

**ENVIRONMENTAL IMPACT ASSESMENT REPORT A  
PROPOSED CONSTRUCTION AND OPERATIONS OF A  
FILLING STATION AND TRUCK PORT.**

**IN**

**GOBABIS OMAHEKE REGION ALONG SIDE THE B6 ROAD**

**PROPONENT: TRANS-KALAHARI CONTINENTAL  
CONTAINER CC**

**CONSULTANT: ADVANCED ENVIRONMENTAL AGENCY CC.**

**RELEASESD: 04 OF MARCH 2022**



## The executive summary

The importance of the environmental protection and conservation measures has increasingly been recognized over the past recent years in Namibia. It is not generally accepted that economic development, strategic must be computable with environmental goals. Hence the republic of Namibia under the environmental management act (7 of 2007) states that environmental scoping report or an EIA study should be carried out for listed activities before they begin.

The proponent Trans-Kalahari container intends to construct a truck port at Gobabis, Omaheke region along the Trans-Kalahari B6 road, hence they have appointed Advanced environmental agency to carry out an environmental study, compile scope report to apply for the ECC through the ministry of environment and tourism.

Trans Kalahari container cc realized the potential of establishing this project of truck port at Gobies in a plot specifies above along B6 main road named (the Trans Kalahari high way) is the road is the corridor that provides the direct route from Walvis Bay and Windhoek to Pretoria in Gauteng province in South Africa. The route serves a potential role in economic growth of Namibia, Botswana and South Africa.

The economic development of SADAC in general depends on imports and exports between countries it's for this reason the development of the proposed development is crucial.

## Stakeholders consultation

Public consultation is the key stone of an environmental impact assessment. Sharing of project background and feedback from the public was done in the following line.

- ✓ Background (BID) was shared with the major of Gobies and municipality, regional council and public on the 12 January 2022 at Gobies municipality office.
- ✓ Notice boards were placed on site at Gobabis town land no 114(farm no 2031)
- ✓ Newspaper adverts were done in the newspapers as follow: confidante and the sun newspaper.

Stakeholders consultation was done in accordance with the environmental management act 7 of 2007) EIA regulation. After the public meeting the affected and interested parties were given 15 days to submit comments,

The draft EIA was as well shared with the stakeholders.

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# 1. Introduction

## 1.1 Project background

The proponent Trans-Kalahari continental cc under the authority of the omaheke regional council and Gobabis municipality proposes to construct a truck port and filling station at B6 Trans Kalahari road. The road accommodates trucks to and out of namibia on a high rate and the need to improve the standards is important, is with this reason that the regional office have appointed trans-Kalahari continental to carry out the proposed infrastructure.

As its stated in the environmental management plan (7 of 2007) that listed activities cannot begin without an ECC issued by the Ministry of environment tourism and forestry the company have appointed Advanced environmental agency to prepare an EIA scoping Study determining the potential long, short, impact as well as put measures in place to reduce the consequences.

## 1.3 PROJECT LOCATION

The proposed development of a truck port is to be constructed at Gobies, Omaheke region farm no: 2031, town land no 114.the plot is alongside the B6 Trans Kalahari road. Trans Kalahari continental cc was granted the plot by the Omaheke regional council to develop the infrastructure to accommodate the need to trucks importing and exporting products.

The site is located under the jurisdiction of the Omaheke regional office and the Gobabis municipality. The site is fully serviced and ready to cater for the proposed project. The proponent is located a portion of 4 ha to construct a truck port, of which they will only use 2 ha in phase one of the project.

The site is currently cleared, with no vegetation however due to the small rain we have received in February a few grass developed in the area, in accordance of the regulation that feasible and alternative be considered alternative, this was the suitable site for the proposed project.

Trans Kalahari rout is a paved high way corridor that provide a direct route from walvis bay, Windhoek through Botswana to Pretoria in gauted province in south Africa. The corridor is used as an economic development rout. Exportation and imports between SADAC are done through these corridors therefore there is a need and desirability of the proposed facility at the referred site.

The Omaheke regional council and municipality have outlined the other point as to reduce the spread of covid-19 into the country, by using the truck port as a contusive infrastructure to set up a check point to truck drivers before they enter the country.

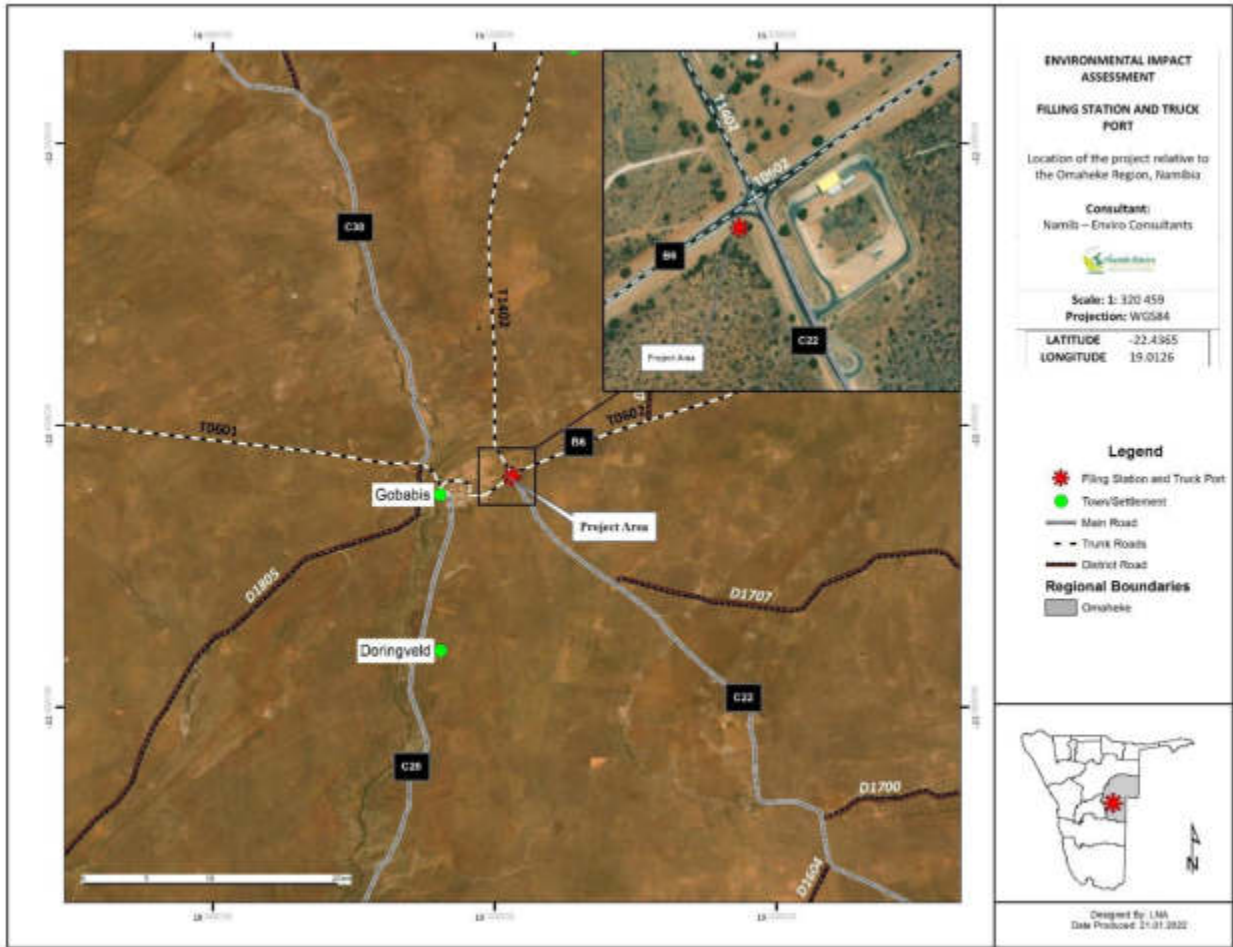


figure:1







figure 2



Figure:3

## 1.4 Terms of reference

The information compiled in this report, was limited for conduction an environmental impact assessment Applying an ECC for a filling station and truck port on site located at Gobabis, Omaheke region on the farm no 2031.

## 1.5 ASSUMPTION AND LIMITATIONS

During the study, we believe data collected as first hand and provided by the proponent, municipal authority is accurate to help make fila decision.

The site under consideration was chosen to serve a purpose by the Omaheke regional governor in agreement with Gobabis municipality and thus it's the location of the site in thise situation is more important.

## DETAILS OF THE ENVIRONMENTAL IMPACT PRACTITIONER

ENVIRONMENTAL IMPACT ASSESMENT PRACTITIONER	
PHYSICAL ADDRESS	INDEPENDENCE AVENUE,CONTINENTAL BUILDING OFFICE NO:206 SECOND FLOOR
POSTAL ADDRESS	PO.BOX 96255
CONTACT DETAILS	+264817606590
EMAIL ADDRESS	Info.advanceenviroment@gmail.com
COMPANY	Advanced Environmental Agency
PROPONENT	TRANS-KALAHARI CONTINENTAL CONTAINER
EAP	ALBERTINA .J. SIMON. QUALIFICATIONS:BSC ENVIRONMETAL SCIENCE.

## 2.LEGAL FRAME WORK

Table:1

Title of legislation, policy or guideline	Implications for proposed project (Please read all Acts with their Regulations)
The Namibian Constitution of1990	The Constitution clearly indicated that the State shall actively promote and maintain the welfare of the people by adopting policies aimed at management of ecosystems, essential ecological processes and biological diversity of Namibia for the benefit of all Namibians, both present and future.
Water Resources Management Act No. 11of 2013	This Act protects all water resources in Namibia. The Act also laid down conditions to ensure that proper wastewater treatment is provided, including requirement for wastewater discharge permit from the Directorate of Water Affairs.
Environmental Assessment Policy of Namibia (1995)	The Policy seeks to ensure that the environmental consequences of development projects and policies are considered, understood and incorporated into the planning process, and that the term ENVIRONMENT is broadly interpreted to include biophysical, social, economic, cultural, historical and political components.
Environmental Management Act No. 7 of2007	The Act provides a list of projects requiring an Environmental Assessment. It aims to promote the sustainable management of the environment and the use of natural resources and to provide for a process of assessment and control of activities which may have significant effects on the environment.
Hazardous Substances Ordinance No. 14 of 1974	<p>The Ordinance applies to the manufacture, sale, use, disposal and dumping of hazardous substances, as well as their import and export. Its primary purpose is to prevent hazardous substances from causing injury, illhealth or the death of human beings.</p> <p>Hydrocarbons handled during the construction phase may be hazardous thus careful handling and management is vital to prevent spills, explosions, illhealth or death.</p>
Pollution Control and Waste Management Bill of1999	The Bill promote sustainable development and the establishment of the Pollution Control and Waste Management Unit to prevent and regulate the discharge of pollutants to the air, water and land to make provision for the establishment of an appropriate framework for integrated pollution prevention and control to regulate noise, dust and odor pollution to establish a system of waste planning and management and to enable Namibia to comply with its obligations under international law in this regard.
Draft Wetlands Policy of2004	This policy strives to complement existing policy instruments regarding sustainable development and sound natural resource management in Namibia. Its implementation provides a platform for the conservation and wise use of wetlands, thus promoting inter <sup>a</sup> generational equity regardng wetland resource utilization. Furthermore, it facilitates the Nation's efforts to meet its commitments as a signatory to the International Convention on Wetlands (Ramras) and other Multinational Environmental Agreements (MEA's).
National Waste Management Policy, 2010	This policy is focusing specifically on Waste Management and use of various technologies waste treatment and disposal to minimize health risks. It is also geared to have a unified waste management system country wide. This policy provides the necessary guidance on the processes related to waste management in the MOHSS, wider Namibia health and social welfare sectors, and other relevant stakeholders. It is taking into consideration the process of integrated waste management from generation to final disposal. This practice also focus on medical, household, mining, agricultural, and construction waste.

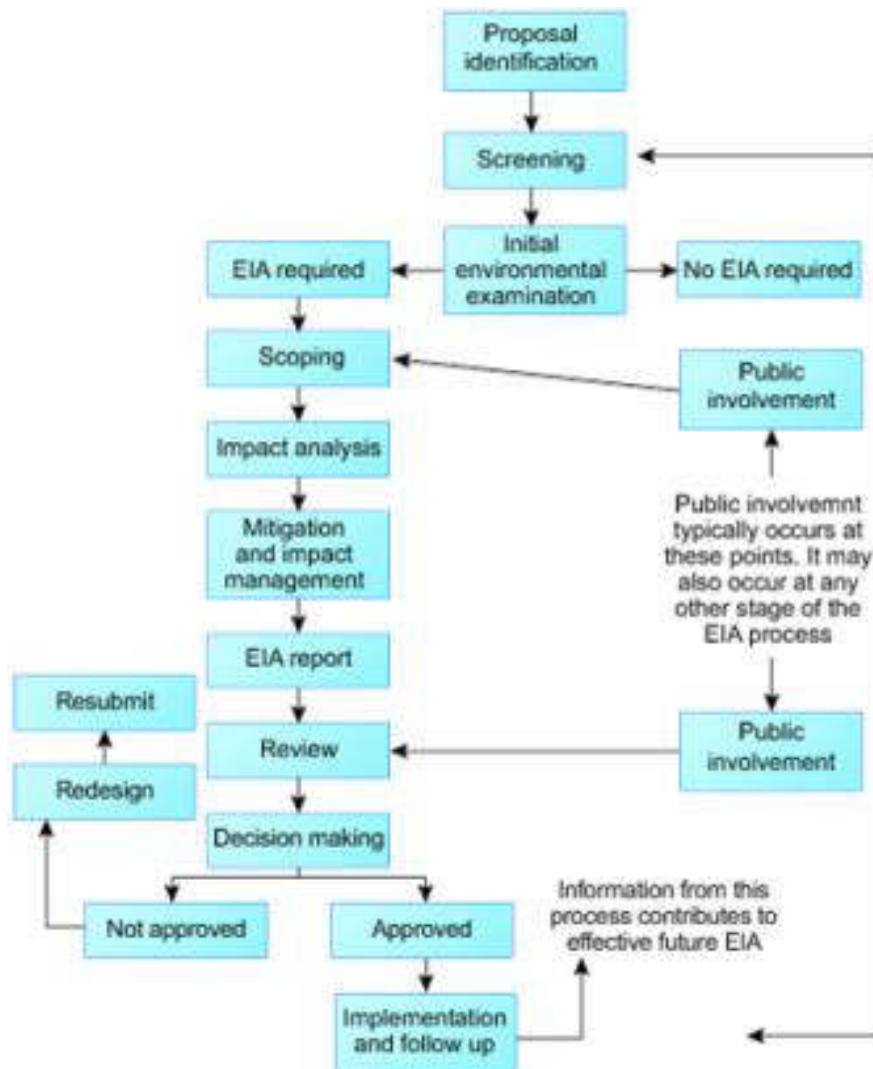
Forest Act No. 12 of 2001 and its amendments	The purpose of this Act guides the use and management of forestry and related resources. The aims of the forest management as per the Act, is to achieve manage of forest "for which forest resources are managed and developed, including the planting of trees where necessary, to conserve soil and water resources, maintain biological diversity and to use forest produce in a way which is compatible with the Forest's primary role as the protector and enhancer of the natural environment."
National Heritage Act No. 27 of 2004	The Act provide for the protection and conservation of places and objects of heritage significance and the registration of such places and objects to establish a National Heritage Council to establish a National Heritage Register and to provide for incidental matters.
Labor Act No. 11 of 2007)	Consolidate and amend the labor law to establish a comprehensive labor law for all employers and employees to entrench fundamental labor rights and protections to regulate basic terms and conditions of employment to ensure the health, safety and welfare of employees to protect employees from unfair labor practices to regulate the registration of trade unions and employers' organizations to regulate collective labor relations to provide for the systematic prevention and resolution of labor dispute to establish the Labor Advisory Council, the Labor Court, the Wages Commission and the labor inspectorate to provide for the appointment of the Labor Commissioner and the Deputy Labor Commissioner and to provide for incidental matters.
Public Health Act, No. 36 of 1919 and Amendments and Regulations	This Act makes provision for the prevention and control of infectious diseases, venereal diseases and epidemics. It also regulates sanitation, food and public water supplies.





## EIA PROCESS

figure:4



## 3. DESCRIPTION OF THE RECEIVING ENVIRONMENT BASELINE STUDY

### 3.1 SOCIO-ECONOMIC

Gobabis is the regional capital of the Omaheke region and the district capital of the Gobabis electoral constituency. The city has a population density of 19101 according to 2011 census. Even though the city holds the weight of residents from nearest small settlements like Epukiro, Gobabis continues to grow depending on goods being transported from the mines of landlocked Botswana to Namibia port in Walvis Bay through the Trans-Kalahari route. Furthermore, the goods being imported from Gauteng. The Trans-Kalahari road meets Namibia at Gobabis, the road accommodates trucks importing and exporting to South Africa, making the port more viable for the proposed infrastructure. The town is 200m (120) down the B6 motorway from Windhoek to Botswana. The construction will serve a very important development of the country's economy.





## 3.2 TERRESTRIAL ECOLOGY

### 3.2.1 Flora and fauna

The site is located at the eastern edge of the Gobabis town as indicated in the locality map. The plot is cleared with few grass, as its borders end in the unclear land of the town. Spending 30 minutes on site there were no wildlife detected/identified. However, considering the act of 7 2007 there was no special or protected plant species identified on site.

### 3.3 BIO-PHYSICAL ENVIRONMENT

#### 3.3.1 CLIMATE CHANGE

Gobabies is a town with long summer, hot and partly cloudy with winters that are usually short and cool, dry and clear over the course of the years. The temperature typically varies from 39 f to 90 f and is rarely below 32 f or above 96 f. The daily temperature is high than 76 f. The coldest month of the year in Gobabis is July with the temperature over low or 40f and high than 74 f.

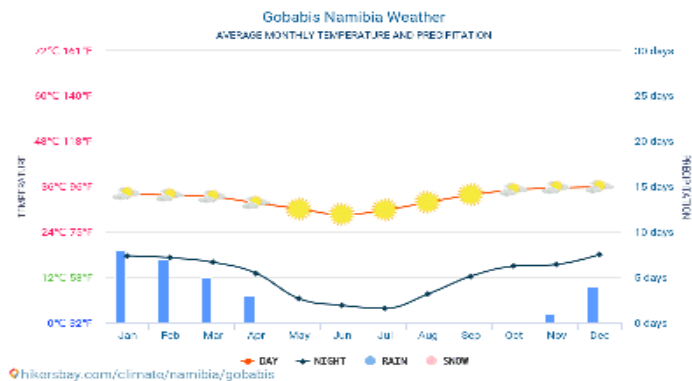


Figure:5

#### 3.3.2 RAIN FALL

Gobabis experiences significant seasonal variation in monthly rainfall. The raining period of the year ranges over for 6.6 months from October 11 to April 29 with a sliding of 11 days' rainfall of at least 0.5 inches. The months with the most rain in Gobabis is January with an average rainfall of 2.4 inches. The rainiest period of the year lasts for over 5.5 months from April 29 to October 11. The least rainfall is in July with an average of 0.1 inches in January.

#### 3.3.3 TOPOGRAPHY

The topography within the miles of Gobabis town contains only modest variation in elevation with a maximum elevating change of 341 feet and an average elevation above sea level of 4,756 feet with 10 miles also contains only modest variation in elevation (469) with 50 miles contains any modest variation in elevation (1,428. feet).

The areas with 2 miles of Gobabis is covered by grass of (99%) with 10 miles' grassland (99) and 50% however the plot falls in a flat area covered with grass land and few trees. The topography is suitable for the proposal as the topography allows grey water to easily run off into allocated drains as well as the construction process is easier on a flat area.



## 4.PROJECT DESCRIPTION

Application for the Environmental Clearance from the Directorate of Environmental Affairs (DEA) is being made for the Construction/installation of a filling station and truck port, and other facilities as described above in detail.

Products and services planned to be offered at the proposed aboveground will include the following:

- Service administration area
- dispersing pumps,
- One stop shop.
- Parking space for cars and trucks

Environmentally friendly ablution facilities will be provided, the area is fully serviced making it easier for the proponent. The sewage system will be connected to the settlement area sewage line

### 4.1 Alternatives

During the study the municipality and proponent were involved for considering an alternative but the site mentioned happens to be more suitable for the proposed and its considered a need to have a proposed facility at the identified site.

### 4.2 No-go Alternatives

The no -go alternative is the option of not undertaking the proposed activity or any of its alternative. After all the alternatives were assessed the no-go been thus means the construction of the proposed development will not take place and the need of the service to the targeted stakeholders will not be met.

## 5.The proposed development

### 5.1 Need and desirability

The Gobies town council together with the Omaheke regional governor have understood the need of constructing a truck port at the above mentioned site in Gobabis and there for have allocated the portion of 4 ha to a potential group of Trans-Kalahari container cc the proponent intends to construct a filling station and truck port alongside the trans-Kalahari b6 road on a portion of 4 ha allocated by the municipality

mainly for the afore mentioned project. The facility is aimed to serve the need to trucks entering and those leaving the country to south Africa and Botswana.

The trans -Kalahari corridor is entirely paved to travels 1,900km [1,180] from Walvis Bay through Botswana and into Johannesburg. The corridor has created an advantage of transiting to the SADAC countries like Francistown, Gaborone, Gobabis and Windhoek. As one of the best ways to improve the effectiveness of the corridor we have to look at the corridor as an economic development and not only a transportation route and thus the development of such infrastructure is of a great and highly economic contribution. Fuel is one of the commodities that must be available and reliable along major routes. The facility will provide all services and needs that travelers need, such as, ablution facilities, stop shops and comfortable parking with security for drivers to have rest after their long drives.

## 5.2 ENGINEERING SERVICES

The plot falls under farm land no: 144 the area was zoned settlement; however, the site was never cleared for a different project e.g. house construction. The plot is located across the road where there are no houses. Now that there is a change in the land use.

The proponent is responsible to appoint the developer and adhere to the regulations laid down by the municipality. Engineering drawings and architectural will be provided by the proponent.

Water facilities, power sewer will be connected to the existing service lines of the Gobies municipality.

### 5.3 Access point

Access point will be obtained from the b6 road to the right side when going out of Gobies and left when coming in Gobies.

## 6.Public consultation process

As outlined in section 21 of the EIA a call for participation was done, through newspapers, and notice boards. A meeting was also contacted with the major and Gobies municipality providing opportunity for raising point, views on the chosen site for the project.



**PUBLIC NOTICE**

Please take note that Namib Water Planning and Development Directorate has been authorised by the Minister of Water Affairs and Forestry to apply to the City of Windhoek for the:

- REVISION OF RAY BOSS LAKE STREET WINDHOEK FROM "RESIDENTIAL" WITH A HEIGHT OF 10M TO "URBAN" WITH A R.O.F. OF 1:2
- CONSENT TO COMMENCE WITH THE REVISION OF THE R.O.F.
- REVISION OF THE R.O.F.

On 2022-02-18 within area of Windhoek, located in the Windhoek North, a residential area, approximately 1000m<sup>2</sup> in size, currently zoned "Residential" with a height of 10m and a R.O.F. of 1:2. The proposed development is a residential development of 10m height and a R.O.F. of 1:2. The proposed development is a residential development of 10m height and a R.O.F. of 1:2.



Interested parties are invited to register with the Environmental Consultant for the proposed development within 14 days of the advertisement.

Registration can be done by requesting the Background information document provided in the email below. Any persons having any objection to the email below by: 15th FEBRUARY 2022.



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**NOTICE OF ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS FOR THE UPGRADE OF THE OHANGWENA 2 WELLFIELD WATER SUPPLY SCHEME**



Outrun Consultants hereby gives notice to all potential interested and affected parties (I&APs), that an application for Environmental Clearance certificate will be made to the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) as follows:

**Proponent:** Namwater  
**Financier:** African Development Bank  
**Project reference:** P-NA-100-005  
**Environmental Assessment Practitioner:** Outrun Consultants cc

**Project Description:** Namwater intends to upgrade the water supply network within the Central Northern Water Supply Area (CNWSA). This upgrade will involve the following:

- Onafo-Eenhana Extension
- Onakango - Oshana-Eenhana Scheme Upgrade

In accordance with the requirements of the Environmental Management Act (No. 7 of 2007) and the Environmental Assessment Regulations No. 12 of 2012, Namwater has appointed Outrun Consultants cc as an Independent Environmental Assessment Practitioner to undertake a detailed Environmental and Social Impact Assessment (ESIA) and to obtain an Environmental Clearance Certificate (ECC) for the envisaged development project.

**Project location:** The Project is located in Ohangwena Region (Map is provided in the EIS).

**Public participation process:** Interested and affected parties are hereby notified that public participation meetings will be held as follows:

Date and Time	Activity	Venue/Place
28 FEB 2022 - 0900hrs - 1100hrs	Consultative Meeting	Eenhana
28 FEB 2022 - 1130hrs - 1330hrs	Consultative Meeting	Oshana
1 MAR 2022 - 0900hrs - 1100hrs	Consultative Meeting	Oshana
1 MAR 2022 - 1130hrs - 1330hrs	Consultative Meeting	Oshana
2 MAR 2022 - 0900hrs - 1100hrs	Consultative Meeting	Onakango
2 MAR 2022 - 1130hrs - 1330hrs	Consultative Meeting	Onakango

The participation and commenting period is effective until 15 March 2022

To register or request for documents submit your details in writing to the Environmental Consultant or alternatively fill the online form, link and contact details given: <https://forms.office.com/r/6e0a042a2f7f>

**Outrun Consultants:**  
 Joseph T. Muluter  
 Phone: +264 812 693 578 Email: [actjosephinfo@gmail.com](mailto:actjosephinfo@gmail.com)



**Namib-Enviro CONSULTANTS**  
 "Monitoring sustainable development"

**ENVIRONMENTAL IMPACT ASSESSMENT FOR CONSTRUCTION AND OPERATIONS FOR FILLING STATION AND TRUCK PORT AT GOBABIS, OMAHEKE REGION.**

Namib-Enviro consultant herewith gives notice in terms of the Environmental Management Act (7 of 2007 and Regulation 21) of the Environmental impact assessment (EIA) for construction of a filling station and truck port.

**PROPONENT : TRANS KALAHARI CONTINENTAL CONTAINER CC**

**LOCATION OF THE AREA:** GOBABIS TRANS KALAHARI ROAD (OMAHEKE REGION)

Interested and Affected parties (I & AP) are invited to register with Namib-Enviro consultants for the proposed development within 14 days of the advertisement.

Registration can be done by requesting of the Background information document provided in the email below. Any persons having any objection to the email below by: 15th FEBRUARY 2022.

**Email:** [nambienviro@gmail.com](mailto:nambienviro@gmail.com)  
**Cell:** 081-4801644/0817606590

**Namib-Enviro CONSULTANTS**  
 "Monitoring sustainable development"

**ENVIRONMENTAL IMPACT ASSESSMENT FOR AN INSTALLATION OF AN OVER HEAD TANK IN OPUWO OKANGWATI ( KUNENE REGION 15 KM TO OPUWO BUSINESS DISTRICT)**

Namib-Enviro consultant herewith gives notice in terms of the Environmental Management Act (7 of 2007 and Regulation 21) of the Environmental impact assessment (EIA) for an installation of an Aboveground tank capacity (23000) LITERS

**PROPONENT : INCLUSIVE INVESTMENT CC**  
**DESCRIPTION OF ACTIVITY: OPUWO(ALPHA)**  
**LOCATION OF THE ML AREA: ( 15 km OPUWO to TOWN)**

Interested and Affected parties (I & AP) are invited to register with Namib-Enviro consultants for the proposed mining activities within 14 days of the advertisement.

**Email:** [nambienviro@gmail.com](mailto:nambienviro@gmail.com)  
**Cell:** 081-4801644

ANEXTURE:1

**Tea to Eat To Eat**

**ST MICHAELS PARK, Windhoek**  
Court Ave. 3 bedrooms with ensuite to main bedroom, open-plan kitchen/living area, well-maintained garden patio with built-in braai, jacuzzi, fido pool, double garage with additional parking, air-conditioned, 24-hour security in very secure complex, gets allowed with prior permission from body corp. R16.900. Enquiry optional open or fully furnished. Call 081-2421578 / 081-292724

**2 BEDROOM FLATS in a small compound in Citrusvale opposite Chinese Baid High School. R14 900 per month. prepaid electricity, water included. Call Hilda 081-2421578 / 081-442476.**

**INDUSIAL EIT FL EBF 65P**  
Subdivision and buildings to lease. (well bedded) R12 600 per year. inquire/lease to: Sukal 081-2396066 / 081-2749667

**KLUNE KUPPE**  
Push two bedroom flat available 1 April. Rent is R17 000 and deposit negotiable. Water & electricity included. For viewing call Vaita on 081-5229252 / 081-4523030.

**Generator**  
230 V in KW, 4 cyl. diesel, min hrs 3. Cyl 60cc 25hp tank. Street running, single phase. Visit/starts 1850 000. Contact 081-3775325

**LANDSCAPING**  
Red clay paving bricks. Shown. Stone: Grey & red. Tel: NS1660

**Sectional Title**  
3 bedrooms, 2 bathrooms, open-plan kitchen, 1 garage. R1430 000 neg. Call 081-2544300.

**DOMINUS EIT & 2 bedrooms, 1 bathroom, spacious open-plan kitchen and living area, brick & stone, secure complex. Only 70 units. R1675 000. For investment. Existing tenant. Rent income R16 500. Call 081-2421578.**

**Validation**  
Two bedroom flat with carpet, gamed courtyard & lot, price R5385 000, bank's pre-approval required. Call 081-5729629.

**REZONING NOTICE**  
YAN ROO & ASSOCIATES URBAN AND REGIONAL PLANNERS on behalf of the owner of Erf 490, Block F, Rehoboth and in line with the terms and other clauses of the Urban and Regional Planning Act, Act No 5 of 2010 herewith applies to the Rehoboth Town Council for the:

**REZONING OF ERF 490, BLOCK F, REHOBOTH FROM 'SINGLE RESIDENTIAL' WITH A DENSITY OF 1/500 TO 'GENERAL RESIDENTIAL' WITH A DENSITY OF 1/150.**

**CONSENT TO COMMENCE WITH CONSTRUCTION WHILE THE REZONING PROCESS IS UNDERWAY.**

Erf 490, Block F, is about 963 sq m and is currently vacant. The Erf owner sees the existing demand for housing in Rehoboth and has the desire to avail in meeting this demand by developing four sectional title units on the erf. To accommodate this intended development, it is necessary that Erf 490, Block F be rezoned from "Residential" with a density of 1/500 to "General Residential" with a density of 1/150.

**ESTATE OF THE LATE**  
**Sharon Lily Moko**  
081-2421578  
**OCCUPATION**  
**SENIOR OPERATOR**  
**LAST ADDRESS:** ERF NO. 1140 GORONGA, EIT NO. 3  
**SURVIVING SPOUSE**  
**Mrs. Josephine Eke**  
081-2421578  
Makes a hereby gives that the First and Final Liquidation and Distribution Account in the above Estate will be for inspection at the Office of the Master of the High Court, WINDHOEK for a period of 21 days from the date of publication thereof.

**J. Moko**  
**P.O. Box 1008**  
**Windhoek**  
**081-2421578**

**IN THE High Court of Namibia (Main Local Division)**  
Case No. HC-MD-ON-CACT-CON-250/08/08  
In the matter between:  
**HEIDMAR NAMIBIA LIMITED**, Plaintiff and  
**THOMAS HETA AKHUYE**, 1st Respondent/Defendant;  
**ALONEY DANIELLE TAYLOR-AGWENYE**, 2ND Respondent/Defendant;  
**FORIN 24 - (Inu 1082024) - KENNY (SAS) NOTE THAT NED-BANK NAMIBIA LIMITED** (Plaintiff) (hereinafter called the judgment creditor) has obtained judgment against (Defendants), and **THOMAS HETA AKHUYE** (1st Defendant) (hereinafter called the First Judgment Debtor) and **ALONEY DANIELLE TAYLOR-AGWENYE** (2nd Defendant) (hereinafter called the Second Judgment Debtor) on 17th July 2010 in this court.

**KENNY ALSO TAKE NOTE** that the judgment creditor will apply in terms of rule 60(1)(3) for an order declaring the property known as Erf 622 (a portion of Erf 641), AGASSLUK, WINDHOEK, REPUBLIC OF NAMIBIA immovable and the judgment debtors are hereby called to give

**NOTICE TO CREDITORS IN DECEASED ESTATES:** All persons having claims against the estate mentioned below are hereby called upon to lodge their claims with the executor concerned, within 30 days (or otherwise as indicated) calculated from the date of publication hereof.

**ESTATE NUMBER: HC ETR/2010**  
Master of the High Court Windhoek  
Surname: Pfister  
Full Name: Sarah Magdalena  
Date of Birth: 10-09-1938  
Identity Number: 3676000000  
Last Address: 16 Gutheke Street, Blue Windhoek, Windhoek  
Date of Death: 03-11-2010  
Name and Address of executor: **Stewart James Scoullars** (Pty) Ltd, 4 Koch Street, Klein Windhoek, Windhoek, Namibia. Contact Person: Audrey Harms Smallajoy@scoullars.com  
Tel: +264 (0) 830 254 194

**LIQUIDATION AND DISTRIBUTION ACCOUNT IN DECEASED ESTATE LYING FOR INSPECTION:** Estate of the Late Peter Johannes Smith of Erf 4200, Extension No 5, Wolve Bay, Namibia Estate No. E 703/2007. Notice is hereby given that the First and Final Liquidation and Distribution Account in the above estate will be open for inspection at the office of the Master of the High Court, Windhoek, and the Office of the Magistrate, Walvis Bay for a period of 21 days after the date of publication hereof.

**PLAINTIFF:** TRUST  
P.O. Box 4632  
Wolvis Bay  
Tel: 0241 22407  
Att. GAC Sturgi

**LIQUIDATION AND DISTRIBUTION ACCOUNT IN DECEASED ESTATE LYING FOR INSPECTION:** Estate of the late JOHANNES ADRIETUS HUISAMEN of No. 64 Dixon Street Windhoek, Namibia, Estate No. 0589/2007. Notice is hereby given that the First and Final Liquidation and Distribution Account in the above estate will be open for inspection at the office of the Master of the High Court at Windhoek for a pe-

**Notice and Confirms to the Estate of the late the Late Petronella Cornelia Deane**  
Date of death: 20<sup>th</sup> of December 1971, who died on the 13<sup>th</sup> of July 2007 at Windhoek, Erongo Region, and who was married to the late Petronella Cornelia Deane, who died on the 13<sup>th</sup> of July 1971, and who resided at Lot 1803, Menzies Road, Windhoek, Erongo Region, and who was hereby called upon to lodge their claims and pay their debts at the under-mentioned address within 30 days from the date of publication hereof.  
Estate No. E 220/2007  
MAG. ANNE BORG-KAUMER  
Magistrate & Receiver for the 18<sup>th</sup> and 19<sup>th</sup> Divisions & Registrar West  
PO Box 20714, Windhoek  
081-2421578

**ENVIRONMENTAL IMPACT ASSESSMENT FOR CONSTRUCTION AND OPERATIONS FOR FILLING STATION AND TRUCK PORT AT GOGABIS, OMAHEKE REGION.** Namib-Enviro consultant herewith gives notice in terms of the Environmental Management Act (7 of 2007 and Regulation 27) of the Environmental Impact Assessment (EIA) for construction of a filling station and truck port.  
PROPOSER: TRANS KALAHARI CONTINENTAL CONTAINER CC  
LOCATION OF THE AREA: GOGABIS TRANS KALAHARI ROAD IN OMAHEKE REGION.  
Interested and Affected parties (I & AP) are invited to register with Namib-Enviro consultants for the proposed development within 14 days of the advertisement. Registration can be done by requesting the Background Information document provided in the email below. Any persons having any objection to the email below by 15th FEBRUARY 2011. Email: nam-

**IN THE High Court of Namibia (Main Division)**  
Case No. HC-MD-SEN-2010/00018  
In the matter between:  
**EUGENE NEL**, 1st Applicant and  
**TANZANIA EUSENIENSHINGU**, 2nd Applicant  
**ROSELYN CHANTAL NOEL**, 3rd Applicant  
**SILBY MUSARENKODI NTERIBANDE**, 4th Applicant and  
**CHEMICAL SPECIALTIES NAMIBIA (PTY) LTD**, Respondent  
Rule 65(4) - APPLICATION  
NOTICE OF ACTION - (To Registrar and Respondent)  
TAKE NOTICE that **EUGENE NEL**, **TANZANIA EUGENIENSHINGU** and 2 others (hereinafter called the applicants) intend to make application to this court for an order:

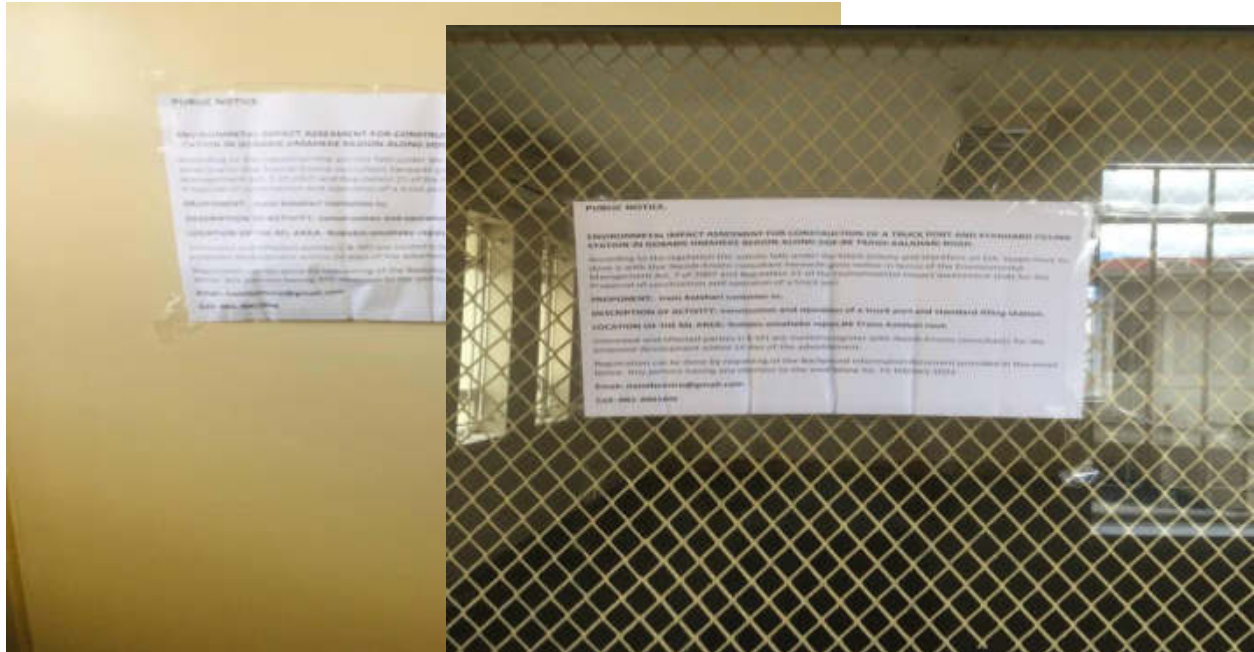
1. That the Respondent be provisionally wound up in the hands of the Master of the High Court, Windhoek;
2. That a rule nisi be issued calling upon the Respondent and all other interested parties to show cause, if any, before this Honourable Court on a day to be determined by this Honourable Court, why the Respondent should not be finally wound up;
3. That the relief set forth in paragraph 2 of this order shall operate as a provisional winding-up order with immediate effect;
4. That a copy of the provisions of this order be served in compliance with the Companies Act 28 of 2004; and
- 4.2. be published in the Government Gazette of Namibia and a newspaper published and circulating in Namibia on a day to be determined by this Honourable Court;
5. That the Applicants be and are hereby granted leave to waive all documents and processes in this application on the Respondent by way of substituted service as follows:
- 5.1. as the Respondent's registered address at 10 Cadogan Place, Durban North, South Africa, with proof of service to be recorded by a return of service.

**23 Schouten Road**  
Windhoek  
Namibia  
Office Reference Number: MAF5322/75744  
Tel: 061-382 888  
Fax: 061-382 888  
TO:  
**CHEMICAL SPECIALTIES NAMIBIA (PTY) LTD**  
10 CADOGAN PLACE, DURBAN NORTH, SOUTH AFRICA  
Authorised Code: y54B4  
Attn: TO  
Registrar of the High Court Main Division  
Windhoek  
Attn: TO  
The Master of the High Court  
John Werner Street, Windhoek.

**LIQUIDATION AND DISTRIBUTION ACCOUNTS IN DECEASED ESTATES LYING FOR INSPECTION** in terms of Section 35 (3) of Act 56 of 1976 notice is hereby given that copies of the liquidation and distribution accounts (first and final, unless otherwise stated) in the estate specified below will be open for inspection of all persons interested therein for a period of 21 days (or longer if specifically stated) from the date of publication hereof, whichever may be the later, and at the office of the Masters and Magistrates as stated.  
Should an objection thereto be lodged with the Masters concerned during the specified period, the executor will proceed to make payments in accordance with the accounts.  
Registered number of estate: E452/2011 WHK  
Surname: DEDIG  
First Name: DIANA  
Identity Number: 562428 0800278  
Last Address: GROOTTONTJEN, OTJONDONDUBA  
First Name and Surname of Surviving Spouse: WILFRIED DEDIG  
Date of Birth: 16.10.1938

ANNEXTURE:2





ANNEXTURE:4

### 6.1 Assessment methodology

Assessment methodology explains the methods that was taken to determine the significance level of the construction and operations of the filling station at the chosen site specifically. Were its applicable mitigation measures are put in place on the bio-physical and socio-economic.

An internationally standardized recognized methodology is usually used to deal with unstable changes that might occur

## 6.2 criteria and classification of significant impacts

**TABLE :2**

<b>Assessment Evaluation Criteria</b>	<b>Rating (Severity)</b>	
<b>Impact Type</b>	<b>A</b>	Negative
	<b>=</b>	No Impact or Negligible Impact
	<b>+</b>	Positive
<b>Extent of impact</b>	<b>I</b>	Immediate (the site and immediate surroundings)
	<b>L</b>	Local
	<b>R</b>	Regional
	<b>N</b>	National
	<b>IT</b>	International
	<b>ST</b>	Short term (0F5 years)
Duration of impact	<b>MT</b>	Medium term (5F15 years)
	<b>LT</b>	Long term (lifetime of the development)
Intensity of impact	<b>L</b>	Low (where natural, cultural and social functions and processes are not affected)
	<b>M</b>	Medium (where the affected environment is altered but natural, cultural and social functions and processes can continue)
	<b>H</b>	High (where the affected environment is altered to the extent that natural, cultural and social functions and processes will temporarily or permanently cease).

<b>Probability of impact</b>	<b>LP</b>	Low probability (possibility of impact occurring is low)
	<b>P</b>	Probable (where there is a distinct possibility that it will occur)
	<b>HP</b>	Highly probable (where the impact is most likely to occur)
	<b>D</b>	Definite (where the impact will occur)
<b>Significance of impact</b>	<b>L</b>	Low (where natural, cultural and social and economic functions and processes are not affected). In the case of adverse impacts, mitigation is either easily achieved or little will be required, or both. In the case of beneficial impacts, alternative means of achieving this benefit are likely to be easier, cheaper, more effective and less time consuming

<b>M</b>	Medium (where the affected environment is altered but natural, cultural, social and economic functions and processes can continue). An impact exists but is not substantial in relation to other impacts that might take effect within the bounds of those that could occur. In the case of Beneficial impacts, other means of achieving this benefit are about equal in time, cost and effort.
<b>H</b>	High (where the affected environment is altered to the extent that natural, cultural, social and economic functions and processes will temporarily or permanently cease). In the case of adverse impacts, there is no possible mitigation that could offset the impact, or mitigation is difficult, expensive, time consuming or a combination of these. In the case of beneficial impacts, the impact is of a Substantial order within the bounds of impacts that could occur.

## 7.THE ASSESMENT OF POTENTIAL IMPACTS AND POSSIBLE MITIGATION MEASURES

### 7.1 INTRODUCTION

These chapter aims to outline the potential impacts associated with development of the filling station and operations of a truck port at the above mentioned site with their possible mitigation measures.

The impacts include both during the construction and operations. with the provision of the baseline study provide the DEA department under the ministry of environment and tourism and forestry to make a fair decision.

7.2 Potential impacts in all three phases of the project are as follow with their comments:

#### 7.2.1. The planning and design phase

On the site there are trees and grass to be removed for construction to take place, however the protection of special species under the forestry act 12 of 2001 says that protected species should be protected and may not be removed without a permit from the forestry division of the ministry of environment.

The construction of the development will also have a localized negative impacts on the environment and flora and fauna.

#### 7.2.2. Surface water and groundwater

there were no surface waters detected on the site during the study or in the history of the plot, however ground water will be impacted during the construction. Underground water might be contaminated by spillage of oil.

This impacts are minimized by reducing the construction time and during operations its mitigated by using underground tanks with double cover to prevent underground contaminations.

#### 7.2.3SOIL EROSION IMPACTS

The removal of trees during the construction phase might increase the possibilities of a soil erosion especial during the rainy seasons.

#### 7.2.4 TRAFFIC

The development is expected to increase traffic in the specific area as its located at the entrance point and exit of the town giving comfortability to all traffic to relay on the facility services.

#### Storm water management and flooding

The site is located on flat area however during heavy rainy seasons smaller volumes of water mighty create a flooding issue.to minimize storm water should be channeled into the municipal drains.





## 7.2.5 Construction phase

### Heritage impacts

No archeological and heritage and source are expected to be found on site. The project management should however be made aware of the national heritage act that is regarding any heritage related findings.

### 7.2.6 Health and safety

The safety of workers the resident living within 100 or moving should be respected, for this to be met health and safety attires should be provided for the construction team or vistor. construction signs should be put up in roads and around the site to notify people moving within the borders of the construction environment.

### 7.2.7 Traffic impacts

Traffic is expected to increase as there will trucks to and from the site. This impact should be expected in all roads around the area.

### 7.2.8 Noise impacts

the will be noise impacts are expected as the construction machines will be generating noise. The nose is limited only during the construction phase.

### 7.2.7 Dust and emission impacts

Excavation machine will increase dust which can impact the health of employees and people living near the site. However, it's a temporary activity

### 7.2.8Municipal services

The construction of the facility will require a number of people on site which might increase the use of the following services:

- Water and electricity
- Solid waste

These have to be handle according to the EMP provided to reduce the potential impacts, such as pollutions.

### 7.2.9 Storage and use of hazardous substances

In act no (14 of 1974) is defined as those substances which may cause in injury or ill-health or even death when not handled accordingly. Such substances can as well cause destruction like fire explosion. diesel and petrol are one of this substances and to reduce the chances of the possible impacts. The following should be done:

- Signs should be put in place at the facility, eg.no smoking around the filling station
- Proper training should be passed to employees before commencing their contracts.

### 7.2.10. Solid waste impacts.

During constructions solid waste will be generated on site and should be disposed to the nearest land landfill approved by the municipality

## 8. OPERATIONAL PHASE IMPACTS

The operational phase impacts are mostly associated with the social-economic, bio-physical environment. These impacts are regarded as long term impacts.

### 8.1 Visual impacts

The construction of the filling station and truck port will change the view of the area. The extend of the impact will depend on how the community valued the current view of the area and the how the developer will improve the area. The surrounding community, across the Road will be affected and people who frequently vest the area.

### 8.2 NOISE IMPACTS

During the operational phase noise will be generated by the truck movements and vehicles.

### 8.3 EMSSION IMPACTS

The air quality in the area is considered to be good, however with a number of vehicles and trucks moving around in one place there is an expectation of extra emission. Emissions will be also extending during the fueling. It's the duty of the developer to make sure the dispensers used are of the recognized standards.

### 8.4 SOCIAL IMPACTS

From the environmental perspective view, the construction of a truck port will improve the infrastructure of the Gobies town, improving services that are rely available in the town .as mentioned earlier the that the B6 Trans-Kalahari road is an important import corridor this will be am improvement of the services to the truck and vehicle users contributing highly to the SADAC economy.

During constriction a number of skilled and unskilled people will be employed increasing incomes as well as during operations a number of permeant positions will be created.

### 8.5 STORAGE AND UTILIZATION OF HAZARDOUSE SUBSTANCES

Proper handlings and care should be taken when handling and storing the hazed substances. Hazards can cause danger, injury, I-health as well as death. It's the duty of the proponent to provide required equipment to curry out operation. Safety attires to be provided to stuff and signals to be placed around operational area.

### 8.6 FIRE AND EXPLOSION IMPACTS

Tuck port and filling stations are the facilities mostly at risk of fire explosion because they contain hydro carbons a flammable substance. It's there a must for the proponent to make sure the truck port complies with the safety conditions prescribed by SANS 10089 which has been adopted by the ministry of mines and energy as the national standard for all fuel facilities.

An emergency response plan should be in place, to ensure that staff and people on site are equipped and trained on taking the necessary procedures when fire explosion happens.

## 8.7 CUMMULATIVE IMPACTS

To reduce the chances of cumulative impacts, the proponent should comply strictly with the mitigation measure put in place.

## 8.8 ENVIRONMENTAL MANAGEMENT PLAN

An environmental management plan was done specifically for the proposed project of truck port and filling station with proper mitigation measure for all 3 phases of the project. The plan is available in chapter...

## 9. SIGNIFICANCE OF POTENTIAL IMPACTS

TABLE :3

PLANNING PHASE							
Identified Impact	Imp CT Type	Extent	Duratio nn	Intensit yy	Probabilit yy	Significance	
						Unmitigat edend	Mitigat eend
Surface water pollution	=						
Ground water pollution	=						
Soil erosion	=						
Soil pollution	=						
Air pollution	=						
Land use potential	=						
Habitat transformation	=						
Fauna displacement	=						
Damage to Flora	=						
Traffic impacts	=						
Visual & aesthetic Impacts	=						
Social	+	L	ST	M	D	L	M
Economic	+	L	ST	M	D	L	M

CONSTRUCTION PHASE							
Identified Impact	Imp CT Type	Extent	Duration	Intensity	Probability	Significance	
						Unmitigated	Mitigated
Surface water pollution	=						
Ground water pollution	=						
Soil erosion	A	I	ST	L	LP	L	=
Soil pollution	A	I	ST	L	LP	L	=
Air pollution	A	I	ST	L	P	L	=
Land use potential	A	I	ST	L	P	L	=
Habitat transformation	=						
Fauna displacement	A	I	ST	L	LP	L	=
Damage to Flora	=						
Traffic impacts	A	I	ST	L	P	L	=
Visual & aesthetic Impacts	A	I	ST	L	P	L	=
Social	+	L	ST	M	D	M	H
Economic	+	L	ST	M	D	M	H



<b>CONSTRUCTION PHASE</b>							
<b>Identified Impact</b>	<b>Imp CT Type</b>	<b>Extent</b>	<b>Duration</b>	<b>Intensity</b>	<b>Probability</b>	<b>Significance</b>	
						<b>Unmitigated</b>	<b>Mitigated</b>
<b>Surface water pollution</b>	=						
<b>Ground water pollution</b>	=						
<b>Soil erosion</b>	A	I	ST	L	LP	L	=
<b>Soil pollution</b>	A	I	ST	L	LP	L	=
<b>Air pollution</b>	A	I	ST	L	P	L	=
<b>Land use potential</b>	A	I	ST	L	P	L	=
<b>Habitat transformation</b>	=						
<b>Fauna displacement</b>	A	I	ST	L	LP	L	=
<b>Damage to Flora</b>	=						
<b>Traffic impacts</b>	A	I	ST	L	P	L	=
<b>Visual &amp; aesthetic Impacts</b>	A	I	ST	L	P	L	=
<b>Social</b>	+	L	ST	M	D	M	H
<b>Economic</b>	+	L	ST	M	D	M	H

PROPOSED MITIGATION MEASURES DURING PLANNING PHASE



## DURING CONSTRUCTION PHASE

### DURING OPERATION PHASE

ASPECT	MITIGATION MEASURES	RESPONSIBILITY
<b>Health and Safety</b>	<ul style="list-style-type: none"> <li>All relevant Health and Safety legislation as required in Namibia should be strictly adhered to, including but not limited to the Occupational Health and Safety Act, 2007 (No. 11 of 2007) in conjunction with 156</li> <li>Site Manager to ensure compliance with Acer petroleum pty ltd Health and Safety /Emergency Plans / Procedures / Manuals; and</li> <li>The site should be fitted with the required health and safety warning and information signage that is required and suitable for such installations.</li> </ul>	Site Manager
<b>Training and Awareness</b>	<ul style="list-style-type: none"> <li>A generic induction training course should be delivered to all new employees.</li> <li>Induction training should include coverage of the Emergency Response Plan and Evacuation Procedures. In addition, training should include basic first aid and fire fighting in case of fire emergencies and spill clean-up training (to appointed representatives).</li> <li>A refresher training course should be delivered annually to all staff (depending on appointments).</li> <li>Records of all training course should be kept on site.</li> </ul>	Site Manager
<b>Emergency Response</b>	<ul style="list-style-type: none"> <li>All incidents and emergencies must be addressed in line with the Emergency Response Plan for the site.</li> <li>All incidents (fires, explosions, spillages, leakages, crimes) must be reported immediately to the Acer petroleum pty ltd Windhoek Namibia; and</li> <li>Record(s) of incidents should be maintained and communicated to ACER petroleum Pty Ltd.</li> <li>A contact list must be in place at the site in order to contact Emergency Response as it is required.</li> </ul>	Site Manager, Filling Station Staff, Acer Petroleum pty ltd Windhoek Namibia Representative

ASPECT	MITIGATION MEASURES	RESPON
<b>Fire Prevention and Control</b>	<ul style="list-style-type: none"> <li>• Smoking should be prohibited in the vicinity of flammable substances;</li> <li>• Ensure the availability of sufficient firewater tie-in points;</li> <li>• Any welding or other sources of heating of materials should be done in a controlled environment and under appropriate supervision and with the approval of Acer petroleum pity Ltd.</li> <li>• Training should be provided in the use of the appropriate fire-fighting equipment;</li> <li>• Ensure availability of fire extinguishers and maintain regularly;</li> <li>• All employees must be aware of Emergency Response Plans to ensure an understanding of the hazards and procedures required during an emergency situation.</li> <li>• Ensure electrical systems, such as pumps, are properly maintained to prevent sparks</li> <li>• Ensure fuel lines, hoses, valves and nozzles are in good repair.</li> <li>• Ensure that gasoline is not used as a cleaning or degreasing agent (has inherent fire risk).</li> </ul>	Site Man
<b>Tank, Pump and Pipelines</b>	<ul style="list-style-type: none"> <li>• Daily checks on fuel levels in the tank together with a balance sheet must be used to determine if there are unaccounted losses from the tank.</li> <li>• Monthly inspection must include visual inspections of all above ground fuel dispensing equipment on the site to check for wear or damage. Visual and olfactory checks for possible product leaks should also be carried out across the site (look for evidence of surface staining, dead vegetation, product odors etc.).</li> <li>• Any suspected leaks or spillages (including unexplained variances) must be reported to ACER Petroleum pity immediately. Should any discrepancies in fuel volumes be recorded, a detailed assessment must be undertaken and remedial measures implemented?</li> <li>• Any leaks from pipelines or tanks must be attended to immediately, the leak isolated, spill and contaminated materials recovered and the general area treated with an absorbing agent.</li> </ul>	Site Manager, Acer petroleum m m pit Ltd Namibia Represent Acer petroleum Ltd Namibia Engineer Hazardous Waste Contract



ASPECT	Mitigation measures	RESPONSIBILITY
<b>Tank, Pump and Pipelines (continued)</b>	<ul style="list-style-type: none"> <li>• Integrity testing of the tank must take place 5 years after installation, with repetition on a 5-year cycle thereafter.</li> <li>• Records of leak tests must be kept;</li> <li>• All pipelines, tanks and associated fuel transference systems are to be inspected routinely and maintained in a leak free condition;</li> <li>• Visual and olfactory inspection of observation wells must be conducted on a monthly basis.</li> </ul>	Site Manager, Acer petroleum pty ltd Namibia Representative, Acer petroleum pty ltd Engineering, Hazardous Waste Contractor
<b>Fuel Deliveries and Dispensing</b>	<p>To reduce spills and avoid fires, the following procedures must be used when dispensing fuels:</p> <ul style="list-style-type: none"> <li>• Never leave the area unattended when refueling even if automatic shut-off nozzles are being used.</li> <li>• Do not allow smoking in the forecourt and workshop area, especially when handling fuels.</li> <li>• Turn off vehicles while refueling.</li> <li>• Support small containers so that they don't tip over during filling.</li> <li>• During fuel tanker delivery, the tanker driver must be present at all times during product offloading.</li> <li>• Connect a bonding line between the storage tank and vehicle before starting fill-up – a flexible, copper conductor, 12 gauge or larger is recommended.</li> <li>• Perform all fuel transfers outdoors to prevent fumes from building up and creating a dangerous explosive environment.</li> <li>• Follow Bulk Delivery Driver Manual for deliveries of fuel (applicable to Delivery Vehicle Operators)</li> <li>• Any cracks in the paving, which expose the underlying soils, must be repaired immediately to prevent the ingress of small spills of fuel into the shallow soils.</li> </ul>	Site Manager, Delivery Vehicle Operators, and Filling Station Staff

ASPECT	MITIGATION MEASURES	F
<b>Effluent Handling / Storm water Management</b>	<ul style="list-style-type: none"> <li>• All surface spillages must be contained on-site to an appropriate oil/water separator system/ sump of sufficient capacity;</li> <li>• The oil interceptor system should be inspected on a monthly basis to ensure its correct function, and emptied when required by the site operator. The product removed from the separator should be disposed of at a suitable waste disposal site with the chain of custody document kept on site for record purposes.</li> <li>• No fuels/ oils must be allowed to discharge directly into storm water pipes or drains and sewage manholes/pipes;</li> <li>• Litter blocking the storm water system must be removed</li> <li>• The storm water and sewer system must be inspected and damaged areas repaired if necessary.</li> <li>• All waste oils, greases, fuels, chemicals etc. should be collected and disposed of in an appropriate manner offsite. The contents of grease traps or other waste oil, grease and/ or fuel disposal/ storage containers should under no circumstances be emptied and dumped to the surrounding area. Waste Manifests must be provided to the Site Manager as proof of safe disposal/end destination.</li> </ul>	A I M H C



ASPECT	Mitigation measures	RESPONSIBILITY
<b>Hazardous substances Management</b>	<ul style="list-style-type: none"> <li>• Hazardous substances should be disposed of at an appropriate classified waste site (unless it is to be recycled by approved methods), or acer petroleum can agree with the authority in charge</li> <li>• to collect solid waste and take to a dump site</li> <li>• Waste from the oil interceptors must be disposed of to a suitable waste-handling contractor where SafeDisposal Certificates are to be issued;</li> <li>• All product spills within the bonded area must be appropriately cleaned up (as applicable);</li> <li>• All contaminated spill fighting material such as fibers, soil, sandbags, etc. must be disposed of in an appropriate hazardous waste landfill site. Proof of this must be made available upon request;</li> <li>• In the event of a spill, hazardous material may be generated. Such material must be disposed of at a suitable licensed waste disposal facility, with chain of custody documentation supplied as proof of endrecipient;</li> <li>• Suitable, leak-proof drums for the disposal of oils and greases should be positioned at areas where such materials are likely to be generated.</li> <li>• Any spillages and leakages must be reported to Acer petroleum pty ltd Namibia</li> </ul>	Site Manager, Hazardous Waste Contractor.
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Staff should not make excessive noise especially during late hours.</li> <li>• Equipment used in the operation of the facility must be kept in good state of maintenance so that noise is minimized.</li> </ul>	Site Manager, Filling Station Staff
<b>Waste Management</b>	<ul style="list-style-type: none"> <li>• General waste and hazardous waste separation must be conducted on site.</li> <li>• Where possible, waste must be reduced, reused and/or recycled.</li> <li>• Disposal of all general waste must be undertaken by the local council.</li> <li>• Litter bins must be placed at strategic points around the service station</li> </ul>	Site Manager

Feature	Impact	Management action	Responsible person
	<p>Waste can also be generated during the decommissioning phase</p> <p>when infrastructure will be removed. Waste might be generated in the form of: Contaminated soil Building rubbles Fuel tanks and pipes</p>	<p>Strictly, no burning of waste on the site or at the disposal site, as it possesses environmental and public health impacts;</p> <p>Place bins around the service station</p> <p>Separation of waste should clearly indicate.</p> <p>Waste should be dumped at an authorized designated area</p> <p>Regular inspection of the site</p>	<p>Manager appointed by (Acer p.)</p>

DECOMMISSIONING PHASE

Environmental feature	Impact	Management action	Responsible person
Generated waste	<p>Waste can also be generated during the decommissioning phase</p> <p>when infrastructure will be removed. Waste might be generated in the form of: Contaminated soil Building rubbles Fuel tanks and pipes</p>	<p>Strictly, no burning of waste on the site or at the disposal site, as it possesses environmental and public health impacts;</p> <p>Place bins around the service station</p> <p>Separation of waste should clearly indicate.</p> <p>Waste should be dumped at an authorized designated area</p> <p>Regular inspection of the site</p>	<p>Manager appointed by (Trans Kalahari container terminal.)</p>





## CONCLUSION

The conclusion is the final evaluation after summarizing all the impacts during the 3 phases of the project named: the planning phase, construction phase and operational phase and decide on the way forward.

The potential impacts associated with development do not have a high significance to the environment, in addition to that the construction will contribute greatly to the Namibian economic growth it's with this points that the proposed project should be approved hence the proponent will comply to the EMP provided however the final diction still lies with the with the DEA department.

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