

ENVIRONMENTAL MANAGEMENT PLAN FOR TRUCK PORT AND FILLING STATION GOBABIS OMAHEKE REGION.

PROPONENT : TRANS KALAHARI TERMINL CC

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RELEASED : February, 2022

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1. INTRODUCTION

Trans Kalahari terminal seeks approval from ministry of Environment and tourism for construction of a filling station and truck port in Gobabis settlement in Karoo region. The ECC will allow the company to continue with operations of the facility in an environmentally sustainable manner. The company therefore here applies for an Environmental Clearance with reference to the government gazette 2007 on Environmental Management (Act 7 of 2007).

The EMP is prepared to serve as a standalone plan for managing potential impacts associated with the proposed filling station, truck port and auxiliary activities. Mitigation measures are based on the Environmental study done during the site visit and findings baseline study.

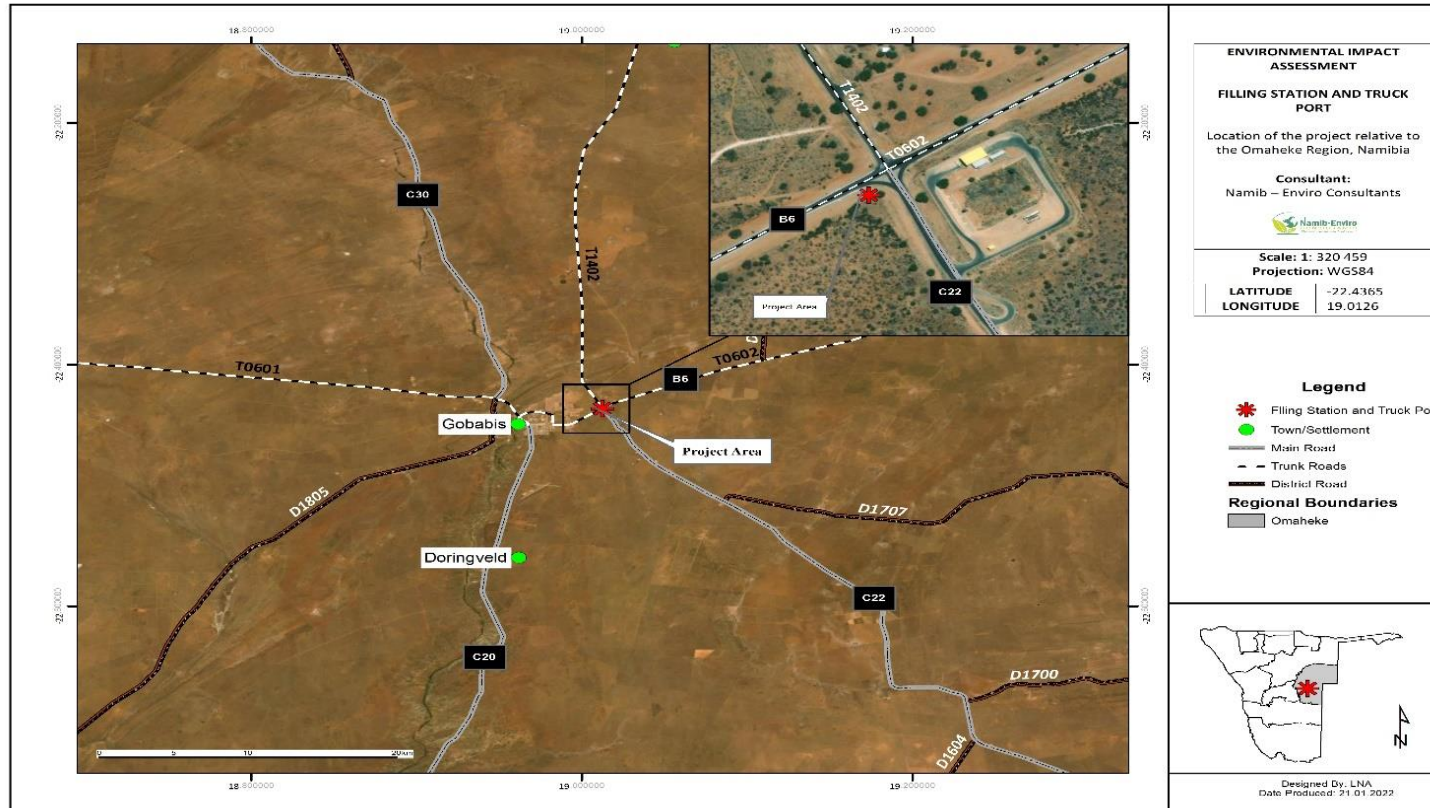
Mr. Stanley the founder of Trans Kalahari terminal is a Namibian and has been running different types of business for more than 30 years. The proponent will be running the proposed project of truck port and filling station in partnership with Acer Petroleum Pty Ltd, a company with experience in running oil-based business.

An Environmental Management Plan is a written document with the purpose to provide mitigation measures and principles for the management of sites in order to reduce potential impacts to the environment and receptors in a sustainable and economically viable way. A well-developed Environmental Management Plan, together with proper monitoring and record keeping of implementation, will result in improved environmental performance.

2. PROJECT LOCATION

The filling station and truck port is proposed to be constructed at co-ordinate point -77.4365,19.0120 Gobies Omaheke region, along B6 Trans-Kalahari rout.

Location map can be seen below.



PROJECT ACTIVITIES

The project has 3 phases planning, construction and operational, and may be the decommission phase later.

a) planning phase will require excavation machine, high traffic in the road to the site, noise pollution, dust however all this is temporary.

b) Operational Phase

The operational phase shall require that roles and responsibilities for all employees need to be established while the reasons and importance of mitigation measures shall be clearly explained, and this shall be an ongoing process.

c)Decommissioning phase

Proper relocation of the tank should be done; Environmental officer should do inspections and environmental audit

The positive socio-economic and biodiversity impacts involve a number of external stakeholders and these relationships require close and regular interventions.

3. OBJECTIVES OF THE EMP

The implementation of the EMP is a recurring process, that converts mitigation measures into actions and through monitoring, auditing, review and corrective action, ensures conformance with the overall aims and objectives of the planned development. These objectives are to:
ensure compliance with the conditions of the ECC once granted by MEFT

propose effective and practical measures to prevent, limit, minimize, mitigate and/or to rehabilitate any impacts made to the receiving environment;
protect human health and ensure safety of workers and the general public including complying with the guidelines recommended for combatting and containing the spread of the prevailing deadly COVID-19 pandemic; propose a plan to monitor and manage the fuel service station in such a way that the business that will be carried out by Trans Kalaheo terminl at Gobabis is technically sound, socially acceptable and environmentally sustainable.

4. POLICY, LEGAL AND ADMINISTRATIVE FRAME WORK

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, and historical and political components.
Environmental Management Act No. 7 of 2007	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	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, ill-health or the death of human beings. Hydrocarbons handled during the construction phase may be hazardous thus careful handling and management is vital to prevent spills, explosions, ill-health or death.
Pollution Control and Waste Management Bill of 1999	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 of 2004	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- generational equity regarding wetland resource utilization. Furthermore, it facilitates the Nation's efforts to meet its commitments as a signatory to the International Convention on Wetlands (Ramsar) and another 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 countrywide. 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 focusses on medical, household, mining, agricultural, and construction waste.

Lamoure 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.
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5. ROLES AND RESPONSIBILITIES

The proponent (Trans Kalahari terminal) is ultimately responsible for the implementation of the EMP, from the operation and design phase to the decommissioning phase (if these developments is in future decommissioned) of these developments. The proponent will delegate this responsibility as the project progresses through its life cycle. The delegated responsibility for the effective implementation of this EMP will rest on the following key individuals:

5.1. DEVELOPERS REPRESENTATIVE

trans Kalahari terminal should assign the responsibility of managing all aspects of these developments for all development phases (including all contracts for work outsourced) to a designated member of staff, referred to in this EMP as the Developer's Trans Kalahari terminal may decide to assign this role to one person for the full duration of these developments, but the proponent is responsible to make sure the developers maintain the EMP guidelines for each of the development phases – i.e. one for the planning

5.2. ENVIRONMENTAL CONTROL OFFICER

The Developer representative should assign the responsibility of overseeing the implementation of the whole EMP on the ground during the set up and operation and maintenance phases to an independent environmental consultant referred to in this EMP as the Environmental Control Officer (ECO). The DR/ Trans Kalahari container terminal plumping cc may decide to assign

this role to one person for both phases, or may assign a different ECO for each phase. The ECO will have the following responsibilities during the construction and operation and maintenance phases of these developments:

- Management and facilitation of communication between the proponent, Developer's representative, the contractors, and interested and Affected Parties (I&APs) with regard to this EMP;
- Conducting site inspections (recommended minimum frequency is weekly) of all operation and/or infrastructure maintenance areas with respect to the implementation of this EMP
- Monitor and audit the implementation of the EMP (biannually);
- Assisting the Contractor in finding solutions with respect to matters pertaining to the implementation of this EMP;
- Advising the developers representative on the removal of person(s) and/or equipment not complying with the provisions of this EMP;
- Making recommendations to the DR with respect to the issuing of fines for contraventions of the EMP; and
- Undertaking an annual review of the EMP and recommending additions and/or changes to this document.

5.3. MANAGEMENT ACTIONS

The aim of the management actions in this chapter of the EMP is to avoid potential impacts where possible. Where impacts cannot be avoided, measures are provided to reduce the significance of these impacts.

The following tables provide the management actions recommended to manage the potential impacts rated in the proposed development. These management actions have been organized temporally according to project phase.

6. ENVIRONMENTAL ASPECTS AND MITIGATION MEASURES

This document (Emp) has been developed for the handling, storage of fuels and solid waste management there for it covers the following aspects:

- Solid waste management
- Occupational health and safety
- Effluent and storm water management
- Emergency
- Air and noise pollution
- Soil pollution
- Fire prevention

OCCUPATIONAL HEALTH AND SAFETY

ASPECT	MITIGATION MEASURES	RESPONSIBILITY
Health and Safety	<ul style="list-style-type: none"> • 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 • Site Manager to ensure compliance with trans Kalahari container terminal Health and Safety / Emergency Plans / Procedures / Manuals; and • The site should be fitted with the required health and safety warning and information signage that is required and suitable for such installations. 	Site Manager
Training and Awareness	<ul style="list-style-type: none"> • A generic induction training course should be delivered to all new employees. • 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). • A refresher training course should be delivered annually to all staff (depending on appointments). • Records of all training course should be kept on site. 	Site Manager
Emergency Response	<ul style="list-style-type: none"> • All incidents and emergencies must be addressed in line with the Emergency Response Plan for the site. • All incidents (fires, explosions, spillages, leakages, crimes) must be reported immediately to the company Windhoek Namibia; and • Record(s) of incidents should be maintained and communicated to ACER petroleum Pty Ltd. • A contact list must be in place at the site in order to contact Emergency Response as it is required. 	Site Manager, Filling Station Staff, trans Kalahari container terminal plumbing Windhoek Namibia Representative

FIRE PREVENTION AND EMERGENCY

ASPECT	MITIGATION MEASURES	RESPONSIBILITY
Fire Prevention and Control	<ul style="list-style-type: none"> • Smoking should be prohibited in the vicinity of flammable substances; • Ensure the availability of sufficient firewater tie-in points; • 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 trans Kalahari container terminal. • Training should be provided in the use of the appropriate fire-fighting equipment; • Ensure availability of fire extinguishers and maintain regularly; • All employees must be aware of Emergency Response Plans to ensure an understanding of the hazards and procedures required during an emergency situation. • Ensure electrical systems, such as pumps, are properly maintained to prevent sparks • Ensure fuel lines, hoses, valves and nozzles are in good repair. • Ensure that gasoline is not used as a cleaning or degreasing agent (has inherent fire risk). 	Site Manager
Tank, Pump and Pipelines	<ul style="list-style-type: none"> • 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. • 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.). • Any suspected leaks or spillages (including unexplained variances) must be reported to trans Kalahari container terminal immediately. Should any discrepancies in fuel volumes be recorded, a detailed assessment must be undertaken and remedial measures implemented? • 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. 	Site Manager, trans Kalahari terminal Namibia Representative Namibia Engineering, Hazardous Waste Contractor

FUEL DELIVERIES AND DISPENSING

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

EFFLUENT HANDLING AND STORM WATER MANAGEMENT

ASPECT	MITIGATION MEASURES	RESPONSIBILITY
Effluent Handling / Storm water Management	<ul style="list-style-type: none"> • All surface spillages must be contained on-site to an appropriate oil/water separator system/ sump of sufficient capacity; • 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. • No fuels/ oils must be allowed to discharge directly into storm water pipes or drains and sewage manholes/pipes; • Litter blocking the storm water system must be removed • The storm water and sewer system must be inspected and damaged areas repaired if necessary. • All waste oils, greases, fuels, chemicals etc. should be collected and disposed of in an appropriate manner off site. 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. 	Trans Kalahari container terminal plumping Manager, Hazardous Waste Contractor

HAZARDS , SOLID WASTE MANAGEMENT AND NOISE

ASPECT	MITIGATION MEASURES	RESPONSIBILITY
Hazardous Substances Management	<ul style="list-style-type: none"> • 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 • to collect solid waste and take to a dump site • Waste from the oil interceptors must be disposed of to a suitable waste-handling contractor where Safe Disposal Certificates are to be issued; • All product spills within the bunded area must be appropriately cleaned up (as applicable); • 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; • 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 end recipient; • Suitable, leak-proof drums for the disposal of oils and greases should be positioned at areas where such materials are likely to be generated. • Any spillages and leakages must be reported to Trans Kalahari container terminal Namibia 	Site Manager, Hazardous Waste Contractor.
Noise	<ul style="list-style-type: none"> • Staff should not make excessive noise especially during late hours. • Equipment used in the operation of the facility must be kept in good state of maintenance so that noise is minimized. 	Site Manager, Filling Station Staff
Waste Management	<ul style="list-style-type: none"> • General waste and hazardous waste separation must be conducted on site. • Where possible, waste must be reduced, reused and/or recycled. • Disposal of all general waste must be undertaken by the local council. • Litter bins must be placed at strategic points around the service station 	Site Manager

6. DECOMMISSION MANAGEMENT PHASE

The decommissioning stage is the last phase of the development, usually takes place when the proponent decides to remove the Infrastructure.

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

7. ASSUMPTIONS AND LIMITATIONS

This EMP has been drafted with the acknowledgment of the following assumptions and limitations:

This EMP has been drafted based on the site visit conducted for Operation and construction and truck port and Gobabis Omaheke region as outlined above. AEA consultants will not be held responsible for the potential consequences that may result from any alterations to the above-mentioned layout.

It is assumed that whole set up laborers are sourced mostly from the Gobabis (unskilled labor)

8. CONCLUSION

Operations of the projects are preceded by critical analysis and assessment of the activities, and EMP is prepared as required by EMA through visiting the Site, to provide mitigation on the impacts that are likely to be caused by the activity.

The analysis of the operation of the existing filling station will have positive impact to the proponent and the country at large.

The impacts will include:

Meeting the fuel needs of the B6 trans-Kalahari road
community
Increase in Government revenue
Reduce unemployment

Hence the need to identify any negative environmental impacts of the project, during current stage operation and later decommissioning, the strategy will ensure sustainable execution of the project's activities and protection of the environment, and guaranteeing a respectful and fair treatment of all people using the venue and the surrounding Environment.

REFERENCES

Environmental Management Act (2007) Environmental Management Regulations (2012)

Environmental Management Regulations (2012)

Water Resources Management Act 11 (2013)

Petroleum Products and Energy Act of Namibia (1990)

Emp