

ENVIRONMENTAL SCOPING AND MANGEMENT PLAN

TradePort Namibia's Proposed Installation of a Surface Bulk Diesel Fuel Storage Facility for Domestic Use at TransNamib Ausnek Depot, Aus in the ||Karas Region

DECEMBER 20

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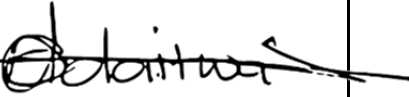


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Title	Environmental Scoping Assessment and Management Plan for TradePort Namibia's Installation of a Surface Diesel Fuel Storage Facility (tanks, fuel separator and pump house) for Domestic Use at the Aus TransNamib Ausnek Depot in Aus, Karas Region	
ECC Application Reference number	APP 00 3335	
Location	Aus Settlement, Namibia	
Proponent	TradePort Namibia (Pty) Ltd P. O. Box Windhoek Namibia, 9000	
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Approval – Client 1		
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Project Overview

TradePort Namibia (Pty) Ltd is a registered Namibian company, which ventures in the Import and Export Trade Operations that mainly entails the transportation, handling and storage of fuel and mineral commodity.

In particular to this assessment, TradePort Namibia (Pty) Ltd intends to up-grade fuel storage capacity at the TransNamib Ausnek Depot at Aus in the //Karas Region, through the installation of additional above-round diesel storage tanks.

While their operations stimulate diversification in the national economic and development activities, consequently creating employment opportunities and trickling benefits to the larger Namibian population, it poses the risks of unprecedented negative environmental impacts.

Potential impacts may vary in terms of scale (locality), magnitude and duration e.g. minor negative impacts in the form of dust and noise pollution especially during the handling (off-loading and fueling of trucks) and storage will be experienced.

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

- Identifying potential socio-economic and environmental impacts
- Proposing management measures to avoid, prevent and of mitigate these
- Compile an Environmental Management for compliance monitoring and reporting on the implementation of the Environmental Clearance Certificate conditions

Need for the Project

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

Currently, TradePort Namibia ventures in the mineral ore shipping and export through the Trans-Oranje Corridor and the Port of Lüderitz. To achieve this, they operate a number of trucks that transports the ore from its warehouse facility at Ariamsvlei to Lüderitz, and the trucks need to fuel-up half-way but there is not sufficient fuel stations along the route and thus affecting operations.

Aus Settlement, therefore lies at strategic location for the installation of fuel storage and fueling facility at which the truck drivers may safely stop and fuel-up the trucks. Critically, going ahead with the proposed activity creates potential for the following marginal net benefits:

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

Project Description

In particular to this assessment, TradePort Namibia (Pty) Ltd intends to up-grade fuel storage capacity at the TransNamib Ausnek Depot at Aus in the ||Karas Region, through the installation of new above-ground diesel storage tanks.

The diesel fuel (50 ppm) to be stored in the proposed facility shall be used to fuel TradePort's own truck transporting mineral ore en-route to Lüderitz for export. The facility will consist of three with a cumulative storing capacity of 249 cubic meters (m³) and each tank having a capacity of 83 m³.

An area space has been allocated by TransNamib at their Ausnek Depot, approximately two (2) kilometre from the Aus Settlement in the ||Karas Region. The proposed handling, storage and transportation of fuel triggers some listed activities in terms of the Environmental Management Act no. 7 of 2007 and the EIA Regulations of 6 February 2012 that may not be undertaken without an environmental clearance certificate.

The project will ultimately consist of the following components:

- Ground leveling and pouring of a concrete slab within the TransNamib premises or inter-logs paving
- Construction of a concrete bund wall and tanks support foundations
- Installation of three 83 m³ above-ground fuel tanks
- Construction of a pump house and installation of fueling pump, and a contingency fuel separator manhole and system

Need for an Environmental Impact Assessment

While increased economic activities can stimulate demographic changes and alter social, economic and environmental practices in many ways. Adverse environmental and socio-economic impacts have become a major area of concern for the business community, their customers, and other key stakeholders. As a result, companies seek to manage these impacts as part of their ethical and sustainable business conduct. Similarly, identifying, avoiding, mitigating and managing impacts, is a necessary condition for TradePort Namibia (Pty) Ltd to undertake its operation in compliance with the environmental legislative requirements in Namibia.

Therefore, TradePort Namibia (Pty) Ltd has appointed Enviro-Leap Consulting cc to conduct an environmental assessment and facilitate the process of obtaining and Environmental Clearance Certificate.

Approach to the EIA Process

The assessment process consisted of a site visit to the project location and public consultation meetings with the Interested and Affected Parties (I&APs). An environmental scoping and management plan (EMP) were compiled and constitute the application for an Environmental Clearance Certificate submitted to the Ministry of Environment and Tourism (Office of Environmental Commissioner).

Overall Recommendation

Based on the findings of the environmental scoping assessment, which concludes that all potential negative impacts associated to the proposed TradePort Namibia's import and export operations are minimal and practical mitigation measures are available. Equally, the positive impacts can be harnessed to increase the net marginal benefits relating to the socio-economic aspects of the operations.

Enviro-Leap environmental practitioner confidently recommends that the proposed project can proceed and should be authorized by the DEA. The proposed operations is considered to have an overall low negative environmental impact and an overall moderate positive socio-economic impact (with the implementation of respective mitigation and enhancement measures).

Based on this, it recommended that the proponent must upon obtaining their Environmental Clearance Certificate (ECC), implement all appropriate management and mitigation measures and monitoring requirements as may be stipulated in their EMP and or as condition of the ECC. These measures must be undertaken to promote and uphold good practice environmental principles and adhere to relevant legislations by avoiding unacceptable impacts to the receiving environment.

Taking into consideration the findings of the environmental scoping assessment process and given the national and regional strategic requirements for infrastructure development and economic growth, it is the opinion of the EAP that the project benefits outweigh the costs and that the project will make a positive contribution towards steering Namibia on its pathway towards its vision of becoming a Logistic Hub. Provided that the specified mitigation measures are applied effectively, it is recommended that TradePort Namibia's operations receive an ECC in terms of the Section 32 of the EMA No. 7 of 2007 and it's EIA Regulations of 2012.

AfDB	African Development Bank
BID	Background Information Document
BoN	Bank of Namibia
CA	Competent Authority
DEA	National Department of Environmental Affairs
EA	Environmental Authorization
ECC	Environmental Clearance Certificate
EAP	Environmental Assessment Practitioner
EIA	Environmental Impact Assessment
EMA	Environmental Management Act
GPS	Geographical Positioning System
IMF	International Monetary Fund
GPS	Geographical Positioning System
IMF	International Monetary Fund
OEC	Office of Environmental Commissioner
PPP	Public Participation Process
SADC	Southern African Development Community

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1. INTRODUCTION

The Environmental Management Act No. 7 of 2007 (also referred to as the EMA) and its Regulations promulgated in the Government Gazette No. 4878 of 2012, stipulates that for each developmental activity, which is listed as those that may not be undertaken without obtaining an Environmental Clearance Certificate (ECC), an Environmental Assessment (EA) must be conducted. The proposed handling, storage and transportation of fuel and mineral commodities triggers some listed activities in terms of the EMA.

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

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



Figure 1: Anticipated Environmental Assessment Timeline

1.1. PROJECT APPLICANT AND PROJECT OVERVIEW

TradePort Namibia (Pty) Ltd is a registered Namibian company, which ventures in the Import and Export Trade Operations that mainly entails the transportation, handling and storage of fuel and mineral commodity.

In particular to this assessment, In particular to this assessment, TradePort Namibia (Pty) Ltd intends to up-grade fuel storage capacity at the TransNamib Ausnek Depot at Aus in the ||Karas Region, through the installation of new (additional) above-ground diesel storage tanks.

1.2. PROJECT MOTIVATION (INCLUDING NEED AND DESIRABILITY)

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

Currently, TradePort Namibia ventures in the mineral ore shipping and export (see **Figure 2**) through the Trans-Oranje Corridor and the Port of Lüderitz. To achieve this, they operate a number of trucks that transports the ore from its warehouse facility at Ariamsvlei to Lüderitz, and the trucks need to be fuelled-up along the way but there is insufficient fuel stations along the route and thus affecting operations.



Figure 2: The proposed project's activity flow, detailing the initial activities at the mines in South Africa to the loading of the commodity onto the ship at the Lüderitz Port in Namibia

1.2.1. Need and Desirability

Aus Settlement, therefore lies at strategic location for the installation of fuel storage and fuelling facility at which the truck drivers may safely stop and fuel-up the trucks. Critically, going ahead with the proposed activity creates potential for the following marginal net benefits:

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

1.3. REQUIREMENTS FOR AN ENVIRONMENTAL IMPACT ASSESSMENT

While increased economic activities can stimulate demographic changes and alter social, economic and environmental practices in many ways. Adverse environmental and socio-economic impacts have become a major area of concern for the business community, their customers, and other key stakeholders. As a result, companies seek to manage these impacts as part of their ethical and sustainable business conduct. Similarly, identifying, avoiding, mitigating and managing impacts, is

a necessary condition for TradePort Namibia (Pty) Ltd to undertake its operation in compliance with the environmental legislative requirements in Namibia.

Therefore, TradePort Namibia (Pty) Ltd has appointed Enviro-Leap Consulting cc to conduct an environmental assessment and facilitate the process of obtaining and Environmental Clearance Certificate (see **Table 1**).

Table 1: List of activities identified in the EIA Regulations which apply to the proposed project

EMA 2007 Legislation	Description of activity	Relevance to this project
The project is listed as an activity requiring an environmental clearance certificate as per the following points from Regulation 29(sub-regulation 9) of Government Notice No. 29 of 2012:	9.1 “The manufacturing, storage, handling or processing of a hazardous substance defined in the Hazardous Substances Ordinance, 1974.”	The project involves the storage and handling of a potential hazardous commodities (diesel fuel).
	9.2 “Any process or activity which requires a permit, license or other form of authorization, or the modification of or changes to existing facilities for any process or license, or authorization in terms of a law governing the generation or release of emissions, pollution, effluent or waste.”	The project involves the storage and handling of a potential hazardous commodities (diesel fuel).
	9.4 “The storage and handling of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic meters at any one location.”	The project involves the storage, handling of diesel fuel of more than 30 000 cubic meters
	9.5 “Construction of filling stations or any other facility for the underground and aboveground storage of dangerous goods, including petrol, diesel, liquid, petroleum, gas or paraffin.”	Aspect of the project require the construction and maintenance of a diesel fuel storage and handling facility particularly at Gobabis / Witvlei and Walvis Bay.

1.4. EIA TEAM

As previously noted, Enviro-Leap Consulting (see **Table 2** for the composition of ELC’s team for this EA) has been appointed by TradePort Namibia (Pty) Ltd to undertake the EIA required for the proposed project. A public participation process (PPP) forms an integral part of the Environmental Assessment Process to aid in identifying issues and possible alternatives for consideration. Details on the PPP are included in section 4 of this Scoping Report.

Table 2: The EIA Management Team

NAME	ORGANISATION	ROLE/ SPECIALIST STUDY UNDERTAKEN
Environmental Assessment Practitioners		
Titus Shuuya	Enviro-Leap Consulting cc	Lead Environment Practitioner
Vilho Pendainge Mtuleni	Enviro-Leap Consulting cc	Project Manager

1.5. DETAILS AND EXPERTISE OF THE EAP

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

1.6. OBJECTIVES OF THE ENVIRONMENTAL SCOPING ASSESSMENT

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

In broad terms, the 2012 EMA EIA Regulations (GG 4878) stipulates that an EIA Process must be undertaken providing to determine the potential environmental impacts, mitigation and closure outcomes, as well as the residual risks of any listed activity. Therefore, based on these (EIA Regulations), the objectives of the EA Process is to:

- determine the policy and legislative context within which the activity is located and note how the proposed activity complies with and responds to the policy and legislative context;
- describe the need and desirability of the proposed activity, including the need and desirability of the activity in the context of the preferred location;
- identify the location of the development footprint within the preferred site based on an impact and risk assessment process inclusive of cumulative impacts and a ranking process of all the identified development footprint alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects of the environment;
- determine the nature, significance, consequence, extent, duration and probability of the impacts occurring to inform identified preferred alternatives; and the degree to which these impacts (a) can be reversed; (b) may cause irreplaceable loss of resources, and (c) can be avoided, managed or mitigated; and
- identify suitable measures to avoid, manage or mitigate identified impacts;

In terms of legal requirements, a crucial objective of the EIA Report is to satisfy the requirements of EIA Regulations in respecting to obtaining an Environmental Clearance Certificate. This section regulates and prescribes the content of the Scoping Report and specifies the type of supporting information that accompany the submission of the ECC application to the Competent Authority.

2. PROJECT DESCRIPTION

This section provides an overview of the conceptual operational design and an overview of the sites and technology selection process for the proposed installation and operation of the diesel fuel storage facility (**Figure 3**).

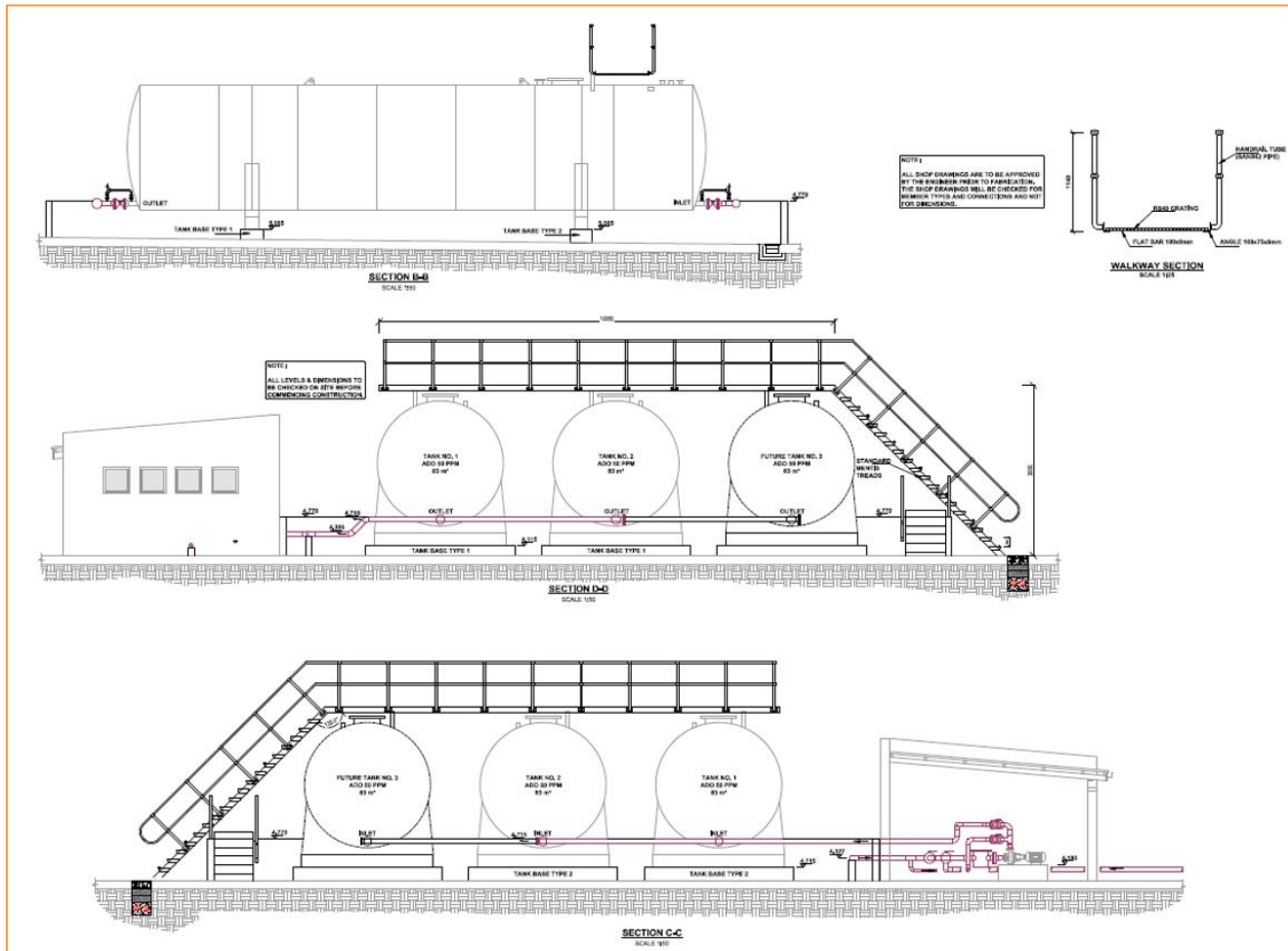


Figure 3: Illustration of the mechanical / tank stair and walkway layout of the proposed facility

2.1. SITE SELECTION

The site selection process took into consideration key site selection factors such as land availability, proximity to sensitive receptors, site accessibility, topography, risks, current land use. Hence, keeping the storage distant from the settlements and at the TransNamib Ausnek Depot offers the safest location (**Figure 4 and 5**, corner GPS coordinates presented in **Table 3**) in terms security and social safety.

Table 3: Corner coordinates of the proposed development site

Corner point	Latitude	Longitude
A – Ausnek Depot	-26.681479°	16.286336°
B – Ausnek Depot	-26.681570°	16.286261°
C – Ausnek Depot	-26.681445°	16.286103°
D – Ausnek Depot	-26.681361°	16.286195°

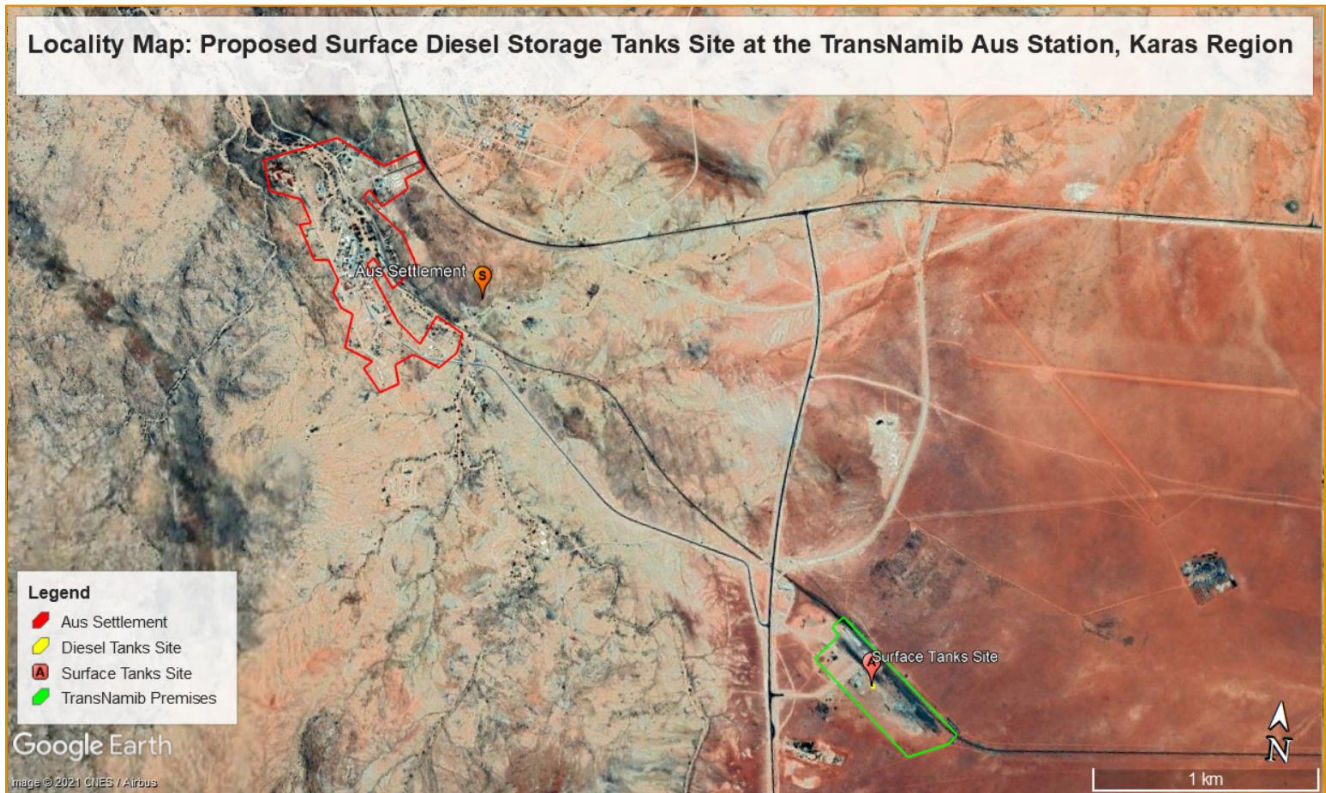


Figure 4: Haulage route along the existing railway line through different land uses in the Walvis Bay town



Figure 5: Haulage route along the existing railway line through different land uses in the Gobabis / Witvlei town

2.2. KEY COMPONENTS OF TRADEPORT NAMIBIA'S OPERATIONS

In particular to this assessment, TradePort Namibia (Pty) Ltd intends to up-grade fuel storage capacity at the TransNamib Ausnek Depot at Aus in the ||Karas Region, through the installation of new above-round diesel storage tanks.

The diesel fuel (50 ppm) to be stored in the proposed facility shall be used to fuel TradePort's own truck transporting mineral ore en-route to Lüderitz for export. The facility will consist of three with a cumulative storing capacity of 249 cubic meters and each tank having a capacity of 83 cubic metres.

An area space has been allocated by TransNamib at their Ausnek Depot, approximately two (2) kilometre from the Aus Settlement in the ||Karas Region. The proposed handling, storage and transportation of fuel triggers some listed activities in terms of the Environmental Management Act no. 7 of 2007 and the EIA Regulations of 6 February 2012 that may not be undertaken without an environmental clearance certificate.

The project will ultimately consist of the following components:

- Ground leveling and pouring of a concrete slab within the TransNamib premises or inter-logs paving
- Construction of a concrete bund wall and tanks support foundations
- Installation of three 83 cubic meters above-ground fuel tanks
- Construction of a pump house and installation of fueling pump, and a contingency fuel separator manhole and system

2.3. DESCRIPTION OF COMMODITIES

2.3.1. Fossil Fuel (Diesel)

Fossil fuels consist of deposits of once living organisms and takes centuries to form. Fossil fuels principally consist of carbon and hydrogen bonds (Lenntech, 2021). There are three types of fossil fuels which can all be used for energy provision; coal, oil and natural gas.

Diesel fuel is the common term for the distillate fuel oil sold for use in motor vehicles that use the compression ignition engine named for its inventor, German engineer Rudolf Diesel. He patented his original design in 1892. Diesel fuel is refined from crude oil and from biomass materials.

2.4. PROJECT DEVELOPMENT CYCLE

2.3.1. Construction and Installation

The construction activities will take place subsequent to the issuing of an Environmental Clearance Certificate (ECC). The construction activities are proposed at the TransNamib Ausnek Depot about 2 km east of Aus Settlement, and is expected to extend over a period of between three and six months concurrently for the respective sites (see **Table 4** for technical specifications of the respective warehouse facilities). These assumes that normal daylight working hours shall be adhered to in respect to the Labour Act provisions.

During the construction phase, both skilled and unskilled temporary employment opportunities will be created. It is difficult to specify the actual number of employment opportunities that will be

created at this stage; however approximately 50 personnel in project support industries will be utilized during the construction phase and at least another ten (10) permanent jobs will be created including truck drivers, security guards and fuel attendants.

The construction specific activities will involve the transportation of personnel, construction material and equipment to the site, and personnel away from the site. In terms of site establishment, laydown areas will be required at the outset of the construction phase, as well as dedicated access routes from the laydown areas to the working areas.

Haul roads for construction traffic (for the delivery of concrete, paving materials and other construction materials) will be required. All needed construction material (different sand and stone aggregate, cement etc....) will be sourced from local suppliers, and most preferable from Keetmanshoop. Both Water and Electricity will be needed both for domestic and construction purpose during the construction phase. However, during the operation phase, even lesser water and energy will be required as the operations does not involve any process or manufacturing activities.

Table 4: Technical details of the proposed facility as required by the Competent Authority

Component	Description / Dimensions
	TransNamib Ausneck Deopot, Aus
Height of storage facility	2,6 meter
Areas of storage facility	350 m ²
Area occupied by buildings	25 m ²
Volume of Fuel Stored Monthly	249 cubic meters
Power Requirements	< 1 Kw
Water Requirements	20 cubic meters (during construction only)
Size of Delivery tankers	20 cubic meters
Size of individual Tanks (x 3)	83 cubic meters

2.3.2. Operation and Maintenance

The proposed facility will be strictly used for the storage of TradePort Namibia’s diesel fuel for own consumption, and will be fueling trucks passing through to Lüderitz transporting mineral ore for shipping. TradePort Namibia will initially rent at least four fuel tankers which will be used to transport (each with a capacity of 20 m³) and fill-up the diesel fuel into the proposed facility (**Figure 6**) until sufficient volume is attained. Thereafter, the tanks will be filled-up on a weekly basis on demand and or as tanks are emptied.

Fuel attendants will be hired to ensure that trucks are filled-up as they arrive, records on fuel delivery and consumption are kept, and that the premises is kept neat. The attendants will also ensure that all permits requirement including environmental compliance in respect to potential soil contamination are met.



Figure 6: A typical above-ground Diesel storage, a similar is proposed by TradePort Namibia (Source: EPA, 2021)

2.3.3. Decommissioning

The main aim of decommissioning is to return the land to its original, pre-construction condition. Should the unlikely need for decommissioning arise (i.e. if the facility becomes outdated or the land needs to be used for other purposes), the decommissioning procedures will be undertaken in line with the EMP and the site will be rehabilitated and returned to its pre-construction state.

A closure and rehabilitation plan shall be prepared and submitted to DEA for approval prior to the commencing with the on-ground de-commissioning activities. The process will entail consultations with all relevant stakeholder and consideration for alternatives uses of the facilities before demolition of the infrastructure

3. DESCRIPTION OF THE AFFECTED ENVIRONMENT

This chapter of the Scoping Report provides an overview of the affected environment for the proposed most especially the two key operational sites (Aus Settlement) and other key receptors in close proximity i.e. Aus Airstrip. The receiving environment is understood to include biophysical, socio-economic and heritage aspects which could be affected by the proposed development or which in turn might impact on the proposed development.

3.1 BIOPHYSICAL ENVIRONMENT

3.1.1 Climatic Conditions

About 22% of Namibia's land is classified as desert (hyper-arid), 70% is classified as arid to semi-arid and the remaining 8% is classed as dry sub-humid (Mendelsohn et al. 2003). Most of the country receives an annual average of more than nine hours of sunlight per day. The north and south of the country experience the highest temperatures with the average maximum for the hottest month being over 34°.

The average maximum temperature in the ǀKaras Region during the hottest month is 34 - 36°C and the coldest month's temperature ranging between 10°C and -10°C. In summer temperatures above 40°C are also common (Mendelsohn et al. 2003).

Rainfall is highly erratic and unpredictable with an inter-annual coefficient of variation that ranges from about 30% in the north-east to over 100% in the driest areas. Around the project area (**Figure 7**), annual average rainfall decreases along an east-west gradient to annual averages of about 150 mm to less than 10 mm per annum.

All of Namibia, except for the coastal plains, experiences humidity of below 30% during the day throughout the year in the southern regions including the ǀKaras Region. High temperatures and low humidity result in high rates of evaporation. Evaporation rates from an open body of water inland of the coastal plains range from about 2000 mm to over 2660 mm per annum (Olivier, 1995).

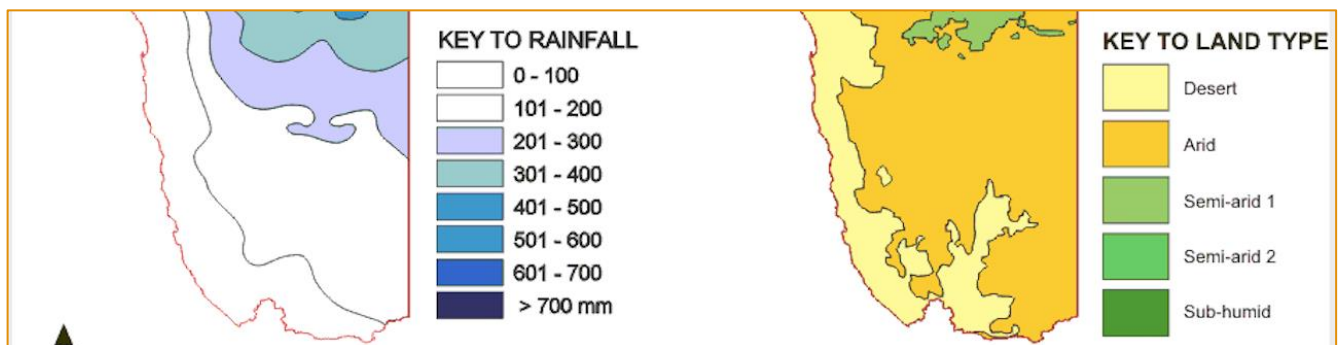


Figure 7: Shows the annual rainfall variation across west-to-east gradient a gradient in Namibia's southern regions

3.1.2 Geology

The proposed project area is situated in a region with a variety of geological setups consisting, although predominantly consisting of the Karoo Super-group (see **Figure 8**). This area accommodates a large, flat lying plateau which dominates much of Southern Namibia (Mendelsohn, Jarvis, Roberts, & Robertson, 2002). The landscape is extremely barren and rocky (Ministry of Agriculture, Water and Forestry, 2011).

The local geology consists of outcrops with black limestone located on the top, underlain by a clay rich marl (occurring as a schist in tectonised areas) and then gravel (occurring as quartzite in tectonised areas). Most of the southern region's surface geology is dominated by shale/sandstone sequence and black limestone of late Namibian age.

The terrain around Lüderitz is dominated by a pediplane which is possibly as old as Jurassic and which stretches almost to Aus 85 km inland. The immediate coastline, however, shows the effects of rejuvenation deepening and steepening of the valleys west of the dune belt and terracing in the major valleys. The local and regional geology were subjected to numerous events of deformation which led to the formation of geological faults, fractures and folds.

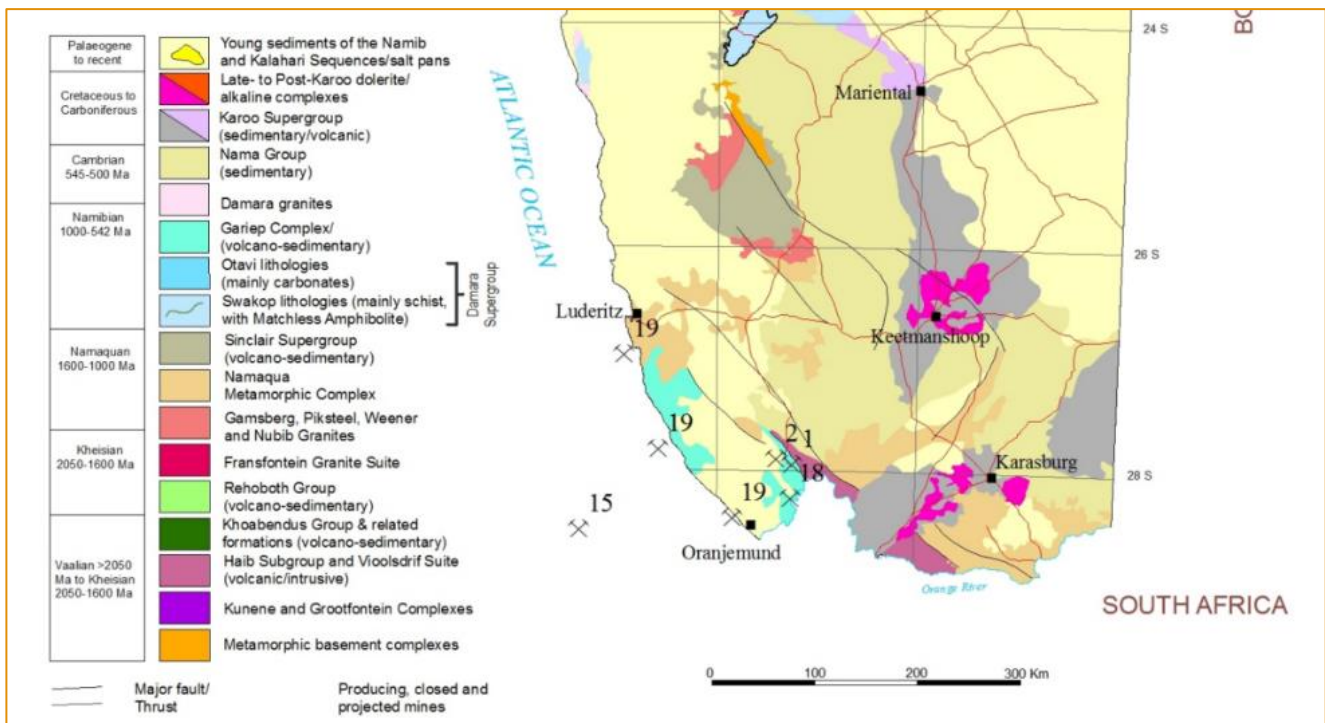


Figure 8: Generalized geology of the southern section of Namibia showing the centralized cluster of kimberlites and associated carbonatites in a broad NW-SE trend (Geological Survey 2011).

3.1.3 Terrestrial Ecology and Sensitivity

Overall terrestrial diversity of plants and animals is highest in the north-eastern parts of Namibia (**Figure 20**, green map indicator), because of the higher rainfall and presence of wetlands and forest habitats that are not found elsewhere in the country. Many species in the north are also more tropical, with ranges that extend into neighbouring countries to the north and north-east. Species richness is highest in Namibia’s mesic wetlands and woodlands in the vertebrate classes particularly (Barnard 1998).

However, due low productivity, the south-west arid zone is endowed with modest diversity of species compared to more mesic habitats. What is most distinctive about Namibian biodiversity is its high degree of endemism (Barnard 1998).

Unlike the concentration of biodiversity in the north-east, the great majority of Namibia’s endemic species are found in the dry western and north-western regions (**Figure 9**, brown map indicator) (Barnard 1998, Mendelsohn et al. 2002). The patterns of endemism reflect the importance of arid habitats in supporting unique and specially adapted species.

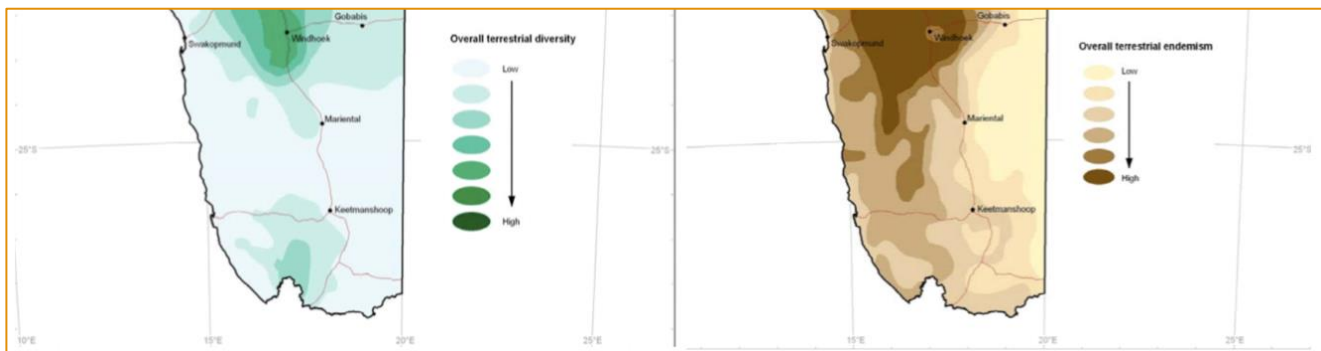


Figure 9: Shows a comparison of overall terrestrial species diversity (green) against overall endemism (brown), with the most endemism observed within operations route resulting in a “Red Flag” in terms of environmental risks.

Endemic species, particularly of birds, mammals and reptiles, are concentrated in the escarpment zone. In the Namib, endemics are associated with the dunes, rocky inselbergs and hills, and the sandy and gravel plains. For instance, approximately 60 reptile species (50% of all Namibian endemic reptiles) are endemic to, or found mainly in, Namibia’s Namib Desert (Griffin 1998).

3.1.7 Protected Terrestrial Areas

Land uses outside of protected areas are still generally defined by broad farming practices. Within the project area in the northeast of Namibia, the important land-uses include timber and non-timber forest products, fish, wildlife and tourism benefits. About 14% of this area is under conservancies and community forests, however, 82% of total household income comes from non-farming activities (MET, 2018).

Critically, an important outcome of Namibia’s policy and legislative framework to devolve rights over wildlife, tourism and forestry to local land owners and custodians is that land adjacent to

protected areas is often more suited and more profitable under wildlife and tourism than under conventional farming.

3.2 SOCIO-ECONOMICAL ENVIRONMENT

3.2.1 Demographic Profile

The ||Karas Region is the southernmost region of Namibia's 14 political regions. With a total land area of 161,086 km², the region occupies 19.6% (almost one-fifth) of the country's total land surface and it is the largest region, in terms of land, in the country (||Karas Poverty Profile, 2007). The ||Karas Region has a relatively small population compared to the vast land cover. With 77,421 people residing in the region this means a density of 0.5 persons per km² (NSA, 2014).

Aus is a settlement in the ||Karas Region of southern Namibia. It lies on a railway line and the B4 national road, 230 km west of Keetmanshoop and about 125 km east of Lüderitz and belongs to the !NamiḽNûs electoral constituency. Trains from Keetmanshoop now terminate at the village but formerly continued on to Lüderitz. The settlement is small but has a number of amenities including a hotel, police station, shop and garage. It is located in the Aus Mountains above the plains of the Namib Desert. The climate is usually hot and arid but snow has been recorded in winter in 1963, and the area features the coldest winters recorded in Namibia.

3.2.2 Heritage and Culture Profile

The village's name comes from the Khoekhoe for "big snake." The village was formerly the site of a prisoner-of-war camp established by the South African army in 1915 to house German inmates captured during the First World War. The inmates initially lived in tents but later built brick houses. The number of prisoners reached 1500 but by May 1919 the last inmates left and the camp closed. A plaque marks the site today and some of the houses have been reconstructed. Gold was rumored to have been discovered in the area before then.

The area west of Aus is noted for its herd of feral horses living in the desert. Their origin is uncertain but today there is a population of between 150 and 200 individuals which have adapted to the harsh environment. They urinate less than domestic horses and can go five days without water. They drink at an artificial water hole at Garub Pan where a blind has been erected to enable tourists to watch the animals without disturbing them. In 1970, the population was 767, of which 197 were white. The town obtained village status in 1925 and municipality status in 1949.

4. APPROACH TO EIA PROCESS AND PUBLIC PARTICIPATION

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

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

4.1 OVERVIEW OF APPROACH ADPTED FOR COMPILING THE SCOPING AND EMP REPORTS

The objectives of the environmental scoping assessment are noted in Section 1 of this Report. Section 6 of this Scoping Report includes a summary of the findings, the overall conclusions and the recommendations. The Scoping Report was made available for a 30-day I&AP and authority review period, as outlined in the EMA Regulations of 2012. Although adverts were put in two local newspapers (the Windhoek Observer (**06 and 16 December 2021**) and Confidante (**09 and 17 December 2021**), no responses or inputs were received.

As previously noted, the Scoping Report includes an EMP (**Appendix C** of this Report). The EMP is based broadly on global environmental management principles and embodies an approach of continual improvement and mitigation actions.

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

4.2 LEGAL CONTEXT FOR THIS EIA

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

4.3 LEGISLATION AND GUIDELINES PERTINENT TO THIS ENVIRONMENTAL ASSESSMENT

Key acts and policies currently in force include:

- Namibia's Environmental Assessment (EIA) Policy for Sustainable Development and Environmental Conservation (1995);
- Environmental Management Act (No. 7 of 2007);
- Environmental Impact Assessment Regulations (Government Notice No. 30 of 2012);
- Namibia Agriculture Policy of 2015;
- Namibia Vision 2030.

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

Namibia's policies provide the framework to the applicable legislation. Whilst policies do not often carry the same legal recognition as official statutes, policies can be and are used in providing support to legal interpretation when deciding cases.

4.3.1 The Environmental Investment Fund of Namibia No. 13 of 2001

The Environmental Investment Fund of Namibia Act (13 of 2001) provides for the creation of a fund that will be used to support sustainable environmental and natural resource management. The source of the funds will include penalties/fines paid and/or property forfeited in terms of non-compliance and/or crimes as set out in EMA.

4.3.2 Environmental Management Act No. 7 of 2007

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

The purpose of the Environmental Management Act is:

- a) to ensure that people carefully consider the impact of developmental activities on the environment and in good time
- b) to ensure that all interested or affected people have a chance to participate in environmental assessments
- c) To ensure that the findings of environmental assessments are considered before any decisions are made about activities which might affect the environment see **Figure 10**.

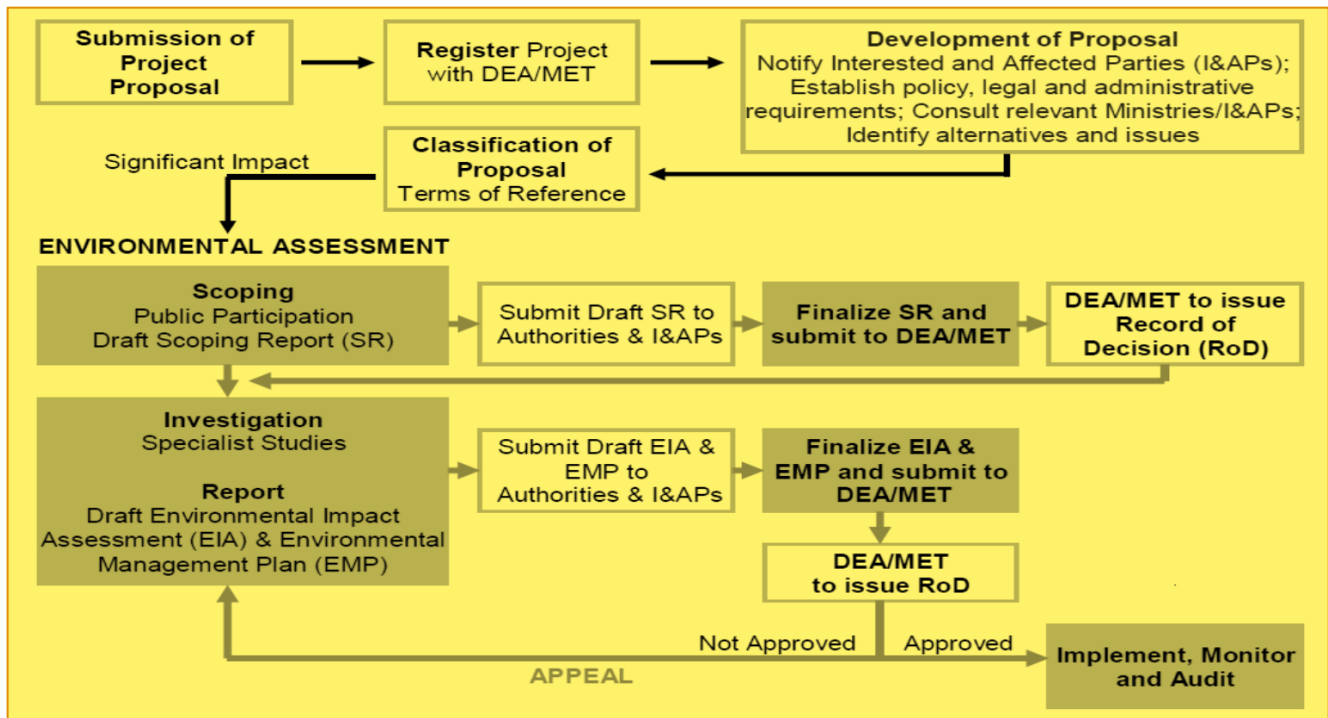


Figure 10: Illustration of the environmental assessment process in Namibia (Source: Risk Based Solution)

4.3.3 Environmental Assessment Policy (1995)

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

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

4.3.4 Nature Conservation Ordinance No. 4 of 1975

The Nature Conservation Ordinance (4 of 1975) provides for the declaration of protected areas and protected species.

4.3.5 Labour Act No. 11 of 2007

Construction safety is regulated under the Health and Safety Regulations under the Labour Act. The health and safety framework in Namibia regulates the following aspects:

- Construction, electrical and machinery safety;
- Physical hazards and general provisions;
- Rights and duties of employees.

4.3.6 Water Resources Management Act (No. 24 of 2004) (Not implemented yet)

The purpose of this Act is to broadly control the use and conservation of water for domestic, agricultural, urban and industrial purposes; to control, in certain respects, the use of sea water; to control certain activities on or in water in certain areas; and to control activities which may alter the natural occurrence of certain types of atmospheric precipitation.

4.3.7 Pollution Control and Waste Management Bill (guideline only)

Part 7 states that any person who sells, stores, transports or uses any hazardous substances or products containing hazardous substances shall notify the competent authority, in accordance with sub-section (2), of the presence and quantity of those substances.

The competent authority for the purposes of section 74 shall maintain a register of substances notified in accordance with that section and the register shall be maintained in accordance with the provisions. Part 8 provides for emergency preparedness by the person handling hazardous substances, through emergency response plans.

4.3.8 Public Health Act No. 36 of 1919

Section 111 it is the duty of every local authority to take all lawful, necessary and reasonably practical measures for preventing the pollution so as to endanger health of any supply of water within its district and to take measures against any person so polluting any such supply.

Section 119 states that no person shall cause a nuisance or shall suffer to exist on any land or premises owned or occupied by him or of which he is in charge any nuisance or other condition liable to be injurious or dangerous to health.

Section 132 empowers the Minister to make regulations regarding, inter alia, the drainage of land or premises, the disposal of liquids and the removal and disposal of rubbish, refuse, manure and waste matters as well as regarding the establishment and carrying on of factories or trade premises which are liable to cause offensive smells or effluvia or to discharge liquid or other material liable to cause such smells or effluvia or to pollute streams and prohibiting the establishment or carrying on of such factories in unsuitable localities.

4.3.9 Water Resources Management Act (No.11 of 2013)

The purpose of this Act is to broadly control the use and conservation of water for domestic, agricultural, urban and industrial purposes; to control, in certain respects, the use of sea water; to control certain activities on or in water in certain areas; and to control activities which may alter the natural occurrence of certain types of atmospheric precipitation.

4.3.10 Other Legal Requirements

In addition to the EMA and the Environmental Assessment Policy, there exist other regulatory frameworks that MDL must comply with. This is due to the supporting infrastructure that are needed to compliment the proposed logistics hub. As such, MDL will be required to obtain

additional specific permits for the supporting infrastructure as listed in table 4 below. The process of obtaining the additional permits can be undertaken concurrently to the EIA process.

Furthermore, the proponent has the responsibility to ensure that the project activities conform to all other relevant legal documents and guidelines as listed in **Table 5** below).

Table 5: Other relevant legislation and applicability thereof (Source: Risk Based Solution)

Legislation	Relevance
National Transport Services Holding Company Act 29 of 1998	<ul style="list-style-type: none"> • Use of TransNamib services and facilities
Petroleum Products and Energy Act 13 of 1990, as amended	<ul style="list-style-type: none"> • Disposal of used oil
Labour Act, 1992, (Act No. 6 of 1992) and Regulations Related to Health and Safety of Employees	<ul style="list-style-type: none"> • Labour matter • Health and Safety of Employees

4.3.11 Precautionary and Polluter Pays Principles

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

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

4.4 PRINCIPLES FOR PUBLIC PARTICIPATION / CONSULTATION

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

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

- There are practical and financial limitations to the involvement of all individuals within a PPP. Hence, public participation aims to generate issues that are representative of societal sectors, not each individual. Consequently, the PPP is designed to be inclusive of a broad range of sectors relevant to the proposed activity.
- The PPP will aim to raise a diversity of perspectives and will not be designed to force consensus amongst I&APs. Certainly, diversity of opinion rather than consensus building is

likely to enrich ultimate decision-making. Therefore, where possible, the PPP will aim to obtain an indication of trade-offs that all stakeholders (i.e. I&APs, technical specialists, the authorities and the development proponent) are willing to accept with regard to the ecological sustainability, social equity and economic growth associated with the project.

4.5 PUBLIC PARTICIPATION PROCESS

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

All advertisements, notification letters and emails etc. served to notify the public and organs of state, on both the call for registration as I&APs and of the availability of the Scoping and EMP reports for an opportunity to comment or provide input on the reports. adverts were placed consecutively (at **7 days** interval) in two local newspapers (Windhoek Observer, **06** and **16 December 2021**) and Confidante (**09** and **17 December 2021**) in order to notify and inform the public of the proposed projects and invite I&APs to register and no responses or inputs were received.

The correspondence sent to or received from I&APs during the Scoping Phase shall be included in Appendices and shall include a detailed comment-response record.

4.6 AUTHORITY CONSULTATION DURING THE EIA PHASE

Authority consultation is integrated into the PPP, with additional one-on-one meetings held with the lead authorities, where necessary. A pre-application meeting was scheduled with the relevant competent authorities prior to the Lock-down, however were later cancelled. It is proposed that the Competent Authority (DEA) as well as other lead authorities be consulted as necessary and at various stages during the application review process of the DEA. During the Scoping phase, the following authorities were identified and consulted (see **Appendix C**) for the purpose of consultation:

- Department of Environmental Affairs, Ministry of Environment, Forestry and Tourism
- Namibia Ports Authority, Ministry of Works and Transport
- TransNamib (Pty) Ltd Group, Ministry of Works and Transport
- Walvis Bay and Gobabis / Witvlei Municipalities

4.8 APPROACH TO IMPACT ASSESSMENT AND SPECIALIST STUDIES

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

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

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

Both the criteria used to assess the impacts and the method of determining the significance of the impacts is outlined in **Table 6**. This method complies with the method provided in the Namibian EIA Policy document and the draft EIA regulations. **Part A** provides the approach for determining impact consequence (combining severity, spatial scale and duration) and impact significance (the overall rating of the impact). Impact consequence and significance are determined from **Part B** and **C**. The interpretation of the impact significance is given in **Part D**. Both mitigated and unmitigated scenarios are considered for each impact.

Table 6: Criteria for Assessing Impacts

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

PART B: DETERMINING CONSEQUENCE

SEVERITY = L

DURATION	Long-term	H	Medium	Medium	Medium
	Medium term	M	Low	Low	Medium
	Short-term	L	Low	Low	Medium

SEVERITY = M

DURATION	Long-term	H	Medium	High	High
	Medium term	M	Medium	Medium	High
	Short-term	L	Low	Medium	Medium

SEVERITY = H

DURATION	Long-term	H	High	High	High
	Medium term	M	Medium	Medium	High
	Short-term	L	Medium	Medium	High
			L	M	H

Localized Within site boundary Site	Fairly widespread Beyond site boundary Local	Widespread Far beyond site boundary Regional/national
SPATIAL SCALE		

PART C: DETERMINING SIGNIFICANCE

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

PART D: INTERPRETATION OF SIGNIFICANCE

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

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

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

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

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

Consequence – The anticipated consequence of the risk/impact:

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

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

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

Probability – The probability of the impact/risk occurring:

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

5. ASSESSMENT OF ALTERNATIVES AND IMPACTS

5.1 ASSESSMENT OF IMPACTS AND MITIGATION

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

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

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

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

5.1.1 NO-GO ALTERNATIVE

The no-go alternative assumes that the proposed project will not go ahead i.e. the proposed TradePort Namibia’s trade operations (import and export of mineral and fuel commodity and the construction of associated facilities) does not realize. This alternative entails that the trade operations would not drive any environmental change and result in no additional environmental impacts on the warehouse sites and along the haulage route.

It favors the *status quo* or baseline against which other alternatives are compared and will be considered throughout the report. At present, the proposed sites is utilized for similar operations and thus no virgin natural environment shall be affected by the proposed operations.

The Namibian domestic economy, the world's largest marine-diamond producer has been hit by a regional drought and a slump in South Africa, to whose currency the Namibian dollar is pegged. Therefore, a need for enhanced trade activities to catalyze the economic recovery and improved micro-economic throughout the country exists.

Many other socio-economic benefits are expected to result from the development of this project such as a contribution to employment creation and local economic development. While, the development of the proposed trade operation will also result in negative environmental impacts, the positive impacts of the proposed operations outweigh its negative impacts.

5.1.2 ALTERNATIVES FOR SITES SELECTION

The TransNamib Ausnek Depot is selected as the preferred project site for the proposed installation taking into account the following consideration of alternatives Location and suitable infrastructure i.e. rail or road network and other receptors.

The preferred sites location for the construction of the “*fuel storage facility*” is within a pre-developed environment with an existing facility currently utilized by TransNamib themselves. The site’s suitability over any other sites has been determined in terms of the site selection requirements associated with bulk import-export trading operations namely: (i) key environmental attributes; (ii) spatial character; and (iii) proximity to sensitive receptors (settlement or civil structures).

5.1.2.1 *Key environmental attributes*

Overall, the operations of TradePort Namibia (Pty) Ltd presents no potential for significant negative socio-economic and environmental impacts as the preferred transportation route, mode and storage infrastructure are based on industrial best practice principles and approach. The route and primary mode of transport offers the least potential negative impacts on the receiving environments.

5.1.2.2 *Spatial character*

The proposed installation and operations conforms well to the existing development character and zoning of the area, as the site is within an already developed environment and currently used for the same type of infrastructure or activity.

5.1.2.3 *Proximity to sensitive human structures*

The project site is situated suitably away (at approximately 2.5 km) from sensitive receptors i.e. human settlements and therefore will impact less on potential sensitive receptors (biophysical features including local community structures, areas of natural conservation and or archaeological significance) present in the area, purely as a result of it being located further away from these structures.

This is a noteworthy consideration both in terms of a potential fire hazard, but also in terms of the inherent human health risk associated with the handling, transportation and storage of the diesel fuel. Equally, the proposed operations of the project may have insignificant visual impact on sensitive visual receptors as the infrastructure or facilities to be constructed blends-in very well with most of the existing Rail stations structure.

5.2 ASSESSMENT OF IMPACTS AND MITIGATION

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

5.2.1 IMPACTS ON THE BIOPHYSICAL ENVIRONMENT

Potential impacts in respect to the Biophysical environment revolves particularly around the noise and air pollution (**Table 7**), waste generation (domestic and hazardous, **Table 8**), and ground contamination (hydro-carbons, **Table 9**). These are mainly expected during the construction phase, also the shortest period of the proposed project.

Table 7. Impact relating to waste generaion

Impact Event	Disturbances to the biophysical environment: litter and pollution					
Description	Most construction activity are generally associated with the generation of waste that includes domestic, construction (building rubbles) and hazardous (old fuels and lubricants). In not managed properly, waste material may end-up in the natural environment causing pollution and or affect wildlife species.					
Nature	Impacts in the terrestrial environment as a result of the project could result from the following: <ul style="list-style-type: none"> • Generation domestic / construction waste during the construction phase 					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the operational phase which presents a long term risk.						
Construction Phase	Operational Phase		Decommissioning Phase		Post Closure	
<ul style="list-style-type: none"> • Dust from delivery traffic and construction activities 	N/A		<ul style="list-style-type: none"> • Demolition and rehabilitation of structures 		N/A	
Severity	Taken together, the disturbances will have a high severity in the unmitigated scenario. In the mitigated scenario, many of these disturbances can be prevented or mitigated to acceptable levels, which reduces the severity to low.					
Duration	The Significance of the potential impacts is subject to the proposed operation's life-time, however duration is short-term.					
Spatial Scale	Low, localized although the affected environment extend the length of the transportation route					
Probability	Very Low, most impact are mainly confined to the construction and decommissioning phases.					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	M	M	M	H	M	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> • Waste generated must be collected, safely stored and disposed-off to an appropriate designated disposal site • Emergency equipment including spill kits and fire extinguishers must be kept readily available on-site • As much as possible hazardous waste must be stored separate from all other types of waste and transport to Lüderitz for appropriate disposal at the municipal waste disposal site 					

Table 8. Impact relating to Noise and Air Pollution

Impact Event	Disturbances to the terrestrial ecology including livestock and wildlife					
Description	The storage facilities shall be located in build-up environments, and within an industrial land-use zone and with little to no significant noise and air nuisance anticipated to the nearby human settlements. Additionally, the Ausnek depot is situated about 2.5 km away from residential properties thus further eliminating potential conflicts.					
Nature	Impacts in the terrestrial environment as a result of the project could result from the following: <ul style="list-style-type: none"> • Generation of dust contaminating the air quality • Although the proposed activity is small in scale, minor noise generation will be expected and mainly from the delivery vehicles 					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the operational phase which presents a long term risk.						
Construction Phase	Operational Phase	Decommissioning Phase			Post Closure	
<ul style="list-style-type: none"> • Dust from delivery traffic and construction activities 	<ul style="list-style-type: none"> • Delivery of fuel and dispensation of diesel • Maintenance services 	<ul style="list-style-type: none"> • Demolition and rehabilitation of structures 			N/A	
Severity	Taken together, the disturbances will have a high severity in the unmitigated scenario. In the mitigated scenario, many of these disturbances can be prevented or mitigated to acceptable levels, which reduces the severity to low.					
Duration	The Significance of the potential impacts is subject to the proposed operation’s life-time, however duration is short-term.					
Spatial Scale	Low, localized although the affected environment extend the length of the transportation route					
Probability	Very Low, most impact are mainly confined to the construction and decommissioning phases.					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	M	M	M	H	M	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> • Dust impacts may be controlled through dust suppression measures which includes restriction of traffic speed and as practically possible wetting of the road surface with water • Construction activities must be strictly confined to authorised working hours in respect to the labor Act i.e. 07h00 – 18h00, in order to restrict any noise pollution. 					

Table 9. Impact relating to ground contamination

Impact Event	Disturbances to the terrestrial ecology including livestock and wildlife					
Description	The storage facilities shall be located in build-up environments, and within an industrial land-use zone and with little to no significant ecological sensitivity. Additionally, the tanks will be installed close to similar storage tanks currently utilized by TransNamib for their own fleet					
Nature	Impacts in the terrestrial environment as a result of the project could result from the following: <ul style="list-style-type: none"> • Potential fuel spillage during the operation phase 					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the operational phase which presents a long term risk.						
Construction Phase	Operational Phase		Decommissioning Phase		Post Closure	
<ul style="list-style-type: none"> • Servicing of construction vehicles • Potential accidents resulting in spillage 	<ul style="list-style-type: none"> • Delivery of fuel and dispensation of diesel • Maintenance services 		<ul style="list-style-type: none"> • Demolition and rehabilitation of structures 		N/A	
Severity	The disturbances will have a high severity in the unmitigated scenario. In the mitigated scenario, many of these disturbances can be prevented or mitigated to acceptable levels, which reduces the severity to low.					
Duration	The Significance of the potential impacts is subject to the proposed operation’s life-time, however duration is short-term.					
Spatial Scale	Low, localized although the affected environment extend the length of the transportation route					
Probability	Very Low, most impact are mainly confined to the construction and decommissioning phases.					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	M	M	M	H	M	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> • Emergency equipment including spill kits and fire extinguishers must be kept readily available on-site • The tanks must be installed within a spill-proof bund-wall to ensure that diesel spills is collected and soil contamination is prevented. 					

5.2.2 IMPACTS ON THE SOCIO-ECONOMIC ENVIRONMENT

Table 10. Impact on the Health and Safety

Impact Event	Disturbances to the human receptors including pets and other household animals					
Description	Fuel storage facilities are generally prone to fire hazards and therefore necessary that adequate measures in this regard are put in place. Although diesel itself is not as flammable, the risk for fire remains and should that these occur – it present potential risk to health and safety to people.					
Nature	Should a fire erupt, the risk for loss of lives is possible and potential serious injuries may occur directly and indirect effects of the fire on both human and animals may be due to smoke that may pose a danger relating to respiratory concerns in humans.					
Phases: Phases during which sources of Health and Safety impacts apply are highlighted below; Significance assessment was carried out on the operational phase which presents a long term risk.						
Construction Phase	Operational Phase	Decommissioning Phase			Post Closure	
<ul style="list-style-type: none"> • Servicing of construction vehicles • Potential accidents resulting in spillage 	<ul style="list-style-type: none"> • Servicing of construction vehicles • Potential accidents resulting in spillage 	N/A			N/A	
Severity	The risk of fire incidents presents highly sever potential impacts should it occur, particularly in the unmitigated scenario. In the mitigated scenario, danger to lives and property can be prevented.					
Duration	The Significance of the potential impacts is subject to the proposed operation’s life-time, with potentially long-term impacts extending beyond the project operations in the unmitigated scenario.					
Spatial Scale	Low, localized and mainly limited to the storage facility site at Ausnek, with the TransNamib premises and in some instance during transportation of the fuel.					
Probability	Very High, given diesel fuel is highly flammable – a chance fire incident occurrence is very high.					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	H	H	M	H	M	H
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	L	M	L	L	M
Conceptual Description of Mitigation Measures	<ul style="list-style-type: none"> • Training and awareness on safety measures and procedures of employees is highly recommended for those involved directly with handling and haulage of the fuel. • Emergency equipment including fire extinguishers and PPE must be kept readily available on-site • The tanks must be installed within a spill-proof bund-wall to ensure that diesel spills is collected and soil contamination is prevented. 					

Table 11. Impact on the Economic Aspect

Impact Event	Disturbances to the social and economic aspects of the town population					
Description	Potential economic gains that may never be realized if the proposed project activities does not go-ahead include: loss in income for both TransNamib, unemployment and the loss of socio-economic benefits derived from current and future export and import trading opportunities.					
Nature	Impacts relating to the of the local socio-economic activities may arise from increased TransNamib operational activities in relation to haulage and dispensation of fuel at the site resulting in employment (positively) and noise (potential negative on residence and tourism).					
Phases: Phases during which sources of terrestrial ecology impacts apply are highlighted below; Significance assessment was carried out on the operational phase which presents a long term risk.						
Construction Phase	Operational Phase	Decommissioning Phase			Post Closure	
<ul style="list-style-type: none"> • Delivery of fuel and dispensation of diesel • Maintenance services 	<ul style="list-style-type: none"> • Delivery of fuel and dispensation of diesel • Maintenance services 	<ul style="list-style-type: none"> • Delivery of fuel and dispensation of diesel • Maintenance services 			N/A	
Severity	In the unmitigated scenario, this implies in the case where the activity take not effect, no economic benefits shall realize hence, the severity in respect to unemployment shall be very high. However, with the implementation of the proposed operations, the severity of unemployment shall be reduced to medium.					
Duration	The Significance of the potential impacts is subject to the proposed operation's life-time, with a long-term potential					
Spatial Scale	Low, localized and only limited to the two towns (Walvis Bay and Gobabis / Witvlei)					
Probability	Medium to High probability in respect to job creation on both the temporary during construction phase of warehouse facilities and long-term during operation phase					
Unmitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	H	L	L	L	L	L
Mitigated	Severity	Duration	Spatial Scale	Consequence	Probability of Occurrence	Significance
	L	M+	M+	H+	H+	H+
Conceptual Description of Mitigation Measures	It is critical that timely and continuous communication and dissemination of information with the local community is ensured to alleviate potential sense of social marginalization, drive gender equality and enhance the understanding and perception of the benefits associated with TradePort Namibia's operations					

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 CONCLUSIONS

The proposed import and export operations by TradePort Namibia (Pty) Ltd, the Proponent along the Trans-Oranje and through the Port of Walvis Bay offers Namibia a great opportunity to expand international trade endeavor.

However, while the proposed trading operations shall create employment opportunities and thus trickling benefits down to the larger population, it may also create opportunity for unprecedented negative impacts.

Potential impacts may vary in terms of scale (locality), magnitude and duration e.g. minor negative impacts in the form of visual intrusion, dust and noise pollution especially during the handling (loading and off-loading will be experienced. Below is a summary of the likely positive impacts that have been assessed for the different phases of the proposed TradePort Namibia's import and export operations:

- Raising awareness about the benefits of ecologically sustainable natural resource use (Likely impacts are high).
- Socio-economic development and capacity building through partnering with South African Operators, skills transfer and training the import / export industry shall be achieved (Likely impacts are high).

The following is a summary of the likely negative impacts that have been assessed for the different phases of the existing sand mining project:

- Ambient Air Quality (Likely impacts are high but localized and can employ dust suppressing measures).
- Traffic and Noise impact (Likely impacts are low for traffic congestion as the preferred haulage method is rail, a method currently under-utilized).
- Ecological and biodiversity loss (Likely impacts are localized and low).
- Health and safety (Overall likely impacts are low with handling of commodities in closed warehouse and use of correct PPE).
- Accidental Spill of Hazardous substance (Likely impacts are low with a contingency and environmental management plan in place).

Marine live and sea water pollution risks / impacts are likely low if the appropriate mitigation measures as detailed in the EMP Section of this report are implemented and monitored, the proposed activities can be integrated within the TransNamib and Port of Walvis Bay's NamPort strategic business operations.

6.2 RECOMMENDATIONS

Based on the findings of the environmental scoping assessment, which concludes that all potential negative impacts associated to the proposed TradePort Namibia's import and export operations are minimal and practical mitigation measures are available. Equally, the positive impacts can be harnessed to increase the net marginal benefits relating to the socio-economic aspects of the operations.

Enviro-Leap environmental practitioner confidently recommends that the proposed project can proceed and should be authorized by the DEA. The proposed operations is considered to have an overall low negative environmental impact and an overall moderate positive socio-economic impact (with the implementation of respective mitigation and enhancement measures).

Based on this, it recommended that the proponent must upon obtaining their Environmental Clearance Certificate (ECC), implement all appropriate management and mitigation measures and monitoring requirements as may be stipulated in their EMP and or as condition of the ECC. These measures must be undertaken to promote and uphold good practice environmental principles and adhere to relevant legislations by avoiding unacceptable impacts to the receiving environment.

Taking into consideration the findings of the environmental scoping assessment process and given the national and regional strategic requirements for infrastructure development and economic growth, it is the opinion of the EAP that the project benefits outweigh the costs and that the project will make a positive contribution towards steering Namibia on its pathway towards its vision of becoming a Logistic Hub. Provided that the specified mitigation measures are applied effectively, it is recommended that TradePort Namibia's operations receive an ECC in terms of the Section 32 of the EMA No. 7 of 2007 and it's EIA Regulations of 2012.

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APPENDIX A – CONSENT FROM RELEVANT AUTHORITY



23 November 2021

Mr. Tate Nande Ndaitwah
Executive Director
Tradeport Namibia
P.O.Box 22458
Windhoek

Dear Mr. Ndaitwah,

RE: OFFER QUOTATION TO LEASE AUSNEK DEPOT, AUS

Your application for the rental of the above-mentioned Ausnek Depot, Aus, has been approved. Below follows an abbreviation of terms and conditions:

1. Applicant: Tradeport Namibia
2. Representative: Mr. Tate Nande Ndaitwah
3. Company Registration: -
4. Facility Applied for: Entire Ausnek Depot
5. Quantity: 1 (One)
6. Location: Aus
7. Purpose: Warehousing, loading, offloading of stock
8. Size of Facility: 5,000m² (Open land)
932.62m² (Buildings)
9. Rent per m²: N\$ 5.00 (Open land)
N\$ 30.00 (Buildings)
10. Rent payable per month: N\$ 52 978.60 (Vat exclusive)
11. Water & Lights: The Lessee will be accountable for the account
12. Annual Escalation: 8%
13. Interest Rate: 2.5% (two point five percent) above the prime lending rate on arrears payment.

TransNamib Building,
16 Mburumba Kerina ,

Private Bag 13204,
Windhoek, Namibia

Tel: +264 61 298 2447
Daniel.David@TransNamib.com.na

Board of Directors: Adv. S. Tjorokisa (Chairperson), Mrs. G. Michaels (Deputy Chairperson), Ms. J. Shikongo, Dr. M. Ochurub, Mr. V. Mberema, Eng. E Ikela
Chief Executive Officer: Mr. J. M. Smith; Company Secretary/Legal Advisor: Lena Kangandjela
Company Registration No: 99/114

- | | |
|------------------------|---|
| 14. Deposit: | Equal to one month's rent payable on or before the occupation date. |
| 15. Stamp Duty: | N\$ 15 893.58 |
| 16. Duration: | 60 months |
| 17. Commencement date: | 15 December 2021 |

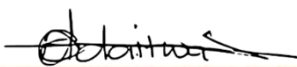
Should the LESSEE fail to take occupation of the Premises within 30 days after the Premises were made available to him for occupation, the LESSOR may immediately cancel this Agreement, whereupon the LESSEE shall forfeit the deposit paid by him while remaining liable for any loss of rental or other losses sustained by the LESSOR. Provided that this Clause shall not apply if the Parties have agreed in writing that, the LESSEE will not take immediate physical occupation of the Premises and provided that the LESSEE's monthly rental is paid up to date.

On acceptance of this quotation, you are kindly requested to sign this quotation in the space provided and return it to us (addressed to the undersigned) on or before **15 December 2021**. Once accepted, this offer constitutes a valid lease agreement and forms the basis for the legal relationship between the parties *interse*. The facility lease agreement to be signed hereafter will be based on the above terms and conditions, amongst others, and will supersede this quotation on the Lessor's signature date.

Thank you,



**ALYNSIA PLATT
EXECUTIVE: PROPERTIES**



**TATE NANDE NDAITWAH
TRADEPORT NAMIBIA**

APPENDIX B – EAP RESUME

...a leap towards better environmental compliance.

RESUME

Mr. TITUS SHUUYA
Ecological Research and Monitoring Specialist

ID Number :	830414 10117	EMAIL:	eap.trigen@gmail.com
Country of Residence :	Namibia	Cell:	+264- 85 301 3777
Nationality :	Namibian		

PROFESSIONAL OVERVIEW

Experience in Countries:

Countries worked in: Namibia

Languages: English (*fluently written, spoken and read*); Oshiwambo (*mother tongue*)

Professional affiliations: Environmental Assessment Practitioners Association of Namibia (EAPAN)

ACADEMIC QUALIFICATIONS:

2017	Namibia University of Science and Technology	<i>Masters of Science; Natural Resources Management (NQA Level 9), 2014 - 2016, Namibia</i>
2010	The University of Namibia	<i>Bachelor of Science; Environmental Management (NQA Level 8), 2008 - 2013, Namibia</i>
2009	Ogongo Agricultural College	<i>National Diploma in Agriculture, NQA Level 6), 2002 - 2005, Namibia</i>

EMPLOYMENT RECORD:

September 2020 – Current

Position (Part-time): Environmental Assessment Practitioner: Enviro-Leap Consulting cc

Responsibilities:

- Conduct environmental impact assessment (EIA) and compliance auditing;
- Collect, record and interpret data and report writing;
- Participate in environmental components of projects including environmental management plans, scoping reports, public participation processes water quality monitoring and reporting, rehabilitation and landform management plans for progressive rehabilitation, air quality and noise data;

August 2019 – March 2021

Position: Senior Environmental Practitioner and Consultant: Environmental Compliance Consultancy.

Responsibilities:

- Conduct environmental impact assessment (EIA);
- Compliance auditing;
- Collect, record and interpret data and report writing;
- Participate in the environmental requirements of projects, including licences, permits, approvals, environmental monitoring and reporting;
- Participate in environmental components of projects including environmental management plans, scoping reports, public participation processes water quality monitoring and reporting, rehabilitation and landform management plans for progressive rehabilitation, air quality and noise data;
- Ensure compliance with relevant legislation.

April 2012 – July 2019

Position: Independent Senior Researcher

Responsibilities:

- Managing all planning and logistical implementation of field projects, particularly with reference to the Biodiversity Research and Monitoring Program;
 - Collection of data for specific projects;
 - Develop long-term monitoring program for the mine as stipulated within their environmental management plan;
 - Maintenance of all field equipment, including vehicles and electronic or other measuring instruments;
 - Develop and implement the field safety program;
 - Use the database to design projects;
 - Interact with industry and government and influence science and conservation policy and practice.

December 2015 – April 2016

Position: Part-time Ecological Consultant – Cheetah Conservation Fund:

- Assist in all aspects of CCF's ecology research;
- Coordinate the de-bushing project (BUSHBLOK) harvest activities and horticulture activities;
- Assist CCF staff and interns with project planning and data analysis;
- Assist in writing scientific publications, research proposals, and grant applications.

November 2010 to January 2011

Intern: Environmental Impact Assessment Unit, Ministry of Environment and Tourism - Department of Environmental Affairs. Responsibilities:

- Reviewing the environmental biannual reports
- Screening Exclusive Prospecting license;
- Assist in a strategic planning meeting and other administrative work.

REFERENCE CONTACTS

1. Dr. Gillian Maggs-Kölling, Executive Director, Gobabeb Training and Research Centre, Republic of Namibia. Email: gillianm@gobabebtrc.org and Cell: + 264 813323576
2. Mr. Christian Nekare, Lecturer, University of Namibia. E-mail: cnekare@unam.na Cell: +26481308774
3. Mr. Isac Kaholongongo Kaholongongo, Lecturer, Integrated Environmental Science University of Namibia, Ogongo Campus. E-mail: ikaholongongo@unam.na Cell: +264812771097

CERTIFICATION

I, the undersigned, certify that to the best of my knowledge and belief, these data correctly describe me, my qualifications and experience.

Date: 21 September 2020

Signature: 



P. O. Box 25874, Windhoek



+264 81 293 1568



hmbura@gmail.com

APPENDIX C – PROOF PUBLIC CONSULTATIONS

COMMENT FORM

ENVIRONMENTAL IMPACT ASSESSMENT FOR TRADEPORT NAMIBIA’S PROPOSED INSTALLATION OF A SURFACE DIESEL FUEL STORAGE FACILITY FOR DOMESTIC USE AT THE AUSNEK DEPOT, KARAS REGION

Please submit the comment form via e-mail or post by **31 December 2021**.

Attention: Enviro-Leap Consulting cc
 Tel No: 08181 232 6843 / 0853013777
 Email: eap.trigen@gmail.com
 Postal Address: P.O. Box 25874, Windhoek

TITLE		FIRST NAME	
INITIALS		SURNAME	
ORGANISATION		E-MAIL	
POSTAL ADDRESS		POSTAL CODE	
TEL NO.		FAX NO.	
CELL NO.			

Please list any colleagues/friends or organizations that you feel should also be registered as Interested or Affected Party for the proposed project (with contact details if available).

Name / Organization	Postal Address	Tel No.	E-mail

1. Please provide your comments below 3, write a formal letter or simply send an e-mail to: eap.trigen@gmail.com

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

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Thank you for the comments

NOTICE

Take notice that RITTA KHIBA PLANNING CONSULTANTS (TOWN AND REGIONAL PLANNERS) on behalf of the owners of Erven 932, Karee Street, Oshakati East Extension 2 and 824, Kwame Nkrumah Street, Oshakati East Extension 2 intends applying to the Oshakati Town Council for:

- SUBDIVISION OF ERF 932 KAREE STREET OSHAKATI EAST, EXTENSION 2 INTO PORTION A AND THE REMAINDER AND SUBSEQUENT REZONING OF PORTION A KAREE STREET OSHAKATI EAST EXTENSION 2 FROM 'BUSINESS' TO 'INSTITUTIONAL', AND CONSENT TO USE THE ERF FOR INSTITUTIONAL PURPOSES WHILE THE REZONING IS BEING PROCESSED
- REZONING OF ERF 824 KWAME NKUMAH STREET, OSHAKATI EAST EXTENSION 2 FROM 'RESIDENTIAL' WITH A DENSITY OF 1:700 m² TO 'INSTITUTIONAL', AND CONSENT TO USE THE ERF FOR INSTITUTIONAL PURPOSES WHILE THE REZONING IS BEING PROCESSED

Erf 932, Karee Street, Oshakati East Extension 2 and is zoned 'Business' and is approximately 53792 m² in extent. Erf 932 Oshakati is located in Oshakati East Extension 2 and there are several structures existing on the erf. The intention is to utilize the erf for 'Institutional' purposes.

Erf 824, Kwame Nkrumah Street, Oshakati East Extension 2 is zoned 'Residential' with a density of 1:700 m² and is approximately 2158 m² in extent. Erf 824 Oshakati is located in Oshakati East, Extension 2 and there is an existing structure on the erf. Once Council approves the proposed rezoning the intention is to utilize the Erf for 'Institutional' purposes.

The number of vehicles for which parking will be provided on-site will be in accordance the Oshakati Town Planning Scheme.

Take notice that the locality plan of the Erven lies for inspection at the Civic Centre, 906 Sam Nujoma Road, Oshakati Town Council as well as at Ritza Khiba Planning Consultants, Erf 1012, Virgo Street, Dorado Park.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Town Council and with the applicant in writing not later than 24 December 2021 before 12:00.

APPLICANT:



**RITTA KHIBA PLANNING CONSULTANTS
TOWN AND REGIONAL PLANNERS**
P O Box 22543, Windhoek
Tel: 061 – 225062 or Fax: 088614935 (fax to email)
Mobile: 0815788154 / Email Address: rkhiba@gmail.com

REZONING NOTICE

Take notice that RITTA KHIBA PLANNING CONSULTANTS (TOWN AND REGIONAL PLANNERS) on behalf of the owner of Erf 200, Omuthiya Proper intends applying to the Omuthiya Town Council for:

REZONING OF ERF 200 OMUTHIYA PROPER FROM 'EDUCATION' TO 'INSTITUTIONAL', AND CONSENT TO USE THE ERF FOR INSTITUTIONAL PURPOSES WHILE THE REZONING IS BEING PROCESSED

Erf 200 Omuthiya, is zoned 'Education' and is approximately 13153 m² in extent. The erf is located in Omuthiya Proper and there is an existing structure on the erf. Once Council approves the proposed rezoning the intention is to utilize the erf for 'Institutional' purposes.

The number of vehicles for which parking will be provided on-site will be in accordance the Omuthiya Town Planning Scheme.

Take notice that the locality plan of the Erf lies for inspection at the Omuthiya Town Council as well as at Ritza Khiba Planning Consultants, Erf 1012, Virgo Street, Dorado Park.

Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Town Council and with the applicant in writing not later than 24 December 2021 before 12:00.

APPLICANT:



**RITTA KHIBA PLANNING CONSULTANTS
TOWN AND REGIONAL PLANNERS**
P O Box 22543, Windhoek
Tel: 061 – 225062 or Fax: 088614935 (fax to email)
Mobile: 0815788154 / Email Address: rkhiba@gmail.com

2 Bachelor flats each with its own toilet and shower in Suiderhof behind Shell garage. Available immediately or 1 January 2022. N\$4 500 each, water and electricity included. Tight security. Swimming pool available on special conditions. Plenty of parking space. Contact 0813216699/+264813818403

REZONING NOTICE

Take notice that HBH Urban Nest Creations on behalf of the owner of Erf 783 Meersig, Walvis Bay will be applying to the Walvis Bay Municipal Council and subsequently to the Urban and Regional Planning Board, respectively for:

THE REZONING OF ERF 783, MEERSIG, FROM "SINGLE RESIDENTIAL" WITH A DENSITY OF 1:500M² TO "GENERAL RESIDENTIAL 1" WITH A DENSITY OF 1:300M².

Erf 783 is situated in the Meersig suburb of Walvis Bay, on the corner of Albusa and Nozob Street. Erf 783 measures 975m² and is currently zoned "Single Residential" with a density of 1:500m². This zoning only permits the use of the erf for the development of 1 dwelling unit, and a subsidiary dwelling unit. However, the owner wishes to use the erf for the development of sectional site units, hence the application for rezoning to "General Residential 1". All applicable zoning regulations such as parking, coverage, building height will be adhered to in accordance with the Walvis Bay Town Planning Scheme.

Particulars of the application lies open for inspection on the notice board of the Town Planning Section, Municipality of Walvis Bay, Civic Centre, Nangolo Mumba Drive. Further take that any person having objections to the rezoning concerned or who wants to comment thereon, may lodge such objections and comments, together with the grounds thereof, in writing with the council and the applicant before or on the 31 December 2021.

COUNCIL: Municipality of Walvis Bay
Private Bag 3017, Walvis Bay
Tel No: 064 206 3348
Email: townplanning@walvisbaycc.org.na

APPLICANT: HBH Urban Nest Creations
P. O. Box 4453, Walvis Bay
Tel No: 064 200 275
Email: info@urbannest.com



REZONING NOTICE:

Please note that NAMLAND TOWN AND REGIONAL PLANNING & ENVIRONMENTAL MANAGEMENT CONSULTANTS, on behalf of the owner of Erf 2284, Extension 4, Ehenye, Oshakati, intends to apply to the Oshakati Town Council for:

- Rezoning of Erf 2284, Extension 4, Ehenye, Oshakati from single residential dentist 1:500 to business with a 'with bulk of 0.1'.
- Consent to commence development while the rezoning is being finalized.

Erf 2284, Oshakati is situated in Extension 4, Ehenye suburb, Oshakati north. The erf is 949 in extent and zoned 'single residential with a density of 1:500. The proposed new zoning will allow the owners to construct a total of accommodation facility on the property. Access to the erf will be obtained from the existing entrance. Parking will be provided in accordance with the requirements of the Oshakati Town Planning Scheme. Note that the locality plan of the erf lies for inspection on the Town Planning Notice Board at the Oshakati Civic Centre.

Further take note that any person objecting to the proposed use of land set out above may lodge such objection, together with the grounds thereof, with the Oshakati Town Council and with the applicant in writing within 14 days after the appearance of the last notice (final date for objections is Date 29 December 2021).

Applicant:
NamLand Town and Regional Planning & Environmental Management Consultants
PO Box 55160, Rocky Crest
Contact details:
Tel: 061-213641
Fax: 061-213642
Efax: 0886519058
Email: consultancy@namland.com.



REZONING NOTICE:

Please note that NAMLAND TOWN AND REGIONAL PLANNING & ENVIRONMENTAL MANAGEMENT CONSULTANTS, on behalf of the owner of Erf 0317, Oshakati West, Oshakati, intends to apply to the Oshakati Town Council for:

- Rezoning of Erf 0317, Oshakati West, Oshakati from single residential dentist 1:500 to General Residential 1:100
- Consent to commence development while the rezoning is being finalized.

Erf 0317, Oshakati West is situated in Oshakati west, nearby central business District, behind Pep Store. The erf is 0317 in extent and zoned 'single residential with a density of 1:500. The proposed new zoning will allow the owners to construct a total of 6 residential units on the property. Access to the erf will be obtained from the existing entrance. Parking will be provided in accordance with the requirements of the Oshakati Town Planning Scheme.

Note that the locality plan of the erf lies for inspection on the Town Planning Notice Board at the Oshakati Civic Centre.

Further take note that any person objecting to the proposed use of land set out above may lodge such objection, together with the grounds thereof, with the Oshakati Town Council and with the applicant in writing within 14 days after the appearance of the last notice (final date for objections is Date 29 December 2021).

Applicant:
NamLand Town and Regional Planning & Environmental Management Consultants
PO Box 55160, Rocky Crest
Contact details:
Tel: 061-213641
Fax: 061-213642
Efax: 0886519058
Email: consultancy@namland.com.



CALL FOR REGISTRATION AS INTERESTED AND AFFECTED PARTIES

PROPOSED INSTALLATION AND OPERATION OF A DIESEL STORAGE FACILITY AT THE AUS TRANSNAMIB STATION, KARAS REGION

1. PROJECT SITE AND DESCRIPTION

TradePort Namibia proposes to install an aboveground diesel (50 ppm) fuel storage (AST) within the TransNamib Station premises at Aus Settlement. The facility will consist of three (3) tanks with a cumulative storing capacity of 249 cubic meters. Subsequently, intend to apply and obtain an environmental clearance certificate from the Department of Environmental Affairs and Forestry, thus undertaking an environmental assessment process.

2. PUBLIC PARTICIPATION PROCESS

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

3. COMMENTS AND QUERIES

Interested and Affected Parties are herewith request to register by writing to us at the address below no later than 31 DECEMBER 2021.

3. COMMENTS AND QUERIES

Please register and direct all comments, queries to:
Mr. Vilho Mtukeni, Environmental Assessment Practitioner
Email: eap.trigen@gmail.com - Cell: +264 81 232 6843



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Publication Date:
17th December 2021

Deadline:
14th December 2021

Contact: Mandy Mumba
081 8958296

**Town Planning Public Meeting
INVITATION FOR AFFECTED AND INTERED PARTIES**

This notice serve to inform all interested and Affected Parties that an application to Namibia Urban and Regional Planning board will be made urban and regional act (URPA) for the following activities:

- PROPOSED TOWNSHIP ESTABLISHMENT – ON PORTION OKALONGO SETTLEMENT, OMUTHIYA REGION, NAMIBIA
- TOWNSHIP ESTABLISHMENT - REZONING FROM UNDETERMINED TO RESIDENTIAL IN OMUNGWELUME SETTLEMENT, OHANGWENGA REGION

The Shack Dweller federation of Namibia in to provide a affordable residential erven in Okalongo and Omungwelu. The proposed township establishment covers approximately +70,000 Squared Meter, 208 Erven in Okalongo and 14,000 Squared Meter, 45 Erven in Omungwelu. Public Participation forms an integral part of the Urban and Regional planning process. Therefore, all Interested and Affected Parties (I&APs) are invited to attend the public meeting for input. Draft layout will presented and input from public. The meeting schedule to take place as follow.

NAMLAND CONSULTANTS
P.O. Box 55160, Rocky Crest, Windhoek
Tel +264 61 21 3641, Efax 0886519058
Email: consultancy@namland.com.na

INVITATION TO A PUBLIC MEETING:
VENUE: Under the Trees Next SDFN, Okalongo
DATE: 16.12.2021
TIME: 16:00 PM

VENUE: Federation Open Market, Omungwelu, Ohangwena Region
DATE: 17.12.2021
TIME: 16:00 PM

PURPOSE: PRESENTATION OF THE PROPOSED DEVELOPMENT, QUESTIONS AND ANSWERS





Tottenham return 13 positive Covid-19 tests - with eight players included

Tottenham manager Antonio Conte says that eight players and five members of staff have tested positive for Covid-19 at the club.

Spurs are scheduled to play Rennes in the Europa Conference League on Thursday and Uefa says "the match is due to take place as scheduled".

They then play Brighton on Sunday in a Premier League game which is believed to be under review.

"Now, for sure, we are a bit scared," Conte said.

"Every day, we are having more positive tests. This is not a good situation."

Following the game against

Brighton, Tottenham face Leicester City on 16 December and Liverpool on 19 December in the top-flight prior to an EFL Cup quarter-final against West Ham on 22 December.

"To speak about football today is impossible. The last situation made me very upset," said the Italian.

"The situation is serious. There is a big infection.

"We prepare for the game against Rennes, but it is very difficult.

"Again at the end of the session, one player [tested] positive, another staff [member] positive - tomorrow, who will it be?"

Conte added: "This for sure makes

me upset because I am here to talk about football, about my players and the atmosphere that I want to see tomorrow.

"Instead we are talking about the people that have Covid."

Conte, who said he had been vaccinated, did not say if the positive cases at the club were caused by the new Omicron Covid-19 variant.

On the state of vaccination among his squad, he said: "I think everyone takes [their own] best decision and is a question for the medical department about people as to whether they are vaccinated or not."

Last season, Newcastle United's

game at Aston Villa in the Premier League was postponed following a "significant increase" in Covid-19 cases at the Magpies' training ground.

Later that month, a coronavirus outbreak at Manchester City caused their Premier League match at Everton to be postponed four hours before kick-off.

Villa also had a Covid-19 outbreak in January, which meant that no first-team players were available for an FA Cup third-round defeat by Liverpool, prior to Premier League games against Everton and Tottenham being rescheduled.

GOSSIP

Liverpool are leading the race to sign 18-year-old England midfielder Jude Bellingham from Borussia Dortmund next summer. (Mirror)

Real Madrid are favourites to sign Germany defender Antonio Rudiger, 28, who is getting closer to leaving Chelsea as a free agent at the end of the season. Premier League rivals Manchester United and Tottenham have also expressed an interest. (Independent)

Manchester United and Liverpool face competition from Atletico Madrid for 18-year-old American striker Ricardo Pepi. (CBS, via Mirror)

Liverpool manager Jurgen Klopp says Mohamed Salah's situation is "completely normal" as the club seek to finalise new contract terms with the 29-year-old Egypt forward. (Guardian)

Liverpool are interested in 28-year-old Juventus and Argentina forward Paulo Dybala, whose contract expires at the end of the season. (Calciomercato - in Italian)

Barcelona have contacted Chelsea over possible deals for Morocco midfielder Hakim Ziyech, 28, and Germany forward Timo Werner, 25 - but Blues manager Thomas Tuchel is reluctant to let either leave. (Sport - in Spanish)

Barcelona hope a compromise can be reached with Manchester City to allow them to sign Spain forward Ferran Torres for £38m. City want £51m for the 21-year-old. (Mundo Deportivo - in Spanish)

Fenerbahce have denied that the club's 23-year-old Hungarian centre-back Atilla Szalai is close to joining Chelsea. (90min)

Ajax are considering a move for Manchester United's English goalkeeper Dean Henderson, 24, on loan in January. (Manchester Evening News)

Ajax are also interested in signing 24-year-old Dutch winger Steven Bergwijn from Tottenham. (Times)

Lille's 24-year-old Portugal midfielder Renato Sanches is open to a move to Arsenal, but the Gunners may face competition from AC Milan. (L'Equipe, via Mail Online)

Arsenal manager Mikel Arteta will target a forward in the January transfer window. (Mirror)

Ivory Coast winger Nicolas Pepe, 26, is frustrated with his lack of playing time at Arsenal and will assess his options in January. (Football London)

Atletico Madrid's 22-year-old Portugal forward Joao Felix could leave the La Liga club. (AS - in Spanish)

West Ham are considering a loan bid for Manchester City and the Netherlands defender Nathan Ake, 26. (Sun)

Brighton want to sign Besiktas and Canada striker Cyle Larin, 26. (Realtalk)

West Ham face being without 27-year-old France defender Kurt Zouma for 12 weeks because of a hamstring injury. (Times - subscription required)

Leeds United midfielder Kalvin Phillips, 26, also has a hamstring injury and the England international could be out for two months. (Telegraph)

Italy boss and former Manchester City manager Roberto Mancini, who has been linked with taking over at Manchester United, has denied reports of a move back to the Premier League. (Gazzetta dello Sport, via Mirror)

Former Manchester United keeper Edwin van der Sar, who is currently Ajax chief executive, believes "that one day the moment will arrive" for him to take up a role Old Trafford. (RTL, via Metro)

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Mr. Vilho Mtuleni, Environmental Assessment Practitioner
Email: esp.trigen@gmail.com - Cell: +264 81 232 6843



NOTICE FOR PUBLICATION

(THREE STOREY DWELLING APPLICATION)

Take notice that the owner, Mr. Negonga of ERF 736 Terrace Street, Kleine Kuppe intends on applying to the Windhoek Municipal Council for the construction of a three-storey dwelling unit.

The proposed construction will allow the owner to erect the three-storey dwelling unit on ERF 736 Terrace Street, Kleine Kuppe.

The owner's current intentions are to erect and use the building for residential purpose.

Further take notice that the plan of the erf lies for inspection on the town planning notice board in the Customer Care Centre, Main Municipal Offices, Rev. Michael Scott Street, Windhoek.

Any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the city of Windhoek, fifth floor, office 524 and with the architect in writing within 14 days of the last publication of this notice.

The last date for any objection is 22 December 2021.

Dated at Windhoek this 8th day of December 2021.

Owner Name: Amupolo Negonga
Postal Address: 24756, Windhoek
Contact Number: 0816815722