUCTION

Pierré Smit welcomed everyone to the meeting, set the context and reasoning of the Focus Group Meeting, and explained why a meeting with the Walvis Bay Municipality was deemed necessary.

2. INFORMATION SHARING

Pierré Smit shared information about the formalities of the meeting, which included general information sharing about the proposed project.

Pierré Smit provided an overview of the project, including its location. The EIA process was also explained, highlighting the following:

- General background and location.
- The EIA process that will be followed.
- Key potential environmental issues.
- The way forward.

Ockert Botha from Walvis Bay Cargo Terminal (Pty) Ltd provided technical input.

3. DISCUSSION (QUESTIONS AND ANSWERS)

A few questions / comments / points of discussion were raised during the meeting. These have been recorded in the attached table (see Appendix 1).

4. THE WAY FORWARD

Pierré Smit outlined the way forward as follows:

- Similar Focus Group Meetings were held with other stakeholders
- The assessment outcomes of the project will be documented in a report as a draft version and made available for a public review period.
- Namisun will finalize the report and accompanying EMP after the review period, incorporating comments received and submit the documents to the MWT and MEFT for their final review and decision.

5. CLOSE

The meeting was closed by 10:05

APPENDIX 1: QUESTIONS / COMMENTS / CONCERNS RAISED, WITH RESPONSES PROVIDED

NO.	QUESTIONS / COMMENTS / ISSUES RAISED	RESPONSE
1	<p>Pierré Smit explained that the scope of work of the EIA focuses only on the facilities and activities of the proposed project, which is located inside the port area. For this reason, the increased traffic because of the increase of activities in the port, and the impacts thereof, does not form part of the EIA, but might be of concern to the municipality.</p>	<p>Frans Nghifikua explained that the municipality is indeed concerned about the increased traffic pressure on the roads towards the main gate of Namport. He explained the current routes of the trucks and where the points of congestion are on a map. He also pointed out that Namport is in the process of re-planning the entrance and exit points of the port, as well as a new railway crossing Ockert Botha added to this in explaining the proposed flow of traffic through the port area.</p>
2	<p>Pierré Smit explained that the proposed increase in traffic because of WBCT is estimated at 70 trucks per week, i.e. 10 per day or one every 2.4 hours. This is a small increase in relation to the overall increase in traffic because of the increase in activities planned in the port area.</p>	<p>Frans Nghifikua responded by stating that the number of trucks per month is growing continuously, confirmed by figures he obtained from Namport and the weighbridge. Nangula Amutenya affirmed that the overall increase in traffic to and from Namport implies cumulative impacts such as noise, congestion and maintenance challenges as well as raising concerns about safety along the routes that are used.</p>
3	<p>Pierré Smit asked how the municipality see the way forward in routing the traffic to the port on selected roads.</p>	<p>Frans Nghifikua stated that the municipality is in dialogue with stakeholders in the fishing industry, Namport and the Road Found Administration to create a common platform where concerns can be shared, and solutions be found. He also stated that the municipality intends to develop a masterplan for the traffic to the port, depending on the finalized Structure Plan which is due soon. Part of this could be a truck port on the outskirts of the town to prevent bottleneck situations at the entrance to the port. On the map he explained which routes would be preferred, also making provision for the alternative routes in case of emergency.</p>
4	<p>Jesaya Andreas stated that there are concerns about emissions and dust related to the shipment activities that take place in the port, as well as possible impacts on the marine biodiversity. However, no complaint has been recorded yet.</p>	<p>Pierré Smit explained that the concerns must be brought under the attention of Namport and in the case of a complaint, it must be directed to Namport. Namport has an EMP in place, containing the necessary management and mitigation measures for the activities that take place in the port area.</p>
5	<p>Pierré Smit requested that any material of relevance to the assessment must be forwarded to his email address for consideration.</p>	<p>Acknowledged by all.</p>

APPENDIX 2: SIGNED ATTENDANCE REGISTER

Walvis Bay Cargo Terminal (Pty) Ltd (WBCT)

EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK
HANDLING OF COPPER CONCENTRATE ON THE SITE OF WBCT
IN THE PORT OF WALVIS BAY

Information Sharing Meeting

November 2022

Agenda

- Introduction
 - Objectives of the meeting
 - General introduction
- Description of the proposed project activities
- EIA process
- Key potential environmental issues
- Question and answer session
- Way forward and closure

Objectives of the meeting

- Provide the location and description of the proposed activities
- Provide a description of the EIA process
- Provide I&APs with initial opportunity to be involved in the EIA
- Identify any potential environmental issues and impacts
- Describe the way forward, highlighting further opportunities to be involved in the EIA process

- Note: Minutes are taken

General Introduction

- WBCT intends to construct a new warehouse on their site in the port of Walvis Bay for the bulk handling of copper concentrate.
- The proposed warehouse will be used to receive, handle, stockpile and reload copper concentrate for shipment when vessels are available.
- The planned warehouse has a floor size of <math><4,000\text{m}^2</math>
- Construction will only commence after approvals.
- The estimated construction period is five months.

Project location

- The proposed warehouse is planned on the WBCT site, adjacent to the existing warehouses of WBCT.
- The WBCT site is situated in the Port of Walvis Bay close to the northern entrance and opposite Etosha Fishing.
- The EIA concentrates only on the impacts inside the Namport area, and the direct neighbours affected.
- No new access points or roads are planned
- Water, power and waste will be managed through existing arrangements

Project location



FIGURE 1: LOCATION OF THE PROPOSED NEW WAREHOUSE, RELATIVE TO THE EXISTING FACILITIES ON THE WBCT SITE IN THE PORT OF WALVIS BAY

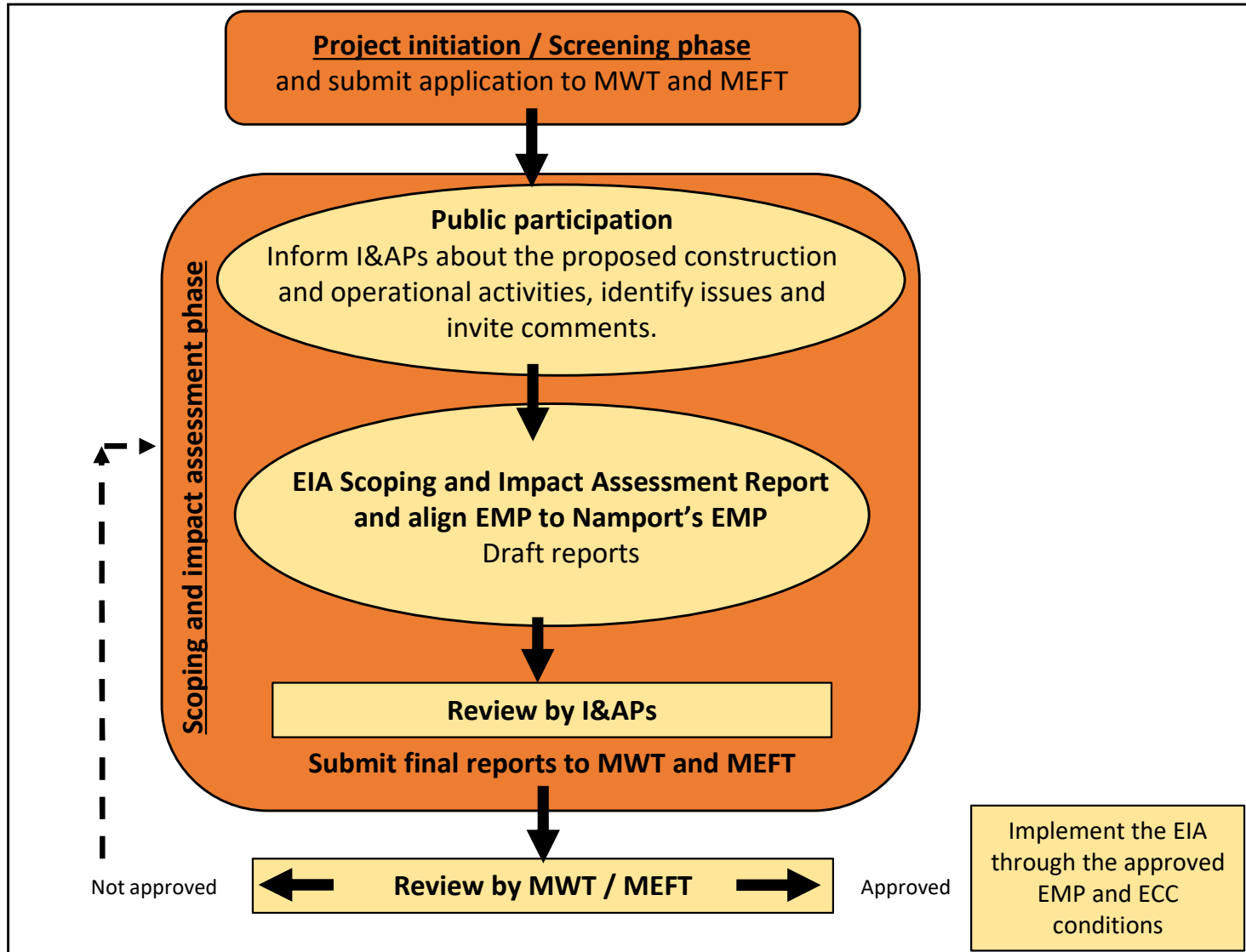
Project location



Description of the project activities

- WBCT will receive bagged copper concentrate in powdery and granular form.
- Inside the warehouse the bags will be opened, and the content stockpiled in bulk.
- Once a vessel arrives in the port, the concentrate will be reloaded into skips mounted on trucks (inside the warehouse), which will be transported to the quayside where the skips will be hoisted by crane and decanted into the ship's cargo hold.
- Proposed to store 10,000 tons of copper concentrate inside the warehouse at a time.
- Less than 70 trips per week for the transportation of the bagged copper concentrate are expected.

The assessment process



Oct 22



Nov 22



Dec 22



Jan 23



Key issues identified so far

- Air quality (dust) – nuisance to third parties
- Waste management
- Soil and surface water pollution from spills
- Socio-economic (+) – jobs, investment

Way Forward

- Comments received to date and during this meeting will be included in the Draft EIA Scoping and Assessment Report.
- Draft Report will be distributed for comments: Towards **December 2022**.

Attention: Dr Pierré Smit or Werner Petrick

E-mail address: oudoring@gmail.com

or wpetrick@namisun.com

Cell number: +264 (0)81 752 7207 or 081 739 4591



NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

EIA FOR THE PROPOSED NEW WAREHOUSE FOR BULK HANDLING OF COPPER CONCENTRATE ON THE SITE OF WALVIS BAY CARGO TERMINAL IN THE PORT OF WALVIS BAY

Walvis Bay Cargo Terminal (Pty) Ltd, herewith gives notice in terms of the Environmental Management Act, No. 7 of 2007 and Regulation 21 of the Environmental Impact Assessment (EIA) Regulations (January 2012) for a new warehouse for bulk handling of copper concentrate proposed on their site in the Port of Walvis Bay.

Prior to the commencement of the construction of the proposed warehouse and the associated bulk handling and storage of copper concentrate, an EIA process will be conducted and an application for an environmental clearance certificate will be submitted to the Ministry of Works and Transport (Department of Transport, Directorate of Maritime Affairs) as the competent authority who will review the application and relevant reports and submit their comments to the Ministry of Environment, Forestry and Tourism (Environmental Commissioner) in terms of the regulations. This advertisement forms part of the EIA public participation process.

Applicant: Walvis Bay Cargo Terminal (Pty) Ltd.

Nature and location of the proposed activity:

Walvis Bay Cargo Terminal (Pty) Ltd proposes to construct a new warehouse on their site in the Port of Walvis Bay for the purpose to accommodate bulk handling of copper concentrate.

Walvis Bay Cargo Terminal (Pty) Ltd will receive bagged copper concentrate in powdery and granular format. Inside the warehouse the bags will be opened, and the content stockpiled in bulk. Once a vessel arrives in the port, the concentrate will be reloaded into skips mounted on trucks (inside the warehouse), which will be transported to the quayside where the skips will be hoisted by crane and decanted into the ship's cargo hold.

Independent Environmental Assessment Practitioner:

Namisun Environmental Projects and Development (Namisun) has been appointed by Walvis Bay Cargo Terminal (Pty) Ltd as the independent Environmental Assessment Practitioner to undertake the EIA process for the proposed project.

Contact person: Dr Pierré Smit or Werner Petrick

Tel: +264 (0)81 7527207 or +264 (0)81 7394591

E-mail: oudoring@gmail.com or wpetrick@namisun.com

Registration to receive notifications / information and opportunity to comment:

To register as an interested and affected party for the proposed activities, please submit your name and contact details to Namisun by e-mail, or by contacting Dr Pierré Smit or Werner Petrick. A Background Information Document (BID) is available for a review and comment period from **26 October to 9 November 2022**. Electronic copies of the BID are available on request from Namisun as per above details.

If you would like your comments to be addressed in the EIA Scoping Report, please submit them to Namisun by **no later than 9 November 2022**.