

May 2024

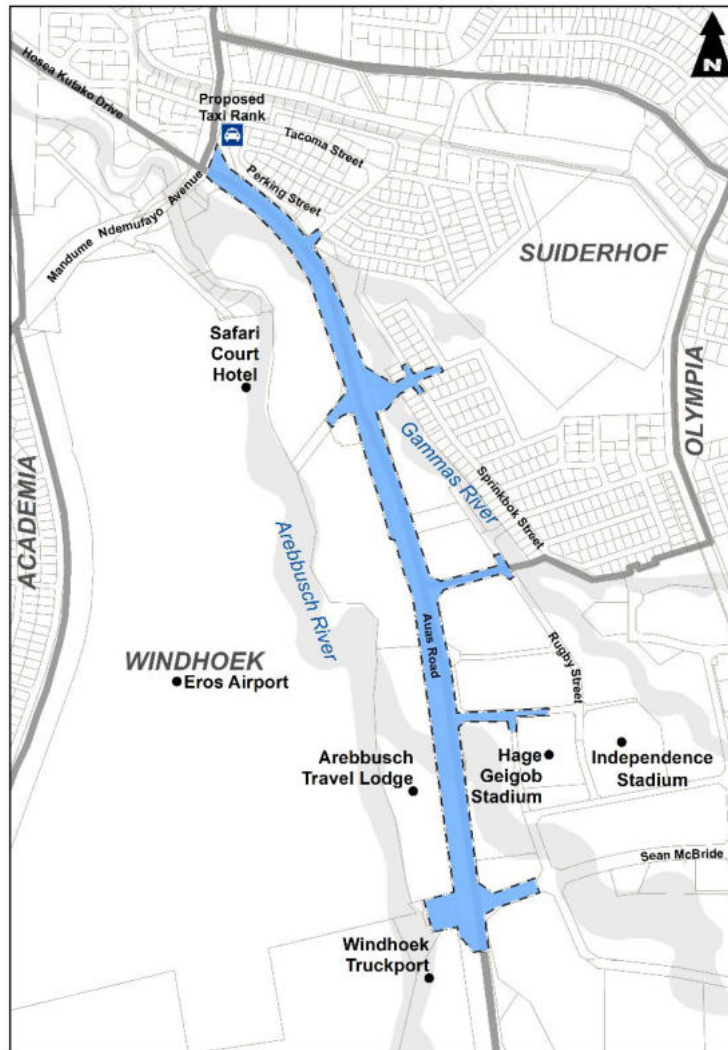
# Stakeholder Engagement Report

AUAS ROAD UPGRADE ESIA



## 1 INTRODUCTION

The Roads Authority of Namibia have appointed Lithon Project Consultants to conduct the design, tender and construction supervision of Auas Road, Windhoek. It is the major arterial which enters Windhoek from Rehoboth, south of the city.



**Figure 1-1: Locality of the proposed Auas Road Upgrade Project.**

The upgrading involves the section of Auas Road from the intersection between Auas Road and Sean McBride Street, northwards to the intersection with Mandume Ndemufayo Ave. The works involve the widening of the road, from a single lane to dual carriageway, with a median. The intersections along the relevant road section will also be upgraded.

Enviro Dynamics has been appointed to conduct the Environmental and Social Impact assessment of the project, which requires public participation in terms of the Namibian Environmental Management Act and its Regulations.

This report documents the implementation of the Stakeholder Engagement Plan, that is how the interested and affected parties of the project are being engaged, during the ESIA process.

## 2 STAKEHOLDER IDENTIFICATION OF THE PROJECT

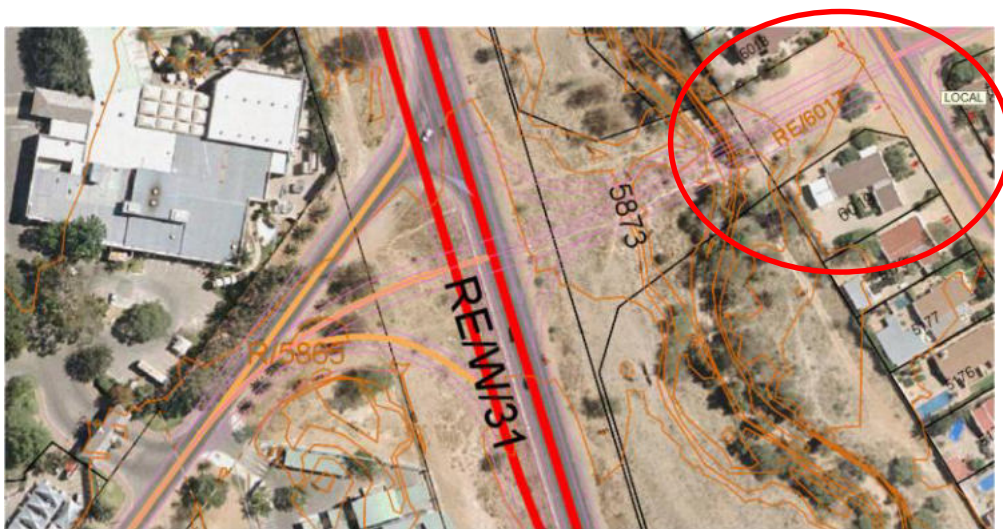
Table 1 below provides the salient stakeholder characteristics of the project area, which have guided the stakeholder mapping.

The term “stakeholder” refers to individuals or groups who: (a) are affected or likely to be affected by the project (project-affected parties); and (b) may have an interest in the project (other interested parties).

**Table 1: Main stakeholder characteristics of the project**

ITEM	DESCRIPTION	AFFECTED STAKEHOLDERS
Region	Khomas Region	Khomas Regional Council
City	Windhoek	City of Windhoek, with relevant Departments
Protected area/s affected (reserved as Public Open Space)	Erven Re/5426 (proposed taxi rank), currently a park and probably zoned Public Open Space, as well as various erven along the Arrebusch River, zoned as Public Open Space.	City of Windhoek Parks Department, Planning and Environment Departments Users of the Park Custodians of vegetation in the river bed (NBRI and NGOs).
Directly affected land owners	Land already owned by the state/Municipality, no land take involved. However, potential disruption during construction, noise, and dust impacts. New intersection opposite Eros Airport intersection .	All adjacent land owners and occupants. Owners of erven 6018 and 6019 ( see <b>Figure 2-1</b> . In addition, residents along Blau-bock str from the Springbok str intersection to the new Military Base entrance will be affected.
Surrounding land use	Residential, light industrial, lodge and hotel. Sports facilities.	All users of these establishments. Establishments to be directly approached ( <b>see Error! Reference source not found.</b> ).

ITEM	DESCRIPTION	AFFECTED STAKEHOLDERS
Road users	Road users traveling from Rehoboth to their places of work, residents of the south of Windhoek, travelling to the City, etc, users from the north, travelling to their work places in the southern industrial area, etc. road users travelling to the facilities along the road, e.g. the Eros Airport, the Arebbusch Travel Lodge, etc.	Wide distribution across Windhoek, the public.
Infrastructure	Existing road network	Roads Authority
	Telephone networks.	Telecom
	Water networks	City of Windhoek
	Electricity infrastructure	City of Windhoek
Other sectors	Stormwater Groundwater Environment, waste	Stormwater division Groundwater division Environmental Department
Community	Business and general residents	Community NGOs Neighbourhood watches



**Figure 2-1: Erven 6018 and 6019 will have a new road passing due to the new link between Aviation Road and Springbok Street.**



**Figure 2-2: Locality of key establishments and residences along the Auas Road Upgrade Project (indicated in red- residential and yellow-institutions).**

It is confirmed that there are no private properties directly affected by this project, through land take or resettlement. The proposed road reserve is owned by the City of Windhoek and the State. Potential socio-economic impacts are indirect, in the sense that land is not directly affected, but in a secondary manner through the location of sensitive receptors occupying and visiting the vicinity of the road.

### 3 CONSULTATION PLAN IMPLEMENTATION

In order to invite consultation from the above groups in a meaningful and resourceful way, while meeting legislative requirements, the following was implemented:

- A stakeholder list was compiled comprising the categories listed above. The list is being updated as stakeholders register and participate during the process.
- The project was advertised in the Namibian and Republikein and on social media on 5 and 11 March 2024 (**Appendix A**), announcing the ESIA process and opportunity to participate, with an invitation to register as an Interested and Affected Party (I&AP).
- All the stakeholders in **Figure 2-2** were directly invited by distributing an invitation to register and to attend the meetings described below (**Appendix B**). Invitations were hand delivered at 90 establishments including residences and businesses. Businesses with electronic contact details were sent the information electronically.
- A Background Information Document (BID) for distribution to the stakeholder list was compiled (**Appendix c**). The BID contains an explanation of the main

elements of the road. All the stakeholders engaged so far have internet access and can receive electronic information.

- Focal meetings are being held with key stakeholders, of which the following meetings have been held:
  - An open meeting hosted at Arebbusch where stakeholders, on 18 March 2024, from 17h00-19h00 where stakeholders were free to enquire about the project, discuss ideas and alternatives.
  - A focal meeting was held for key stakeholders along Aviation Road, on 18 March 2024, at 16h00 at Arebbusch, to discuss particular issues around Aviation Road.
- The proceedings of these meetings are attached as **Appendix D**.
- A focal meeting was held with the City of Windhoek to consult internal divisions.
- Focal meetings are ongoing with properties whose current accesses are affected.
- Further focal meetings will be ongoing, especially with properties which are sensitive receptors, such as the accommodation establishments in the area.

#### 4 CONSULTATION OUTCOMES SO FAR

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It was agreed by most the team and affected parties interacted with, that the need for the road upgrade, generally, is obvious. The single lane set-up at the relevant section of Auas Road needs to change to a dual carriageway and that is agreed and accepted. The issues raised, therefore, are matters to be addressed during the course of the design and construction phase. Some additional proposals such as the taxi rank and the Aviation Road to Springbok str access have been considered in the EIA process.

The following table presents a list of the key issues raised during public consultation process so far and includes a summary of all communication during the meetings and received electronically.

#### 4.1 IMPACTS EXPECTED DURING CONSTRUCTION (MOSTLY MANAGEMENT ISSUES)

Aspect	Potential impact	Comments
Works on lanes and at intersections.	Traffic disruption Increased traffic into Suiderhof neighborhood	Existing lanes to be kept open, but the public will likely use alternative routes such as Springbok Street to avoid the traffic.  Traffic accommodation plan is being compiled, RA will assist in deviating traffic from Rehoboth.  Ongoing communication with the public is important.
Materials transported and worked during construction.	Dust, causing constant inconvenience and potentially affecting visitors' numbers at Movenpick and Arebbusch.	Stockpiles will be minimised. Materials will be brought in from outside.  It is difficult to determine the exact nature of the dust, due to many variables. This has to be managed by the contractor. Semi-purified water will be sprayed, and chemical dust suppressants are available, and even though they do make a difference, they will not eliminate all dust.
Vehicles movement, compacting	Noise and vibration causing disturbance of rest, difficulty to work and concentrate, loss of guests at tourism and conference establishments.	Communication to the public of the construction schedule and significant events such as traffic delays/detours.  Limit working hours.
Vegetation clearance	Loss of protected tree species and damage to the ecological integrity of the Arebbusch River.	Some trees will have to be removed but can be replaced. Unnecessary removal of trees needs to be avoided.
Workers and general construction activities.	Construction and general waste. Pollution.	Strict control via Environmental Management Plan. No accommodation of workforce in the area.
Workers and general construction activities.	Increased crime risk due to more workers and movement in the area.	No accommodation in the area, limit the movement of people in the private areas.
Intersection at Arebbusch and truckport	This intersection is not aligned and traffic has increased due to the Country Club users also using this access.	The intersection is being aligned.

Project information and communication	Lack of communication leads to unpreparedness, uncertainty and lack of trust between stakeholders.	The need for proper communication about the phases of the project, as well as a grievance mechanism was discussed and it was confirmed that these are crucial elements of the project.
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#### 4.2 IMPACTS EXPECTED DURING OPERATION (WHEN THE ROAD IS FUNCTIONAL, MOSTLY DESIGN ISSUES)

Aspect	Potential impact	Comments
Taxi rank	Increase of vandalism, traffic, antisocial behaviour (sex-work, indecent language, alcohol, drugs, etc. vandalism, burglaries, etc. )	Overwhelming concern about the taxi rank's current situation and how this may affect the businesses and residences in the area. Practically all the businesses and nearby residences are concerned. Various alternative solutions were provided. This matter is addressed in the Scoping Report.
Entrance at Aviation Road to link with Springbok Street	Increased traffic in Suiderhof, particularly if the NDF uses that entrance.	Alternatives were provided for reducing traffic into Suiderhof and deviating traffic onto roads away from the residential areas.  This matter is addressed in the Scoping report.
Lanes added to the west of the existing road	closer to some businesses increasing noise levels	Lanes cannot be added on the eastern side since the servitude is to the west. There are private properties to the east. Noise impact considered in the scoping report.
	Loss of trees	Trees lost to be avoided, and to be marked what if lost.
	Increased security risk, anti-social behaviour for properties to the west (vandalism, crime, etc. )	Considered in the Scoping Report.
Accesses	Reduced or loss of access	Accesses being confirmed for the bowling club, mini-movers, and all other erven along the road.



## 5 CONSULTATION BEYOND THE SCOPING PROCESS

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- Further focal meetings will be arranged as required, notably with some individual users to address access, etc.
- Communication with sensitive receptors along the route will be ongoing.
- Electronic communication is ongoing and this report will be updated as new information is received.
- The Scoping Report was sent to the registered stakeholder list for review. Comments were incorporated into the documents as relevant.
- It is important that a consultation regime be included in the Environmental and Social Management Plan (ESMP) of the project, for implementation by the appointed Contractor and Lithon.
- This communication plan is crucial for the construction period, due to the expected socio-economic impacts during construction, e.g. dust, noise, traffic hindrances, security issues, etc.
- A grievance mechanism is considered crucial in order to address traffic flow grievances, but also with regard to incidents and conduct during construction relating to the construction works in the area.

# APPENDIX A: NEWSPAPER NOTICES

## Young T celebrates birthday with a new single, sets record straight on 'provocative' cover

By **PHILIP MURPHY**  
**PHOTOGRAPH BY**  
**ANDREW VAN DER MERWE**

Young T recently celebrated his birthday with a new single, 'Provocative', which took over social media in the process. The 27-year-old rapper, who is also an actor, shared a video of himself performing the song on his Instagram account.

In an interview with The Namibian, Young T said that the song is a celebration of his life and his journey in the music industry. He said that the song is a message to his fans and to the world, and that he is proud of what he has achieved so far.

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**AUAS ROAD, WINDHOEK UPGRADE ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT INVITATION TO PARTICIPATE**

The project area is located in the northern part of Windhoek, Namibia. It includes the AUAS Road, which is a major thoroughfare. The project involves the upgrading of the road and the construction of a new interchange. The project area is shown on the map, along with the proposed road layout and the location of the interchange.

**TENDER OPE/05/2024**

**CONSTRUCTION OF STORAGE YARD, CANOPY AND PARKING ON ERF 3176 FOR OSMAKAT PREMIER ELECTRIC**

Closing Date: 22 March 2024 at 13:00

Non Compulsory Bidding A site visit will be held on Tuesday, 20 March 2024 at 09:00 AM at ERF 3176 next to OPE Premises at 19100

Estimate Fee: N\$1000 (non-refundable)

Enquiries Address: Mr. Lavin Marais: lavinmarais@osmakat.com.na  
 Mr. Karim Murgali: karim@osmakat.com.na  
 Tel: +264-615-232-239

Mr. T. Hoopoe: thoopoe@osmakat.com.na  
 Tel: +264-615-232-232

**RETIREMENT**

Young T has announced his retirement from the music industry. He said that he has decided to take a break from music and to focus on other aspects of his life. He said that he is grateful for the support of his fans and for the opportunities he has had in the industry.

**PROVOCATIVE**

Young T's new single, 'Provocative', is a celebration of his life and his journey in the music industry. The song is a message to his fans and to the world, and it is a proud statement of what he has achieved so far.

**REBIRTH**

Young T's new single, 'Rebirth', is a celebration of his life and his journey in the music industry. The song is a message to his fans and to the world, and it is a proud statement of what he has achieved so far.

**ASANTE**

Young T's new single, 'Asante', is a celebration of his life and his journey in the music industry. The song is a message to his fans and to the world, and it is a proud statement of what he has achieved so far.

**REBIRTH**

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Commodity	Unit	Current	Change	High	Low
SOYABEANS	MT	1844	14	1858	1830
WHEAT	MT	1844	14	1858	1830
CORN	MT	1844	14	1858	1830
MAIZE	MT	1844	14	1858	1830
BEANS	MT	1844	14	1858	1830
PEAS	MT	1844	14	1858	1830
VEGETABLES	MT	1844	14	1858	1830
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NATURAL GAS	MT	1844	14	1858	1830
COAL	MT	1844	14	1858	1830
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## APPENDIX B INVITES TO REGISTER AND REVIEW DOCUMENTS

### INVITE SENT BY HAND TO NEIGHBOURING PROPERTIES:

**AUAS ROAD, WINDHOEK UPGRADE**

**ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT**

**Invitation to Participate**







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 Sean McBride intersection to Mandume Ndemufayo Intersection, with a new taxi rank (see the map).

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 participate during the public consultation process.

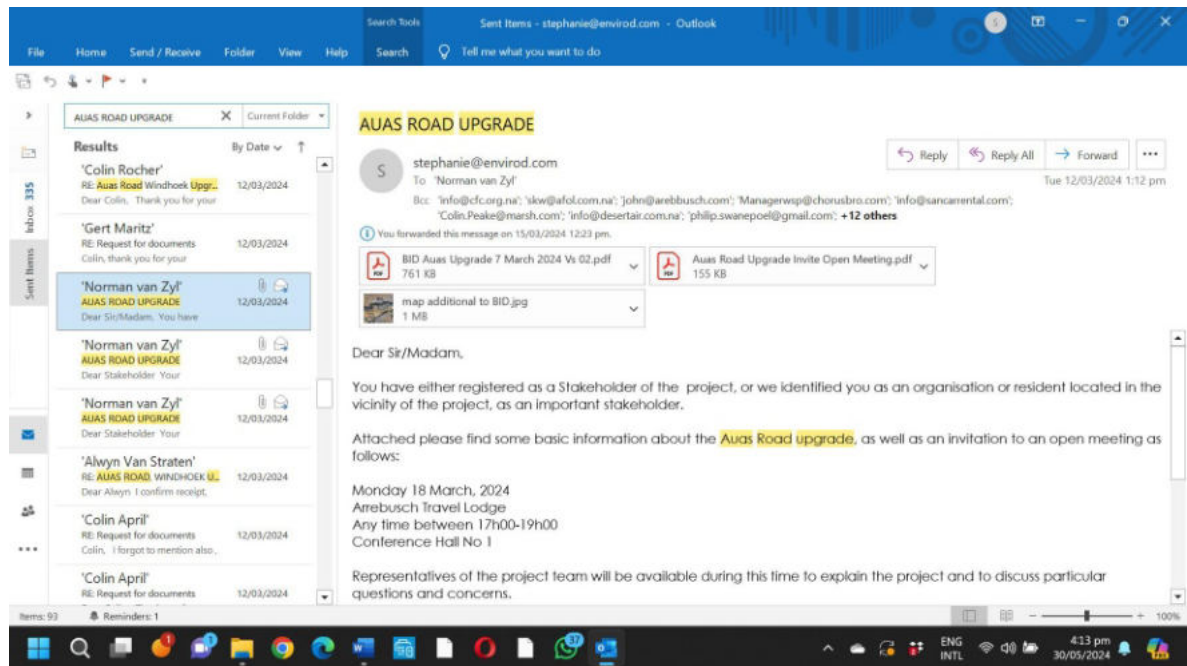
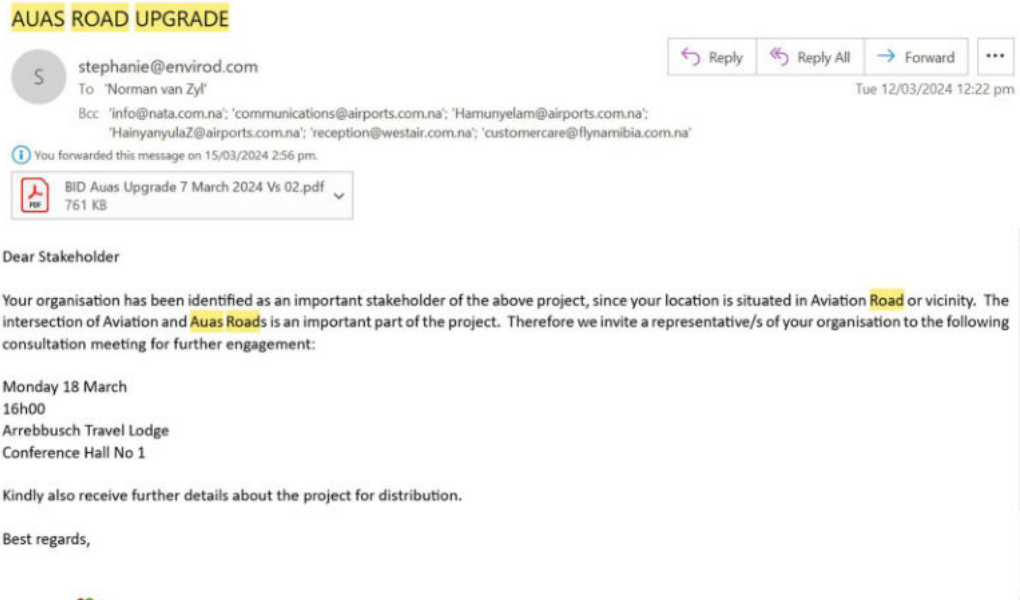
**WAYS TO PARTICIPATE**

- 1) Register as a stakeholder, to receive information during the process and to raise issues and concerns that should be considered during the assessment, and to receive the findings of the assessment. Please register via an e-mail sent to Stephanie van Zyl, [stephanie@envirod.com](mailto:stephanie@envirod.com), 0811287002 (watsapp only) State name, phone number and e-mail address, and reason for interest/concern. Job-seekers and contractors cannot be considered.
- 2) Visit the project team on Monday 18 March, 2024, at Arebbusch Travel Lodge, any time between 17h00-19h00, Hall No 1. The team will be available during this time to explain the project and to discuss particular questions and concerns on an informal, individual basis.

This invite was hand delivered (signatures as proof available) to 78 residential and business properties adjacent to the road and in Suiderhof.

**INVITE SENT TO STAKEHOLDERS ELECTRONICALLY TO BUSINESSES AND AUTHORITY STAKEHOLDERS:**



ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT: DRAFT SCOPING REPORT AUAS ROAD UPGRAD...

 **stephanie@envirod.com**  
To: 'Norman van Zyl (norman@envirod.com)'  
Cc: 'Richard Laborn'; 'Gert Maritz'  
Bcc: 'omar.torres@movenpick.com'; 'info.namibia@movenpick.com'; 'edpa@ncaa.na'; 'info@ncaa.na'; 'anashiku@gatsnam.org'; 'Mathilde.Kooper@mme.gov.na'; 'Johanna.Ambala@mme.gov.na'; **+43 others**

Tue 14/05/2024 9:37 pm

Reply Reply All Forward

You forwarded this message on 20/05/2024 12:40 pm.

-  Appendix D Auas Road upgrade Consultation Meetings 15\_05\_24 Public Review.pdf  
1 MB
-  Auas Road Upgrade Draft Scoping Report 15\_05\_24 Public Review.pdf  
1 MB
-  Appendix E ESMP 15\_05\_24 Public Review.pdf  
..

Dear Stakeholder,

We are circulating the above draft document for your notice and possible comments.  
Kindly send any comments you by 29 May 2024, to this e-mail address.

We are not attaching all the appendices for sake of brevity, but should you need any additional documents, kindly let us know.

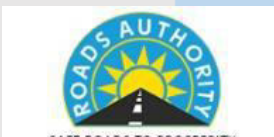
Once we have incorporated all comments after the 29th of May, the documents will be submitted to the Ministry of Environment, Forestry and Tourism for review and the issuing of an Environmental Clearance Certificate (ECC). The ESMP (Appendix E, attached) will be the set of conditions that the Contractor needs to meet.

Best regards,  
Stephanie.

**APPENDIX C BACKGROUND INFORMATION DOCUMENT**

March  
2024

**AUAS ROAD, WINDHOEK UPGRADE**  
**BACKGROUND INFORMATION**  
**DOCUMENT**



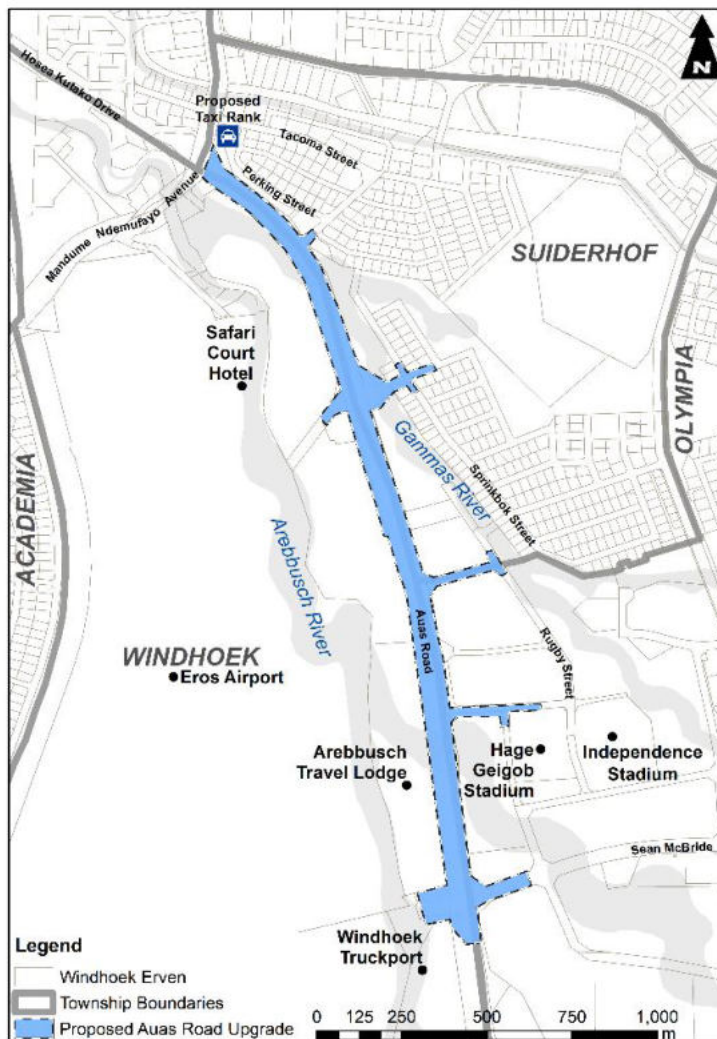
## 1 INTRODUCTION

The Roads Authority of Namibia have appointed Lithon Project Consultants to conduct the design, and construction supervision of Aus Road Upgrade, Windhoek. The project involves the upgrade of Aus 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 4: Locality map of proposed road upgrade**

## • PURPOSE OF THIS DOCUMENT

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This document sets out to:

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

## • THE PROJECT SCOPE

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The project involves the following:

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



**Figure 5: 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.

## • PROJECT TIME FRAME AND IMPLEMENTATION

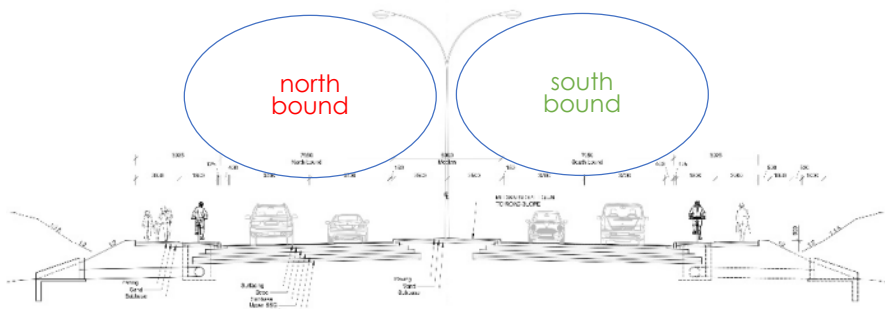
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The schedule of the project is urgent. It is anticipated that construction will commence in June 2024, once Environmental Clearance has been issued. The designs of the road are currently underway and the environmental assessment process runs parallel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

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



**Figure 6: Cross section of the proposed Auas Road Upgrade.**

## • LEGISLATIVE REQUIREMENTS AND PROCESS

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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 Auas Road Upgrade.

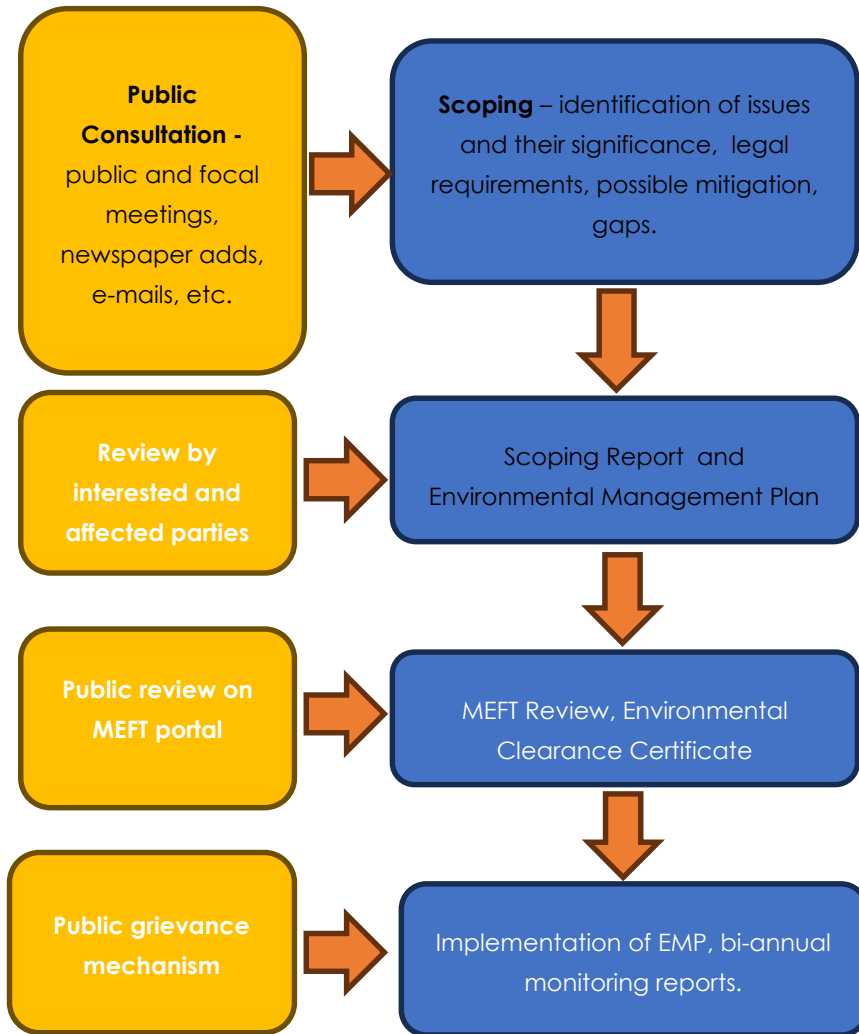
In order to ensure people and organisations that are potentially affected by the road upgrade can meaningfully participate, the public will be consulted to enlist their issues and concerns, before completing the Scoping Report. Residents, commercial businesses, hotels, lodges, etc. that are the immediate 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 7: Diagram indicating public participation process along with Environmental Impact Assessment process.**

## • 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.

## APPENDIX D: MEETINGS PROCEEDINGS

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