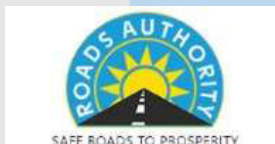


March
2024

AUAS ROAD, WINDHOEK UPGRADE

BACKGROUND INFORMATION DOCUMENT



1 INTRODUCTION

The Roads Authority of Namibia have appointed Lithon Project Consultants to conduct the design, and construction supervision of Auas Road Upgrade, Windhoek. The project involves the upgrade of Auas Road to a double carriage way from the Sean McBride intersection to the Mandume Ndemufayo Intersection, with a new taxi rank (see the map).

The aim of the project is to improve the traffic flow on this portion of road, which is currently congested, especially during peak traffic.

Enviro Dynamics has been appointed to conduct the Environmental and Social Impact Assessment for the project, in line with the Namibian Environmental Management Act (2007) and its regulations.

You are invited to register as a stakeholder of the project, to raise issues and concerns that should be considered during the assessment, and to receive the findings of the assessment.

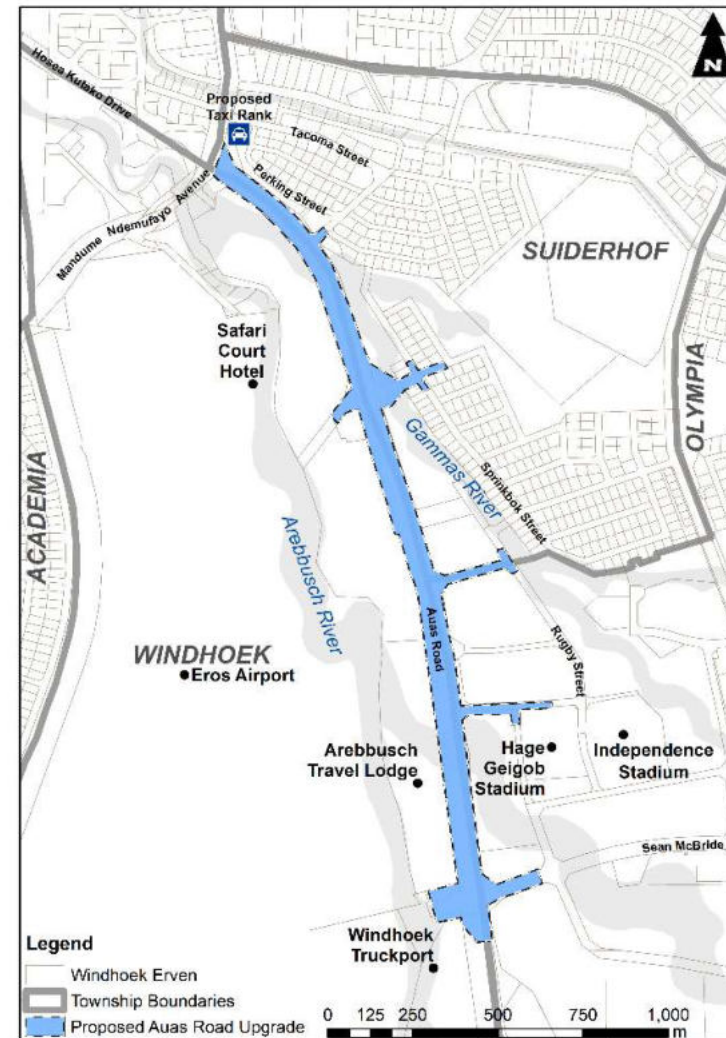


Figure 1: Locality map of proposed road upgrade

2 PURPOSE OF THIS DOCUMENT

This document sets out to:

- Shortly explain the scope of the project;
- List the anticipated environmental and social issues associated with the project;
- Outline the ESIA and ESMP process to be undertaken; and
- Invite Stakeholders to raise their questions and concerns about the project.

3 THE PROJECT SCOPE

The project involves the following:

- The widening of Auas Road from the intersection with Sean McBride Street, to the intersection with Mandume Ndemufayo Road, to a dual carriageway.
- The upgrading of the intersections along this portion of Auas Road, with robots.
- The introduction of a new intersection to link Aviation Road and Springbok Road, as indicated in Figure 2.
- The introduction of a taxi rank, as indicated in Figure 1.

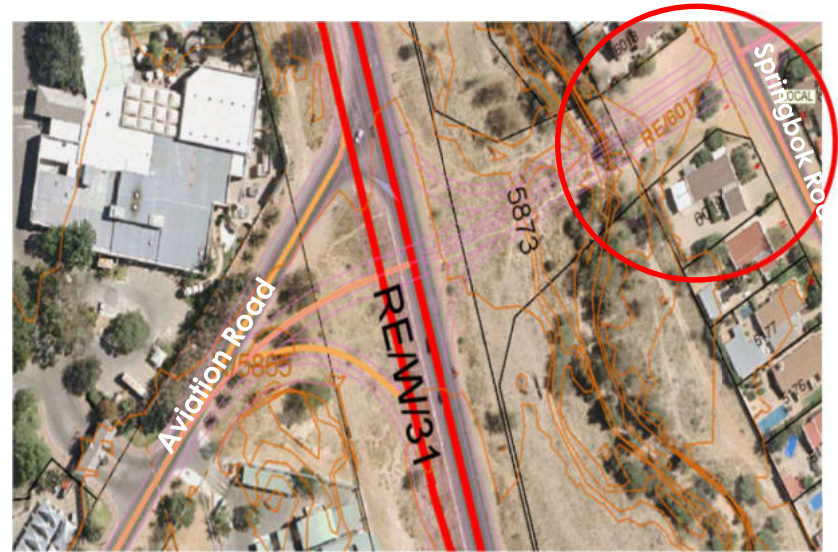


Figure 2: Erven 6018 and 6019 will have a new road passing due to the new link between Aviation Road and Springbok

The land required for the project is all reserved for road purposes and owned by either the Windhoek Municipality or the State.

4 PROJECT TIME FRAME AND IMPLEMENTATION

The schedule of the project is urgent. It is anticipated that construction will commence in June 2024, once Environmental Clearance has been issued. The designs of the road are currently underway and the environmental assessment process runs parallel to it.

The existing traffic on this route will continue to be accommodated during the construction process as follows:

- The north bound dual lane will be constructed west of the existing road, keeping the existing road open for traffic.
- Next the intersections will be constructed with traffic management and detours at each intersection.
- Finally, the eastern (existing) south bound dual lane will be upgraded, while traffic uses the new western dual lanes both ways (Figure 3).

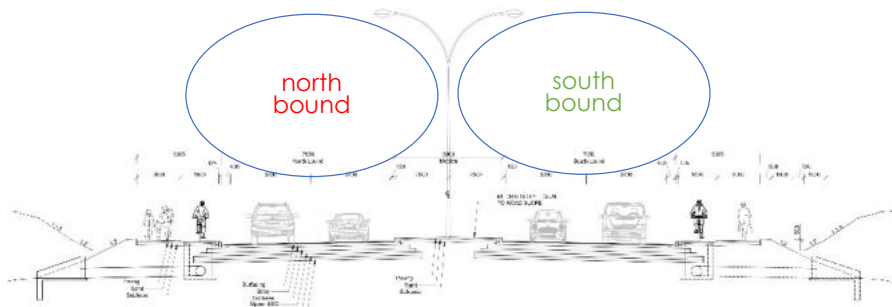


Figure 3: Cross section of the proposed Awas Road Upgrade.

Material and equipment will be stockpiled and stored off-site at an existing contractor's camp and stockpile outside the project area.

5 LEGISLATIVE REQUIREMENTS AND PROCESS

According to the Environmental Management Act (2007) and its Regulations (2012), the project requires the issuing of an Environmental Clearance Certificate. This Certificate is issued on receipt of a satisfactory Environmental Impact Assessment and Environmental Management Plan, demonstrating that all impacts can be mitigated satisfactorily.

Furthermore, bi-monthly monitoring reports are to be submitted to the Ministry of Environment, Forestry and Tourism (MEFT), during the implementation of the project, showing how the proposed mitigation measures are being adhered to.

Part of the process requires consultation with interested and affected parties, to solicit their issues and concerns. Figure 3 below shows the public participation required as part of the process to identify and assess social and ecological impacts expected to result from the Awas Road Upgrade.

In order to ensure people and organisations that are potentially affected by the road upgrade can meaningfully participate, the public will be consulted to enlist their issues and concerns, before completing the Scoping Report. Residents, commercial businesses, hotels, lodges, etc. that are the immediate

neighbours of the road project will be contacted directly and invited for appropriate engagements.

The public or any other interested person is invited to engage at the meetings arranged (to be announced to those who have registered as Interested and Affected parties), or by engaging electronically.

The consultant will peruse all received comments and incorporate these into the Scoping Report, and Environmental Management Plan, to be submitted to the MEFT. These documents will spell out what needs to be done by the Roads Authority, Engineers and Contractors to address the identified impacts. Registered Interested and affected parties will receive these documents for review.

The public will also have the opportunity to directly engagement with the MEFT concerning the project when the documents are accessible for review on the website portal of the ministry.

Furthermore, the Consultant will recommend that a proper functioning grievance mechanism be in place during the construction period. This is a platform for aggrieved persons to raise their concerns about a project. The mechanism needs to have a feed-back process, indicating to the complainant how the issue raised was reasonably resolved.

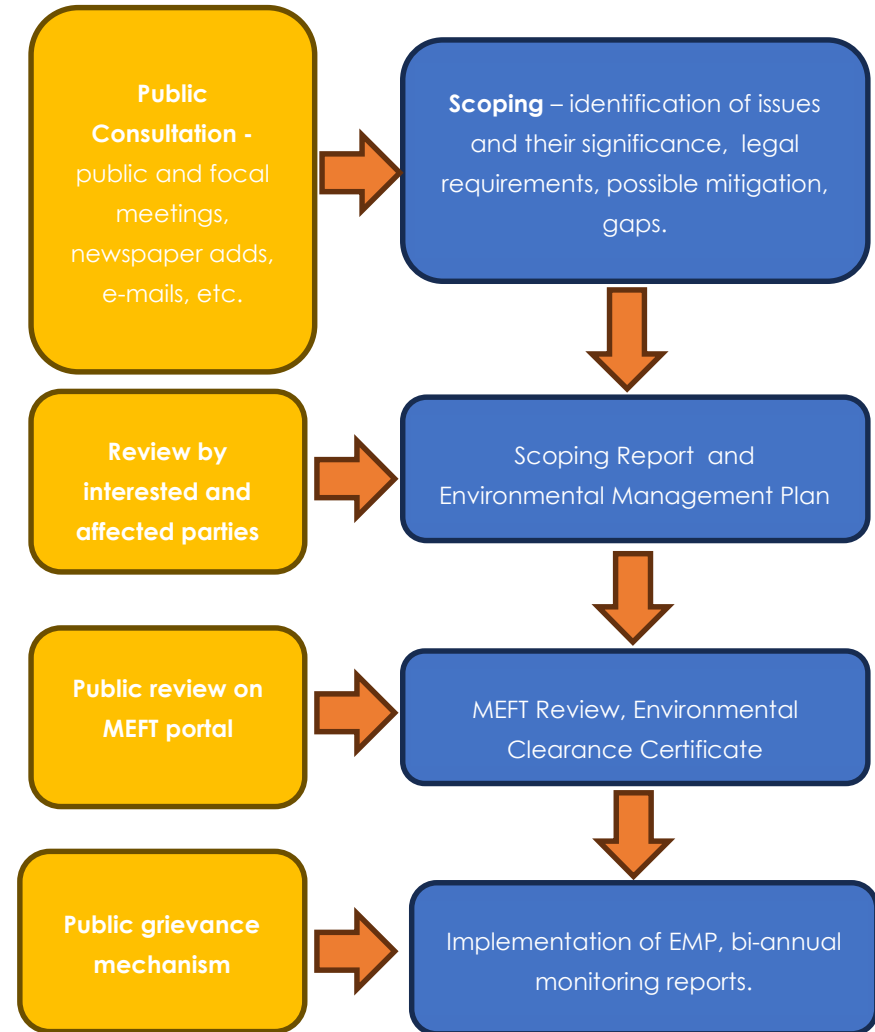


Figure 4: Diagram indicating public participation process along with Environmental Impact Assessment process.

6 PRELIMINARY ENVIRONMENTAL AND SOCIAL IMPACTS

The following potential issues have been identified for the project:

- Loss of recreational space and greenery at the current open space, to make way for the taxi rank.
- Biodiversity loss at the Arebbusch River.
- Loss of protected tree species directly on the route.
- Loss of space currently used for parking.
- Impacts related to the construction phase, including traffic interruptions, noise, dust, pollution, and waste.
- Increase noise when the road is operational.
- Sensitivity of groundwater as part of the Windhoek aquifer.

The project is in a built-up area, therefore the potential social impacts (impacts on the adjacent receptors) are anticipated to be the focus.

7 INVITATION TO PARTICIPATE

All participants to this project are invited to raise their concerns, so that all potential impacts may be considered and addressed during the ESIA process.

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