



# Environmental And Social Impact Assessment Report (ESIAR)

In terms of the

Namibian Environmental Management Act (Act No. 7 of 2007) & Its Regulations

## Development of a Net Zero Industrial Park: Environmental Impact Assessment for the Locomotive and Wagon Workshop at Arandis Townlands 170, Erongo Region, Namibia

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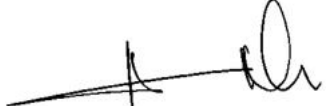
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# Environmental and Social Impact Assessment Report (EIAR)

## Introduction

This report presents the Environmental and Social Impact Assessment Report (ESIA) for the Development of a Net Zero Industrial Park's Locomotive and Wagon Workshop at Arandis Townlands, Erongo Region, Namibia. The ESIA is prepared in accordance with the Environmental Management Act (Act No. 7 of 2007) and specifically Regulation No. 29, Section 21.

## Project Description

**Afri-Track Namibia Holdings (Pty) Ltd**, a company operating under the name **Zero Carbon Namibia**, is proposing a significant development in the Arandis Townlands area, Erongo Region, Namibia. This project aims to create a completely sustainable industrial park powered by renewable energy sources.

The key elements of the project include:

- **Clean Energy Generation:** Construction of a modern solar and wind power plant with a capacity of up to 150 megawatts (MW). This plant will utilize wind and solar energy to generate clean and renewable electricity.
- **Multi-Industry Facility:** Establishment of an industrial park designed to house various businesses.
- **Net Zero Emissions Goal:** The entire development, including the power plant and industrial park, is designed to achieve net zero emissions. This means the project will operate without releasing harmful greenhouse gases into the atmosphere.

The Locomotive and Wagon Workshop is a pivotal component of the Net Zero Industrial Park, contributing to the overall sustainability and efficiency of the project. This development will:

- Support the park's logistics and maintenance needs.
- Enhance Namibia's capabilities in green energy and sustainable practices.
- Contribute to job creation and economic growth in the Arandis region.

An Environmental and Social Impact Assessment (ESIA) was conducted to thoroughly evaluate the potential environmental and social effects linked to both the construction and operation of this Locomotive and Wagon workshop.

## Stakeholder Engagement

This report is submitted for the Environmental Commissioner's review and subsequent approval.

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## Report Details

### Title:

Environmental and Social Impact Assessment Report (EIAR) for the Development of a Net Zero Industrial Park: Environmental Impact Assessment for the Locomotive and Wagon Workshop at Arandis Townlands 170, Erongo Region, Namibia.

### Purpose:

This report is intended for all registered and potentially interested parties (I&APs). It serves as the first document in a series related to the Environmental and Social Impact Assessment (EISA) process for the Net Zero Industrial Park project developed by Afri-Track Namibia Holdings (Pty) Ltd, trading as Zero Carbon Namibia (ZCN).

### EISA Process:

This EISA process involved a series of reports available for public comment, including:

- Draft Scoping Report
- Draft Environmental & Social Impact Assessment Report
- Draft Environmental & Social Management Programme
- Final Environmental & Social Impact Assessment Report

The EISA process aims to achieve the following objectives through stakeholder consultation:

1. **Identify and Assess Impacts:** Evaluate potential environmental and social consequences (both positive and negative) arising from the project.
2. **Engage Stakeholders:** Involve affected communities, relevant authorities, and other stakeholders to gather their input and address concerns.
3. **Mitigate Negative Impacts:** Develop strategies to avoid, minimize, or lessen any identified negative environmental and social impacts.
4. **Enhance Positive Impacts:** Identify opportunities to maximize the project's positive effects on the environment and local communities.
5. **Ensure Compliance:** Guarantee the project adheres to all applicable environmental and social regulations, standards, and guidelines.
6. **Promote Sustainable Development:** Integrate environmental and social considerations into project planning and decision-making to support sustainable development.
7. **Improve Project Design:** Provide recommendations to refine the project's design and implementation for better environmental and social outcomes.
8. **Monitor and Manage Impacts:** Establish a framework to monitor and manage environmental and social impacts throughout the project lifecycle.

### Public Review Period:

The Public Review period ran from mid-June to late July, 2024.

### Additional Information:

- An application for the proposed development has been submitted online to the Department of Environmental Affairs within the Ministry of Environment, Forestry, and Tourism (MEFT).

**Report Prepared By:**

Erongo Consulting Group (ECG) and Institute for Impact Sciences and Research Design (IISRD).

**Date:**

July, 2024

## Project Location

### Specific Location

The proposed Development of a Locomotive and Wagon Workshop will be situated within the Arandis Townlands of the Erongo Region, Namibia. The site is located near several key landmarks:

- Monument Regimental Badges
- Business Multi Service
- TransNamib Railway Line (confirmed by nearby presence)
- B2 Road (confirmed to be near the site)

The surrounding area is characterized by a desert landscape with limited surface water and sparse vegetation. Mountains are visible in the background, indicating some variation in topography.

### Geographic Coordinates

- Latitude: -22.4798814
- Longitude: 14.9048488

### General Description

- Elevation: Approximately 368.83 meters above sea level

### Proximity to Nearby Locations:

- Arandis Town: Approximately 10.1 kilometers
- Swakopmund: Approximately 45.9 kilometers
- Rossing Uranium Mine: Approximately 32.6 kilometers

### Environmental Characteristics:

- Arid desert environment with minimal observed vegetation or fauna.
- An extensive ecological survey was conducted to definitively characterize the existing flora and fauna within the project site. This survey, along with any other specialist studies deemed necessary, inform the environmental impact assessment.
- Rugged terrain

### Infrastructure:

- Adjacent to the TransNamib Railway line
- Located near the B2 Road

### Estimated Site Area:

525 hectares for the whole Development of a Net Zero Industrial Park, with the Region, Namibia

# TABLE OF CONTENTS

1	Executive Summary .....	15
1.1	Project Overview .....	15
1.2	Project Description.....	15
1.3	Project Location .....	15
1.4	Objectives of the Environmental Impact Assessment (EIA) .....	15
1.4.1	Assessment of Environmental Impacts: .....	15
1.4.2	Social Impact Analysis: .....	16
1.4.3	Mitigation Strategies Development: .....	16
1.4.4	Compliance with Legal and Regulatory Framework:.....	16
1.4.5	Evaluation of Renewable Energy Potential:.....	16
1.4.6	Stakeholder Engagement and Public Participation: .....	16
1.4.7	Long-Term Sustainability Considerations: .....	16
1.4.8	Knowledge Transfer and Capacity Building: .....	16
1.5	Scope of Work .....	17
1.6	Public Engagement .....	17
1.7	Project Timeline .....	17
1.8	Conclusion .....	17
2	Introduction .....	18
2.1	Project Objectives .....	18
2.2	Project Components and Infrastructure.....	19
2.2.1	Locomotive and Wagon Workshop.....	19
2.3	Site Selection Process .....	20
2.3.1	Current Land Use and Access .....	20
2.3.2	Landowner Support .....	21
2.4	Consideration of Alternatives .....	21
2.4.1	Layout Alternatives .....	21
2.4.2	Access Route Alternatives .....	21
2.4.3	No-Go Alternative .....	21
2.5	Project Schedule .....	22
2.6	Project Team.....	23
3	Policy, Legal, and Administrative Framework .....	24
3.1	National and Local Environmental Laws .....	24
3.2	Arandis Town Council's Sustainable Development Framework .....	25
3.3	Regional Considerations: Expanding the Project's Impact .....	26
3.4	International Considerations: Expanding the Project's Global Impact .....	26



4	Net Zero Industrial Park Project Phases And Timelines .....	28
4.1	Project Phases .....	28
4.1.1	Pre-Development (Months 1-6).....	28
4.1.2	Development (Months 7-24) .....	28
4.1.3	Post-Construction (Months 25-30).....	28
4.2	Project Management Tools .....	29
5	Locomotive and Wagon Workshop.....	30
5.1	Project Overview .....	30
5.2	Location and Proximity to Key Infrastructure .....	30
5.3	Infrastructure and Facilities.....	30
5.4	Construction Phase.....	31
5.5	Operations and Energy Efficiency .....	31
5.6	Decommissioning Phase.....	31
5.7	Comparative Advantage and Global Positioning.....	31
	Figure 4: Locomotive and Wagon Workshop, Rostov, Russia Federation.....	32
5.8	Environmental and Social Impact Overview .....	32
6	Baseline Environmental and Social Conditions .....	33
6.1	Environmental Conditions .....	33
6.1.1	Climate and Meteorology.....	33
6.1.2	Air Quality .....	33
6.1.3	Geology and Soils.....	33
6.1.4	Water Resources .....	35
6.1.5	Flora and Fauna .....	36
6.2	Social Conditions .....	36
6.2.1	Demographics.....	36
6.2.2	Economic Activity .....	36
6.2.3	Infrastructure and Services .....	38
6.2.4	Cultural Heritage .....	39
6.2.5	Community Health and Safety .....	39
6.2.6	Summary of Baseline Conditions.....	40
6.3	Conclusion .....	40
7	Environmental and Social Impact Assessment (ESIA) for the Locomotive and Wagon Workshop .....	41
7.1	Impact Assessment Methodology.....	41
7.1.1	Scoping.....	41
7.1.2	Baseline Studies .....	42
7.1.3	Environmental Scanning .....	42

7.1.4	Desktop Review .....	43
7.1.5	Literature Review .....	44
7.1.6	Field Surveys .....	44
7.2	Public Participation .....	45
7.3	Specific Location and Environmental Setting .....	46
7.4	Environmental Impact Assessment (EIA).....	46
7.4.1	Impact Prediction.....	46
7.4.2	Mitigation Measures .....	46
8	Cumulative Environmental and Social Impact Analysis.....	48
8.1	Cumulative Environmental and Social Impact Analysis .....	48
8.2	Methodology for Cumulative Impact Assessment.....	49
8.3	Potential Cumulative Impacts and Mitigation Strategies .....	49
9	Environmental and Social Management Plan (ESMP) Framework.....	51
9.1	Importance of the ESMP .....	52
9.2	Roles and Responsibilities .....	52
9.3	Monitoring and Reporting .....	53
9.4	Budgeting and Financing.....	53
9.5	Training and Capacity Building .....	54
10	Public Consultation and Disclosure .....	54
10.1	Stakeholder Identification.....	54
10.2	Public Consultation Process .....	55
10.3	Methods of Engagement.....	55
10.4	Documentation and Reporting .....	55
10.5	EIA Stakeholder Consultation Process Diagram.....	56
10.6	Response to Stakeholder Feedback .....	56
10.7	Conclusion .....	57
11	Conclusion and Recommendations .....	57
11.1	Feasibility .....	58
11.2	Recommendations .....	58
11.2.1	Project Implementation:.....	58
11.2.2	Environmental and Social Management Plan (ESMP): .....	58
11.2.3	Additional Management Plans: .....	58
11.3	Conclusion .....	59
12	References.....	59
13	Appendices .....	61

## LIST OF TABLES

Table 1: Namibian Legislation and Potential Relevance .....	24
Table 2: Arandis Municipal Specific Legislation .....	25
Table 3: Regional Consideration .....	26
Table 4: United Nations (UN) - SDGs .....	26
Table 5: Climate Characteristics of Arandis and the Erongo Region, Namibia .....	33
Table 6: Geological Characteristics of Arandis and Erongo Region .....	35
Table 7: Water Resources of Arandis and Erongo Region .....	35
Table 8: Biodiversity of Arandis and Erongo Region.....	36
Table 9: Biodiversity of Arandis and Erongo Region, Namibia.....	36
Table 10: Economic Aspects of Arandis and Erongo Region, Namibia .....	38
Table 11: Infrastructure Aspects of Arandis and Erongo Region .....	38
Table 12: Cultural Aspects of Arandis and Erongo Region .....	39
Table 13: Health Aspects of Arandis and Erongo Region .....	39
Table 14: Impact of Uranium Mining on Health .....	39
Table 15: Summary of Baseline Environmental Conditions .....	40
Table 16: Summary of Baseline Social Conditions.....	40
Table 17: Scoping Process Stages .....	41
Table 18: Baseline Studies.....	42
Table 19: key environmental factors.....	43
Table 20: Desktop Review .....	43
Table 21: Key topics considered during the literature review.....	44
Table 22: Key Field Survey Types.....	44
Table 23: Public Participation Activity .....	45
Table 24: Potential Environmental Impacts and Mitigation Measures.....	46
Table 25: ESMP Framework.....	51
Table 26: Roles and Responsibilities for ESMP Implementation.....	52
Table 29: Stakeholders Engaged in the ESIA Process .....	54

## LIST OF FIGURES

Figure 1: Site Location in relation to existing landmarks, infrastructure, etc.....	21
Figure 4: Locomotive and Wagon Workshop, Rostov, Russia Federation.....	32
Figure 5: Erongo Mountains, Erongo Region, Namibia (Courtesy: Erongo Consulting Group, 2024) ....	34
Figure 6: Arandis Coastal Plain, Arandis occupies a relatively young geological feature .....	34
Figure 7: Arandis Coastal Plains, Courtesy: Institute of Impact Sciences, 2024.....	35
Figure 8; Sign Welcoming visitors to Husab Mine, near Arandis Town Council .....	37
Figure 9: Arandis Town Fish Shop.....	37
Figure 10: Dantago Clothing, Garment factory that closed in 2014 .....	37
Figure 11: Arandis Airport, Coordinates: 22°27'44"S 14°58'48"E.....	38

## ABBREVIATIONS AND EXPLANATIONS FOR THE ZERO CARBON NAMIBIA PROJECT

<b>Abbreviation</b>	<b>Full Form</b>	<b>Explanation</b>
AC	Alternating Current	An electric current that periodically reverses direction.
ATC	Arandis Town Council	The local governing body responsible for the administration of Arandis Town.
BID	Background Information Document	A document providing key information about a project to stakeholders during the EIA process.
BREEAM	Building Research Establishment Environmental Assessment Method	A leading sustainability assessment method for infrastructure and buildings.
CDM	Clean Development Mechanism	A framework under the Kyoto Protocol allowing emission-reduction projects in developing countries to earn certified emission reduction credits.
CPM	Critical Path Method	A project modeling technique used in project management to identify essential tasks and their timelines.
CSR	Corporate Social Responsibility	A company's commitment to manage the social, environmental, and economic effects of its operations responsibly.
DBSA	Development Bank of Southern Africa	A development finance institution wholly owned by the government of South Africa.
DC	Direct Current	An electric current flowing in one direction only.
ECC	Environmental Clearance Certificate	A certificate issued by the relevant authority granting permission to proceed with a project following an EIA.
ECG	Erongo Consulting Group	A consulting firm involved in the project development and EIA process.
EIA	Environmental Impact Assessment	A process of evaluating the likely environmental impacts of a proposed project.
EIAR	Environmental and Social Impact Assessment Report	A comprehensive report detailing the environmental and social impacts of a proposed project.
EIR	Environmental Impact Report	A document detailing the likely environmental impacts of a proposed project and measures to mitigate them.
EMA	Environmental Management Act, 2007	Namibian legislation governing environmental management and assessments.
EMP	Environmental Management Plan	A detailed plan developed to ensure the environmental objectives of a project are met.
ERC	Erongo Regional Council	The regional authority for the Erongo region in Namibia.

Erongo RED	Erongo Regional Electricity Distribution Supplier	The primary electricity distribution company for the Erongo region in Namibia.
ESIA	Environmental and Social Impact Assessment	An assessment process that evaluates the environmental and social effects of a proposed project.
ESMP	Environmental and Social Management Plan	A plan outlining how identified environmental and social impacts will be managed and mitigated throughout the project lifecycle.
GIS	Geographic Information System	A system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data.
GHG	Greenhouse Gases	Gases that trap heat in the atmosphere, contributing to global warming.
HAWTs	Horizontal-Axis Wind Turbines	Wind turbines where the rotor shaft is parallel to the ground.
HVAC	Heating, Ventilation, and Air Conditioning	Systems used to regulate indoor environmental comfort.
IAIA	International Association for Impact Assessment	An international organization for the impact assessment community.
I&APs	Interested and Affected Parties	Stakeholders who are interested in or affected by a project.
IISR	Institute for Impact Sciences and Research Design	A partner organization involved in the project development and EIA process.
IPP	Independent Power Producer	A private entity that generates electricity for sale to utilities and end users.
ISO	International Organization for Standardization	An independent, non-governmental international organization that develops standards to ensure quality, safety, efficiency, and interoperability.
LED	Light Emitting Diode	A highly energy-efficient lighting technology.
MEAs	Multilateral Environmental Agreements	Treaties between three or more countries regarding environmental issues.
MEFT	Ministry of Environment, Forestry, and Tourism	The Namibian governmental body responsible for environmental management and tourism.
MME	Ministry of Mines and Energy	The Namibian governmental body responsible for overseeing the mining and energy sectors.
MSDS	Material Safety Data Sheet	Documents that provide information on the properties of chemical products to ensure safe handling and use.
NamPower	Namibia Power Corporation	The national electricity utility company of Namibia.
NGOs	Non-Governmental Organizations	Independent organizations that are not part of the government and typically operate on a non-profit basis.
PPP	Public-Private Partnership	A cooperative arrangement between one or more public and private sectors, typically of a long-term nature.
PV	Photovoltaic	Technology that converts sunlight directly into electricity.

REIPPPP	Renewable Energy Independent Producer Programme	Power Procurement	A South African initiative to procure renewable energy from private producers.
SADC	Southern African Development Community		An inter-governmental organization aimed at promoting socio-economic cooperation and integration among Southern African states.
SDGs	Sustainable Development Goals		A collection of 17 global goals set by the United Nations General Assembly in 2015 for the year 2030.
SEA	Strategic Assessment	Environmental	A systematic decision support process aiming to ensure that environmental and possibly other sustainability aspects are considered effectively in policy, plan, and program making.
ToR	Terms of Reference		A document specifying the scope and framework for conducting an EIA or other assessment processes.
TransNamib	TransNamib Limited	Holdings	The state-owned railway company of Namibia.
UNEP	United Nations Environment Programme		A program of the United Nations responsible for coordinating responses to environmental issues.
UNFCCC	United Nations Framework Convention on Climate Change		An international environmental treaty to combat climate change.
VAWTs	Vertical-Axis Wind Turbines		Wind turbines where the rotor shaft is perpendicular to the ground.
WHO	World Health Organization		A specialized agency of the United Nations responsible for international public health.
ZCN	Zero Carbon Namibia		The company developing a multi-industry facility within the Arandis Townlands in the Erongo Region, Namibia.

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# 1 Executive Summary

## 1.1 Project Overview

Afri-Track Namibia Holdings (Pty) Ltd t/a Zero Carbon Namibia, a Namibian company, is developing a cutting-edge, multi-industry facility within the Arandis Townlands, Erongo Region, Namibia. This project aims to create a sustainable industrial park powered by renewable energy sources.

This Report provides an overview of the Environmental and Social Impact Assessment (ESIA) for the Locomotive and Wagon Workshop, which is part of the Net Zero Industrial Park project by Afri-Track Namibia Holdings (Pty) Ltd t/a Zero Carbon Namibia. The ESIA is essential for assessing the environmental impacts of the workshop, ensuring compliance with regulations, and integrating sustainable practices into the project.

## 1.2 Project Description

- A state-of-the-art solar/wind power plant with a capacity of up to 150 MW will be constructed to generate clean and renewable electricity for the facility.
- Additional facilities include a Green Hydrogen production facility, a Green Ammonia/Green Hydrogen export facility, a Green Ammonia production facility, and a locomotive and wagon workshop.

## 1.3 Project Location

The project site is situated within the Erongo Region of Namibia, specifically under the Arandis Townlands. The area is characterized by a desert landscape with limited surface water and sparse vegetation.

## 1.4 Objectives of the Environmental Impact Assessment (EIA)

The primary objectives of the ESIA for this project include:

### 1.4.1 Assessment of Environmental Impacts:

- **Detailed Assessments:** Specific focus on potential environmental impacts related to the workshop's construction and operation of the locomotive and wagon workshop, including waste generation, emissions, and resource consumption.
- **Impact Evaluation:** Analysis of impacts on local ecology, air quality, noise levels, and other environmental factors.
- **Mitigation Measures:** Development of strategies to minimize adverse impacts and enhance positive effects.
- **Reporting:** Preparation of a comprehensive ESIA report detailing findings, methodologies, and stakeholder feedback.

#### 1.4.2 Social Impact Analysis:

- Analyze potential social impacts on local communities, including job creation, displacement, and changes in land use resulting from the renewable energy project and workshop.
- Evaluate community perceptions and attitudes towards the project and its implications for their quality of life.

#### 1.4.3 Mitigation Strategies Development:

- Develop effective mitigation strategies to minimize adverse environmental and social impacts identified during the assessment.
- Propose measures for managing and monitoring the impacts of associated with the operations of the locomotive and wagon workshop.

#### 1.4.4 Compliance with Legal and Regulatory Framework:

- Ensure the project adheres to relevant environmental laws, regulations, and policies at the national and local levels.
- Identify necessary permits and approvals required for the successful implementation of the renewable energy project and workshop.

#### 1.4.5 Evaluation of Renewable Energy Potential:

- Explore the integration of renewable energy technologies within the overall operational framework of the locomotive and wagon workshop.

#### 1.4.6 Stakeholder Engagement and Public Participation:

- Facilitate meaningful engagement with stakeholders, including local communities, government agencies, and environmental organizations, to gather input and concerns about the project.
- Promote transparency and inclusivity throughout the ESIA process to build community support and trust.

#### 1.4.7 Long-Term Sustainability Considerations:

- Evaluate the long-term sustainability of the proposed development in terms of economic viability, environmental stewardship, and social responsibility.
- Consider potential future impacts of climate change and resource availability on project operations and sustainability.

#### 1.4.8 Knowledge Transfer and Capacity Building:

- Identify opportunities for knowledge transfer and capacity building among local communities



## 1.5 Scope of Work

The project involved a comprehensive Environmental and Social Impact Assessment (ESIA) to evaluate potential environmental and social effects throughout the project lifecycle (construction, operation, decommissioning).

## 1.6 Public Engagement

The project team was committed to open communication with the Arandis community and other relevant stakeholders. Opportunities for public participation include:

- Public meetings
- Comment and response forms
- Dedicated project social media page

## 1.7 Project Timeline

The development is a multi-stage project with an ongoing commitment to community engagement. The current stage focuses on planning and development, including securing permits including the Environmental Clearance Certificate (ECC), conducting the ESIA, and finalizing project designs.

## 1.8 Conclusion

This project has the potential to significantly benefit the Arandis region by:

- Creating job opportunities and stimulating economic growth.
- Promoting a more sustainable future.
- Contributing to Namibia's sustainable development goals.

Afri-Track Namibia Holdings (Pty) Ltd, through the EAP, encourages active participation and feedback from the community.

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## 2 Introduction

This document outlines the details of the Afri-Track Namibia Holdings (Pty) Ltd project, Development of a Net Zero Industrial Park: Environmental Impact Assessment for the Locomotive and Wagon Workshop at Arandis Townlands, Erongo Region, Namibia.

### 2.1 Project Objectives

#### Assessment of Environmental Impacts

- **Construction and Operation Impacts:** Examine potential environmental impacts arising from both the construction and operation phases of the workshop. This includes analyzing waste management, emissions, and resource usage.
- **Environmental Factors:** Evaluate how the workshop may affect local ecosystems, air and water quality, noise levels, and overall environmental health.
- **Mitigation Strategies:** Develop strategies to mitigate identified environmental impacts and enhance positive outcomes.

#### Social Impact Analysis

- **Community Effects:** Investigate potential social impacts on the local community, such as job creation, displacement effects, and changes in land use.
- **Public Perception:** Assess how the workshop might affect community attitudes and quality of life, ensuring that local voices are heard and considered.

#### Mitigation Measures

- **Development of Strategies:** Create detailed strategies to address and minimize both environmental and social impacts associated with the workshop.
- **Monitoring:** Propose systems for ongoing monitoring and management of impacts throughout the workshop's lifecycle.

#### Legal and Regulatory Compliance

- **Regulatory Adherence:** Ensure compliance with national and local environmental regulations and policies.
- **Permits and Approvals:** Identify and secure all necessary permits and approvals required for the workshop's development and operation.

#### Stakeholder Engagement

- **Engagement Process:** Engage with stakeholders, including local communities, governmental bodies, and environmental organizations, to gather input and address concerns.
- **Transparency and Inclusivity:** Maintain transparency throughout the ESIA process and foster inclusive dialogue with all relevant parties.

### Sustainability Considerations

- **Long-Term Sustainability:** Assess the workshop's long-term sustainability, focusing on economic viability, environmental stewardship, and social impact.
  - **Climate and Resource Planning:** Evaluate potential future impacts related to climate change and resource availability.
2. **Knowledge Transfer and Capacity Building**
- **Local Capacity Building:** Identify opportunities to transfer knowledge and build capacity within the local community, ensuring benefits from the workshop's operations.

### Purpose of the ESIA

- **Feasibility and Environmental Integration:** Evaluate the feasibility of integrating the workshop within the broader Net Zero Industrial Park, ensuring it meets environmental and sustainability standards.
- **Strategic Planning:** Confirm the suitability of the site for the workshop and analyze logistical advantages such as rail and road access.
- **Economic and Social Impact:** Analyze the workshop's potential to contribute to economic growth, job creation, and social benefits in the Arandis region.

## 2.2 Project Components and Infrastructure

The Afri-Track Namibia Holdings (Pty) Ltd project will encompass various key components and infrastructure elements:

### 2.2.1 Locomotive and Wagon Workshop

#### Workshop Facilities

- **Maintenance and Repair Areas:** Dedicated spaces for the maintenance, repair, and overhaul of locomotives and wagons.
- **Assembly and Testing:** Areas for the assembly of components and systems, and facilities for testing the performance and safety of locomotives and wagons.

#### Supporting Infrastructure

- **Storage Areas:** Facilities for storing spare parts, tools, and other necessary equipment.
- **Administrative Offices:** Offices for the management and administrative staff overseeing workshop operations.
- **Worker Facilities:** Includes locker rooms, rest areas, and other amenities for workshop personnel.

#### Logistical and Operational Infrastructure

- **Rail Access:** Direct connections to existing rail networks to facilitate the movement of locomotives and wagons in and out of the workshop.
- **Road Access:** Adequate road connections for the delivery of parts and equipment and for transporting finished products.
- **Loading and Unloading Facilities:** Equipment and areas designed for the efficient loading and unloading of materials and vehicles.

### Environmental Management Systems

- **Waste Management:** Systems for handling and disposing of waste products generated during workshop operations, including hazardous materials.
- **Emissions Control:** Technologies and practices to manage and reduce emissions from workshop activities, such as exhaust systems and air filtration.

### Safety and Compliance Features

- **Safety Protocols:** Implementation of safety measures and emergency response plans to protect workers and the environment.
- **Compliance Measures:** Infrastructure and systems in place to ensure adherence to environmental and safety regulations.

### Energy and Resource Efficiency

- **Renewable Energy Integration:** Incorporation of renewable energy sources, such as solar or wind power, to reduce the workshop's carbon footprint.
- **Resource Management:** Efficient use of resources, including water and energy conservation measures.

### Community and Stakeholder Engagement

- **Public Facilities:** Areas for engaging with the community and stakeholders, including visitor centers or information offices.

This section details the various components and infrastructure required for the effective operation of the locomotive and wagon workshop, focusing on maintenance, logistical support, environmental management, safety, and resource efficiency.

## 2.3 Site Selection Process

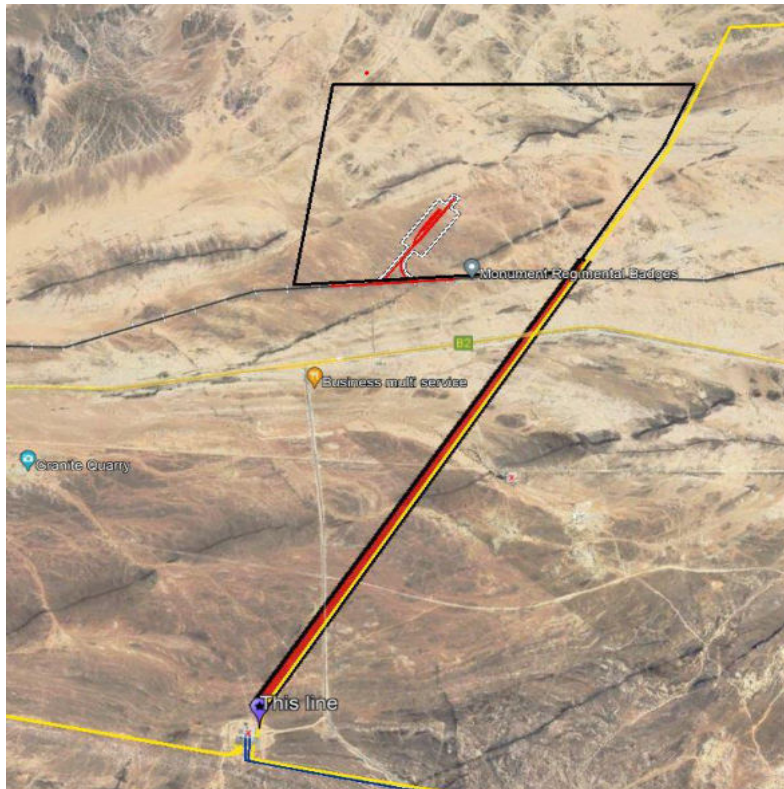
### 2.3.1 Current Land Use and Access

- **Land Zoning:** The site is currently zoned as "undetermined" within the portion of Arandis Townland 170. This zoning status implies that the land use is not yet defined, which may allow for flexibility in its development for industrial purposes.
- **Access:** The site is accessible and can accommodate the infrastructure needs of the workshop and associated facilities.

## 2.3.2 Landowner Support

- **Support:** The Arandis Town Council, as the landowner, has expressed support for the project. This is documented through consent letters and is crucial in facilitating development.
- **Lease Agreement:** An option-to-X and stakeholder feedback.

Figure 1: Site Location in relation to existing landmarks, infrastructure, etc. (Courtesy, Google Maps, ZCN 2024)



## 2.4 Consideration of Alternatives

### 2.4.1 Layout Alternatives

- **Focus:** Refine a single layout within the chosen site to maximize efficiency.
- **Factors Considered:**
  - Specialist input (e.g., avifaunal and biodiversity studies).
  - Stakeholder engagement to address concerns.

### 2.4.2 Access Route Alternatives

- **Assessment:** Evaluate three viable access road options bordering the site.
- **Involvement:**
  - Traffic specialist to assess technical feasibility.
  - Identify the optimal access point considering traffic flow and oversized vehicle constraints.

### 2.4.3 No-Go Alternative

- **Consideration:** Evaluate the implications of not proceeding with the project.

- **Consequences:**
  - Missed opportunities for job creation.
  - Lack of economic development.
  - Absence of clean energy benefits in Namibia.

## 2.5 Project Schedule

The development of the Locomotive and Wagon Workshop within the Net Zero Industrial Park will be executed in a phased approach, each focusing on distinct project milestones:

### Phase 1 (Year 1): Pre-construction Activities

- **Finalize Project Design and Engineering Plans:** Complete the detailed design and engineering for the workshop, ensuring it meets all technical and operational requirements.
- **Obtain Necessary Permits and Approvals:** Secure all relevant permits and approvals, including the Environmental Clearance Certificate (ECC) specific to the workshop.
- **Secure Project Financing:** Finalize funding arrangements to ensure financial resources are in place for the entire construction phase.
- **Pre-qualify and Select Contractors:** Identify and select qualified contractors for the construction and installation phases.

### Phase 2 (Year 2-3): Construction

- **Site Preparation and Groundwork:** Prepare the site, including excavation, grading, and laying the foundation for the workshop.
- **Construction of the Workshop:** Erect the buildings and infrastructure for the locomotive and wagon workshop, including specialized facilities for maintenance and repair.
- **Installation of Utilities and Infrastructure:** Install necessary utilities such as electricity, water, and rail infrastructure critical for the workshop's operation.

### Phase 3 (Year 4): Project Completion and Handover

- **Commissioning and Testing:** Conduct comprehensive testing and commissioning of utilities and workshop systems to ensure everything operates correctly and meets safety standards.
- **Recruitment of Staff:** Hire and train staff required for the workshop's operations.
- **Official Opening Ceremony and Handover:** Host a formal opening event and officially transfer the workshop to the project owner for operational use.

This phased approach ensures a structured development process, addressing each key aspect of the project from planning to operational readiness.

## 2.6 Project Team

The Afri-Track Namibia Holdings (Pty) Ltd Locomotive and Wagon’s Workshop is a complex undertaking requiring expertise from a diverse team. Here's a table outlining some of the key players involved:

<b>Role</b>	<b>Entity</b>	<b>Responsibilities</b>
<b>Project Owner</b>	Afri-Track Namibia Holdings (Pty) Ltd	<ul style="list-style-type: none"> <li>Provides overall direction and management, secures financing, and ensures alignment with Namibia's development goals.</li> </ul>
<b>Lead Engineer</b>	(To Be Appointed)	<ul style="list-style-type: none"> <li>Oversees design and engineering of the workshop, ensuring technical feasibility and regulatory compliance.</li> </ul>
<b>Environmental Consultant</b>	Erongo Consulting Group	<ul style="list-style-type: none"> <li>Conducts ESIA, recommends mitigation measures for environmental and social impacts.</li> </ul>
<b>Locomotive and Wagon Workshop Specialists</b>	(To Be Appointed)	<ul style="list-style-type: none"> <li>Design and construct the workshop, ensuring it meets industry standards for locomotive and wagon refurbishment.</li> </ul>
<b>Construction Contractors</b>	(To Be Selected Through Bidding)	<ul style="list-style-type: none"> <li>Physically construct the workshop, adhering to approved designs, quality standards, and safety regulations.</li> </ul>
<b>Regulatory Bodies</b>	Ministry of Environment and Tourism, Ministry of Mines and Energy, Ministry of Works and Transport	<ul style="list-style-type: none"> <li>Ensure compliance with environmental, energy, and transportation regulations.</li> </ul>
<b>Local Stakeholders</b>	Arandis Community, Businesses	<ul style="list-style-type: none"> <li>Engage with local communities and businesses to address concerns and explore job creation opportunities.</li> </ul>
<b>Financial Institutions</b>	(To Be Announced)	<ul style="list-style-type: none"> <li>Provide financial support for the workshop and conduct due diligence on financial viability.</li> </ul>

By bringing together this team of experts and stakeholders, the Afri-Track Namibia Holdings (Pty) Ltd project has the potential to become a significant contributor to Namibia's clean energy transition, economic development, and job creation.

### 3 Policy, Legal, and Administrative Framework

This chapter outlines the essential policy, legal, and administrative framework that will guide the successful development and operation of the Net Zero Industrial Park: Locomotive and Wagon Workshop at Arandis Townlands, Erongo Region, Namibia. The framework encompasses national and local environmental laws, international standards and guidelines, and any specific requirements of potential financing partner.

#### 3.1 National and Local Environmental Laws

Namibia boasts a well-established legal framework for environmental protection and sustainable development. Here's a breakdown of some key national environmental laws and regulations likely applicable to the Net Zero Industrial Park:

Table 1: Namibian Legislation and Potential Relevance

Legislation	Description	Potential Relevance
<b>Constitution of the Republic of Namibia (Articles 91(c) &amp; 95(I))</b>	Establishes the Ombudsman's role in environmental issues. Mandates the State to promote environmental sustainability and responsible utilization of natural resources.	<ul style="list-style-type: none"> <li>The EIA process should address potential environmental concerns raised by the public through established channels.</li> <li>The project should strive for sustainable practices throughout construction and operation, minimizing environmental impact. This aligns with the constitution's mandate for environmental responsibility.</li> </ul>
<b>Environmental Management Act, 2007 (Act No. 7 of 2007)</b>	Sets principles for environmental decision-making. Requires EIAs for development projects. Promotes public participation in environmental matters.	<ul style="list-style-type: none"> <li>The project will require a comprehensive EIA to assess and mitigate potential environmental and social impacts, following the act's requirements.</li> <li>Public participation opportunities should be provided throughout the EIA process to ensure transparency and address community concerns.</li> </ul>
<b>Atmospheric Pollution Prevention Act, 1976 (Act No. 45 of 1976)</b>	Regulates air pollution prevention and control.	<ul style="list-style-type: none"> <li>Construction dust and potential industrial emissions need to comply.</li> </ul>
<b>Water Act, 1956 (Act No. 54 of 1956)</b>	Governs water resource management and use.	<ul style="list-style-type: none"> <li>Water conservation strategies are crucial in an arid region. May require permits for water usage.</li> </ul>
<b>Waste Management Act, 2000 (Act No. 18 of 2000)</b>	Regulates waste management practices.	<ul style="list-style-type: none"> <li>Construction and operational waste must be handled according to this legislation.</li> </ul>
<b>Parks and Wildlife Management Act, 1975 (Act No. 56 of 1975)</b>	Protects wildlife and designated conservation areas.	<ul style="list-style-type: none"> <li>Depending on the project's location, this act may be relevant to ensure minimal disruption to wildlife and protected habitats.</li> </ul>
<b>Roads Act, 1972 (Act No. 57 of 1972)</b>	Regulates construction and maintenance of roads.	<ul style="list-style-type: none"> <li>Access roads need to be built and maintained according to this act. Traffic impact assessments might be required.</li> </ul>
<b>Building Regulations</b>	Establish standards for construction safety, accessibility, and fire safety.	<ul style="list-style-type: none"> <li>Design and construction need to comply with these regulations to ensure a safe working environment.</li> </ul>



<b>Occupational Health and Safety Act</b>	Ensures a safe working environment for construction workers and park employees.	<ul style="list-style-type: none"> <li>• Crucial for implementing safety protocols during construction and operation to prevent accidents and injuries.</li> </ul>
<b>Labour Act</b>	Outlines employee rights, working conditions, and minimum wage requirements.	<ul style="list-style-type: none"> <li>• The park's employment practices need to comply with labor laws to ensure fair treatment of workers.</li> </ul>
<b>Electricity Act, 2007</b>	Regulates the energy sector in Namibia, including generation, transmission, and distribution of electricity.	<ul style="list-style-type: none"> <li>• Depending on the project's energy sources and potential for on-site generation, compliance with this act might be necessary.</li> <li>• The act may also provide guidance on energy efficiency measures that align with the net zero goal.</li> </ul>
<b>Local Government Act, 1992 (Act No. 23 of 1992)</b>	Defines the powers and functions of local authorities in Namibia.	<ul style="list-style-type: none"> <li>• Consultation with the relevant local authority is crucial throughout the development process to obtain necessary permits and ensure alignment with local zoning regulations.</li> <li>• The local authority may also have a role in facilitating service provision (e.g., waste collection) to the park.</li> </ul>
<b>Road Traffic and Transport Act, 1999 (Act No. 22 of 1999)</b>	Governs the regulation of traffic on public roads, the licensing of drivers, and the registration and licensing of vehicles.	<ul style="list-style-type: none"> <li>• Depending on the transportation of materials or goods within the park, compliance with this act might be necessary for any vehicles used.</li> </ul>
<b>National Transportation Service Holding Company Act, 1998 (Act No. 28 of 1998)</b>	Established the TransNamib - The Namibian Transport Corporation.	<ul style="list-style-type: none"> <li>• Relevant since the project involves using Namibia's railway network for transportation of goods or materials. TransNamib might have regulations or requirements for such use.</li> </ul>

### 3.2 Arandis Town Council's Sustainable Development Framework

Understanding Arandis's specific legislative framework for sustainable development is crucial. This ensures the project aligns with:

- **Zoning regulations:** Verifying the project's location aligns with designated land-use categories for educational institutions.
- **Long-term development vision:** Assessing the project's harmony with Arandis's long-term goals for sustainable growth.
- **Local governance procedures:** Following established processes for project approval and collaboration with the Town of Arandis.

*Table 2: Arandis Municipal Specific Legislation*

Legislation	Description	Potential Relevance to the Project	Action Items
<b>Arandis Town Planning Scheme</b>	This scheme outlines zoning regulations and land-use designations within Arandis Townlands	The project's location should be compliant with the zoning designated for the development (institutional use in this case).	<ul style="list-style-type: none"> <li>• Verify project site zoning compliance through the Arandis Town Council</li> </ul>
<b>The Strategic Plan (2019 –</b>	This plan provides a long-term vision for Arandis,	The project should be assessed for its alignment	<ul style="list-style-type: none"> <li>• Evaluate the project against the goals and objectives</li> </ul>

<b>2024) - Arandis Town Council</b>	including infrastructure, land use, and social development goals.	with the structure plan's vision and objectives.	outlined in the Strategic Plan (2019 – 2024) - Arandis Town Council
<b>Local Authorities Act, 1992 (Act No. 23 of 1992)</b>	Defines the powers and functions of local authorities in Namibia. Establishes legal framework for Arandis Town Council's involvement (e.g., issuing building permits).	This act outlines procedures for development applications and approvals. Consultation and collaboration with the Town Council on various project aspects might be required, potentially including adherence to aesthetics guidelines.	<ul style="list-style-type: none"> <li>Familiarize with development application procedures established by the Town Council.</li> <li>Initiate contact with the Town Council to discuss project details and potential consultation requirements, including architectural design.</li> </ul>

### 3.3 Regional Considerations: Expanding the Project's Impact

The Development of a Net Zero Industrial Park can extend its positive impact beyond Namibia by considering the Southern African context. Here's an exploration of key regional frameworks and protocols:

Table 3: Regional Consideration

Institution/Protocol	Description	Potential Relevance
<b>Development Bank of Southern Africa (DBSA)</b>	Provides financial support for development projects in Southern Africa.	<ul style="list-style-type: none"> <li><b>DBSA Frameworks:</b> The DBSA has established Environmental and Social Safeguard Policies that set requirements for projects they finance.</li> <li>These policies address issues like environmental and social impact assessments, stakeholder engagement, and labor practices.</li> <li>The project's development process should ensure compliance with these safeguard policies.</li> </ul>
<b>SADC Protocol on Environment and Sustainable Development (2002)</b>	Emphasizes environmental protection and sustainable development practices within the region.	<ul style="list-style-type: none"> <li>The project's environmental impact assessment (EIA) should demonstrate its commitment to aligning with SADC's environmental sustainability goals.</li> <li>This might include considerations for water conservation, waste management, energy efficiency, and potential impacts on local ecosystems.</li> </ul>

### 3.4 International Considerations: Expanding the Project's Global Impact

The Development of a Net Zero Industrial Park has the potential to transcend national borders by embracing a wider international context. Here's an exploration of key institutions, agreements, and frameworks that can shape the project's approach:

Table 4: United Nations (UN) - SDGs

Category	Institution/Agreement	Description	Potential Relevance
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<b>International Institutions</b>	United Nations (UN) - SDGs	A global blueprint for sustainable development.	<p>The project's design and operation should strive to align with relevant SDGs, particularly:</p> <ul style="list-style-type: none"> <li>• <b>SDG 7:</b> Affordable and Clean Energy</li> <li>• <b>SDG 8:</b> Decent Work and Economic Growth</li> <li>• <b>SDG 9:</b> Industry, Innovation and Infrastructure</li> <li>• <b>SDG 12:</b> Responsible Consumption and Production</li> <li>• <b>SDG 13:</b> Climate Action</li> </ul>
			<ul style="list-style-type: none"> <li>• Prioritize renewable energy sources and energy-efficient technologies.</li> <li>• Create sustainable jobs and promote responsible business practices.</li> <li>• Foster innovation in clean technologies and sustainable industrial practices.</li> <li>• Encourage sustainable waste management and resource use.</li> <li>• Minimize greenhouse gas emissions.</li> </ul>
<b>International Agreements</b>	Rio Declaration on Environment and Development (1992)	Emphasizes sustainable development principles.	<p>The project's EIA should demonstrate commitment to these principles, focusing on:</p> <ul style="list-style-type: none"> <li>• Responsible resource use.</li> <li>• Environmental protection throughout the park's lifecycle.</li> </ul>
	United Nations Framework Convention on Climate Change (UNFCCC) (1992)	Combats climate change.	<p>The project's design and construction should consider:</p> <ul style="list-style-type: none"> <li>• Energy efficiency.</li> </ul>
	Multilateral Environmental Agreements (MEAs)	Depending on specific industries within the park, compliance with relevant MEAs might be necessary (e.g., Montreal Protocol, Basel Convention).	<ul style="list-style-type: none"> <li>• Maximizing use of renewable energy sources (aligns with Zero Carbon Namibia's wind and solar project).</li> <li>• Minimizing greenhouse gas emissions.</li> </ul>
<b>International Partnerships</b>	Collaboration with international research institutions	Foster innovation in clean technologies and sustainable industrial practices relevant to the park's focus.	
	Knowledge sharing with developing countries	The Net Zero Industrial Park can serve as a model for sustainable development, offering opportunities to share knowledge and expertise.	

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## 4 Net Zero Industrial Park Project Phases and Timelines

This chapter outlines the key stages, milestones, and estimated durations for developing the Locomotive and Wagon Workshop within the Net Zero Industrial Park. The project is planned to support efficient operations while minimizing environmental impact. The timelines provided will guide stakeholders through the project's progression, from initial planning through to construction and operational readiness.

### 4.1 Project Phases

The project lifecycle for the Locomotive and Wagon Workshop can be divided into distinct phases, each with specific deliverables and benchmarks:

#### 4.1.1 Pre-Development (Months 1-6)

- **Finalize Scoping Study:** Incorporate technical, social, and economic data.
- **Conduct Environmental Impact Assessment (EIA):** Evaluate potential environmental impacts and propose mitigation measures.
- **Obtain Permits and Approvals:** Secure all necessary regulatory permissions.
- **Develop Project Design and Engineering Plans:** Complete detailed plans for workshop design and infrastructure.

#### 4.1.2 Development (Months 7-24)

- **Prepare Construction Site:** Clear and prepare the site for construction activities.
- **Construct Workshop Infrastructure:** Build the facilities for locomotive and wagon maintenance, including workshop space, equipment installation, and storage areas.
- **Implement Quality Control and Inspection Procedures:** Ensure that construction adheres to design specifications and quality standards.

#### 4.1.3 Post-Construction (Months 25-30)

- **Test and Commission Workshop Systems:** Verify that all systems and equipment function correctly.
- **Establish Operational Procedures:** Develop and implement procedures for workshop operations.
- **Launch and Initiate Operations:** Officially open the workshop and commence operations.

### Important Considerations

- **Duration Estimates:** The listed durations are approximate and may vary based on project complexity, funding, and unforeseen issues.
- **Buffer Periods:** Include buffer periods in the schedule to accommodate potential delays.
- **Critical Path Method (CPM):** Develop a CPM schedule to identify key tasks and dependencies for timely completion.

- **Regular Monitoring:** Continuously monitor progress and update the schedule to address any deviations proactively.

## 4.2 Project Management Tools

Effective project management tools will be crucial for tracking progress and ensuring successful delivery. Software such as Gantt charts or Primavera P6 will be used to:

- Visualize the project timeline.
- Track progress and resource allocation.
- Identify and address potential issues promptly.

By adhering to this structured project plan and timeline, the Locomotive and Wagon Workshop can be developed efficiently, supporting the broader goals of the Net Zero Industrial Park and contributing to the region's industrial capabilities.

## 5 Locomotive and Wagon Workshop

### 5.1 Project Overview

Afri-Track Namibia Holdings (Pty) Ltd, trading as Zero Carbon Namibia, is leading the development of a modern Locomotive and Wagon Workshop in Arandis Townlands, approximately 46 km northeast of Swakopmund and 65 km west of Usakos in the Erongo region of Namibia. The facility will be located at approximately 22.4186° S, 14.9756° E, strategically positioned along major rail and road networks for optimal logistical efficiency. This workshop is a crucial part of the broader **Net Zero Industrial Park** project, focusing on converting diesel locomotives to hydrogen-powered systems, thereby advancing Namibia's goals for carbon reduction and sustainable development in the logistics sector.

### 5.2 Location and Proximity to Key Infrastructure

The workshop's location offers proximity to essential infrastructures for ease of transportation, hydrogen fuel distribution, and industrial activities:

- **Swakopmund (46 km to the west)** – Access to skilled labour, coastal logistics, and industrial resources.
- **Walvis Bay Port (70 km to the southwest)** – Key for exporting hydrogen and facilitating logistics.
- **Usakos (65 km to the east)** – Central railway hub that ensures integration with Namibia's transportation network.
- **Arandis Town (10.1 km)** - Access to skilled labor, inland logistics, and industrial resources, as well as administrative and municipal support
- **Rossing Uranium Mine (32.6 km)** - from Rosing Mine,

This location leverages Namibia's arid landscape, minimizing environmental disruption and enhancing the efficiency of clean energy projects.

### 5.3 Infrastructure and Facilities

The **Locomotive and Wagon Workshop** will feature several advanced infrastructures designed for hydrogen-powered locomotives and wagons:

- **Maintenance Bays:** Equipped with cutting-edge machinery for locomotive disassembly, testing, and hydrogen fuel system retrofitting. The materials used will include reinforced concrete, steel structures, and noise/temperature insulation.
- **Hydrogen Refueling Stations:** Infrastructure for hydrogen fuel storage, compression, and distribution, adhering to strict safety standards. Materials used will include stainless steel for pipelines and carbon steel tanks for storage.
- **Hydrogen Storage Facilities:** Safe storage units for hydrogen fuel, employing advanced cryogenic and high-pressure systems, with energy sourced from adjacent solar PV and wind energy plants within the industrial park.
- **Administrative Offices:** Offices for engineers, safety personnel, and operational staff, including control rooms for workshop operations and hydrogen management.
- **Safety Systems:** Emergency response facilities, including fire suppression systems and hydrogen leak detectors, to ensure safe operations.

- **Electricity Generation and Backup Systems:** Renewable energy from solar and wind, supplemented by diesel generators and battery storage systems, will provide a reliable power supply.
- **Water and Wastewater Treatment Facilities:** Systems for recycling water used in operations and adhering to **Zero Liquid Discharge (ZLD)** principles.
- **Logistics and Access Roads:** High-standard access roads and direct rail links for seamless transport of materials, goods, and hydrogen-powered locomotives.

#### 5.4 Construction Phase

The construction of the workshop will follow eco-friendly practices with a focus on sustainability and resource efficiency:

- **Materials and Structures:** Foundations and structures will be built using reinforced concrete and steel frames for durability. Eco-friendly materials will be utilized to minimize environmental impact.
- **Energy Systems:** The workshop will integrate **solar panels** and **wind turbines** to meet its energy needs, reducing reliance on external energy sources.
- **Environmental Controls:** Measures will be in place to control dust, noise, and other environmental impacts during the construction phase.

#### 5.5 Operations and Energy Efficiency

During operations, the workshop will focus on refurbishing and converting diesel locomotives into hydrogen-powered systems. The facility will implement several energy-efficient practices:

- **Energy Recovery Systems:** Designed to recycle heat generated during operations, reducing energy consumption.
- **Smart Grid Systems:** The workshop will utilize advanced energy management systems to prioritize the use of renewable energy from solar and wind sources.

#### 5.6 Decommissioning Phase

At the end of its lifecycle, the workshop will undergo a decommissioning phase designed to minimize environmental disruption and ensure responsible disposal:

- **Equipment Removal:** All machinery, tools, and infrastructure will be safely dismantled, with materials disposed of in an environmentally responsible manner.
- **Site Restoration:** The site will be restored to its natural state, with careful attention paid to rehabilitating any areas affected during the workshop's operation.
- **Regulatory Compliance:** Throughout the decommissioning process, adherence to safety, environmental, and regulatory guidelines will remain a top priority.

#### 5.7 Comparative Advantage and Global Positioning

In comparison to other global locomotive workshops, the Arandis facility stands out due to its reliance on **Namibia's abundant solar and wind energy**, positioning it ahead of facilities such

as the **Rostov Locomotive Workshop in Russia**, which relies on conventional power sources. Moreover, its proximity to **Walvis Bay Port** provides Namibia with a competitive edge in exporting hydrogen fuel, establishing the country as a leader in green hydrogen development.

Figure 2: Locomotive and Wagon Workshop, Rostov, Russia Federation



## 5.8 Environmental and Social Impact Overview

The workshop will prioritize environmental sustainability and social impact, focusing on:

- **Air Quality:** Hydrogen fuel will dramatically reduce emissions of nitrogen oxides (NOx) and carbon dioxide (CO2), contributing to cleaner air.
- **Water Conservation:** Water recycling systems will be crucial in Namibia's arid climate, minimizing water consumption and waste.
- **Soil and Vegetation:** Efforts will be made to minimize habitat disruption during construction, and post-operation restoration will focus on rehabilitating disturbed areas.
- **Noise and Visual Impact:** Noise levels will be monitored, and the facility will be designed to blend into the landscape, reducing visual disruption.
- **Community Benefits:** The workshop will provide employment opportunities, skills development, and contribute to the economic growth of Arandis and the surrounding regions.



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## 6 Baseline Environmental and Social Conditions

This chapter of the Environmental and Social Impact Assessment (ESIA) Report provides an in-depth analysis of the baseline environmental and social conditions at the proposed development site in Arandis, Namibia, and the broader Erongo Region. Establishing these baseline conditions is vital for evaluating the project's potential impacts and crafting effective mitigation strategies in subsequent chapters. The assessment encompasses a wide range of environmental and social factors, ensuring a comprehensive understanding of the current state of the project area.

### 6.1 Environmental Conditions

#### 6.1.1 Climate and Meteorology

- **Arandis:** Arandis experiences a semi-arid climate characterized by low rainfall, high evaporation rates, and significant temperature fluctuations. The average annual rainfall is approximately 80 mm, and temperatures can range from 5°C during winter nights to 40°C during summer days.
- **Erongo Region:** The broader Erongo Region has similar climatic conditions, with coastal areas experiencing milder temperatures due to the Atlantic Ocean's moderating influence. Inland areas, including Arandis, tend to be hotter and drier. The average annual rainfall in the region varies from 20 mm along the coast to 200 mm inland.

Table 5: Climate Characteristics of Arandis and the Erongo Region, Namibia

Climate Aspect	Arandis	Erongo Region
Average Annual Rainfall	80 mm	20-200 mm
Temperature Range	5°C to 40°C	Coastal: 10°C to 25°C, Inland: 5°C to 40°C
Humidity	Low	Coastal: Moderate, Inland: Low

#### 6.1.2 Air Quality

**Arandis:** The current air quality in Arandis is generally good due to low industrial activity and a sparse population. Baseline air quality measurements provide a benchmark to monitor any changes resulting from the development of the industrial park, particularly in terms of particulate matter, nitrogen oxides, and other potential pollutants.

**Erongo Region:** The Erongo Region also enjoys relatively good air quality, particularly in less industrialized areas. Coastal areas benefit from clean ocean air, while inland areas are subject to dust and particulate matter, especially during the dry season.

#### 6.1.3 Geology and Soils

**Arandis:** The geology of the Arandis area includes various rock formations such as schists, quartzites, and granites. Soil types range from sandy soils to rocky outcrops, influencing construction practices and site stability.

**Erongo Mountains:** Further east, the landscape transitions dramatically. The Erongo Mountains were formed hundreds of millions of years ago through volcanic activity and subsequent

erosion. The remnants of this ancient volcanic activity are evident in the rugged peaks and exposed rock formations of the Erongo Range.

*Figure 3: Erongo Mountains, Erongo Region, Namibia (Courtesy: Erongo Consulting Group, 2024)*



**Erongo Region:** The Erongo Region is geologically diverse, featuring the Namib Desert's iconic sand dunes, coastal plains, and rugged mountains. The soil types vary significantly, with fertile soils found in river valleys and more arid, less fertile soils dominating the inland desert areas.

*Figure 4: Arandis Coastal Plain, Arandis occupies a relatively young geological feature*



Figure 5: Arandis Coastal Plains, Courtesy: Institute of Impact Sciences, 2024



Table 6: Geological Characteristics of Arandis and Erongo Region

Geology Aspect	Arandis	Erongo Region
Rock Formations	Schists, Granites	Quartzites, Namib Desert Sand Dunes, Coastal Plains
Soil Types	Sandy Soils, Rocky Outcrops	Fertile River Valley Soils, Arid Desert Soils

#### 6.1.4 Water Resources

**Arandis:** Arandis has limited water resources, with groundwater being the primary source of water for the community and potential industrial use. Baseline studies assessed the quantity and quality of groundwater, as well as the availability of surface water sources, to ensure sustainable water management practices are implemented.

**Erongo Region:** The region relies heavily on groundwater and occasional surface water sources. The Omaruru River is a significant water source, albeit intermittent. Desalination plants along the coast, such as the one near Swakopmund, supplement water supply.

Table 7: Water Resources of Arandis and Erongo Region

Water Resource	Arandis	Erongo Region
Primary Source	Groundwater	Groundwater, Surface Water, Desalination Plants
Major Water Bodies	None	Omaruru River

### 6.1.5 Flora and Fauna

**Arandis:** The Arandis region hosts a variety of plant and animal species adapted to the arid environment. Baseline ecological surveys identified key species and habitats, including any endangered or protected species, to develop conservation strategies and minimize habitat disruption.

**Erongo Region:** The broader Erongo Region is home to unique flora and fauna, including the *Welwitschia mirabilis*, a plant endemic to the Namib Desert. Wildlife includes oryx, springbok, and various bird species. Coastal areas support marine life and bird colonies.

Table 8: Biodiversity of Arandis and Erongo Region

Biodiversity Aspect	Arandis		Erongo Region
<b>Key Plant Species</b>	Various Plants	Arid-Adapted	<i>Welwitschia mirabilis</i> , Coastal Flora
<b>Key Animal Species</b>	Various Animals	Arid-Adapted	Oryx, Springbok, Various Birds

## 6.2 Social Conditions

### 6.2.1 Demographics

**Arandis:** Arandis has a small, close-knit community with a population of approximately 5,000 people. The population is diverse, with various ethnic groups represented. The town's demographics include a mix of ages, with a significant proportion of young people.

**Erongo Region:** The Erongo Region has a population of around 150,000 people, with major towns including Swakopmund, Walvis Bay, and Omaruru. The population is diverse, with significant ethnic and cultural diversity. The region has seen population growth due to its economic opportunities.

Table 9: Biodiversity of Arandis and Erongo Region, Namibia

Demographic Aspect	Arandis	Erongo Region
Population	~5,000	~150,000
Major Towns	Arandis	Swakopmund, Walvis Bay, Omaruru
Ethnic Diversity	High	High

### 6.2.2 Economic Activity

**Arandis:** The local economy of Arandis primarily revolves around mining and small-scale agriculture. Baseline economic assessments examined employment rates, income levels, and economic dependencies to evaluate how the industrial park can contribute to local economic development.

Figure 6; Sign Welcoming visitors to Husab Mine, near Arandis Town Council



Figure 7: Arandis Town Fish Shop



Figure 8: Dantago Clothing, Garment factory that closed in 2014



**Erongo Region:** The economy of the Erongo Region is diverse, with key sectors including mining, fishing, tourism, and agriculture. The region is known for its uranium mines near Arandis and the bustling port of Walvis Bay. Tourism is also a significant contributor, with attractions such as the Namib Desert and Skeleton Coast.

Table 10: Economic Aspects of Arandis and Erongo Region, Namibia

Economic Aspect	Arandis	Erongo Region
Key Sectors	Mining, Small-Scale Agriculture	Mining, Fishing, Tourism, Agriculture
Major Industries	Uranium Mining	Uranium Mines, Port of Walvis Bay

### 6.2.3 Infrastructure and Services

**Arandis:** Existing infrastructure in Arandis includes basic amenities such as roads, electricity, water supply, and healthcare services. The town is connected by a tarred road to Swakopmund and Walvis Bay. Infrastructure assessments determine the capacity to support the new industrial park and identify any necessary upgrades.

**Erongo Region:** The Erongo Region boasts relatively well-developed infrastructure. Key infrastructure includes:

- **Road Network:** Extensive road network with major highways connecting towns.
- **Airports:** Walvis Bay Airport and Swakopmund Airport provide regional and international connectivity.
- **Railway:** The railway line connects Walvis Bay to the rest of Namibia, facilitating cargo transport.
- **Ports:** Walvis Bay is the principal port, handling significant maritime traffic.
- **Utilities:** Well-established utilities infrastructure supports economic activities.



Figure 9: Arandis Airport, Coordinates: 22°27'44"S 14°58'48"E



Table 11: Infrastructure Aspects of Arandis and Erongo Region

Infrastructure Aspect	Arandis	Erongo Region
Roads	Basic, connected to main towns	Extensive network

Airports	yes	Walvis Bay, Swakopmund
Railway	yes	Connected to national network
Ports	None	Walvis Bay
Utilities	Basic amenities	Well-established

#### 6.2.4 Cultural Heritage

**Arandis:** Arandis and its surroundings may have cultural and historical sites of significance. Baseline cultural heritage studies didn't identify any such sites on the identified site and its immediate environments. However, should any sites get discovered to ensure they are preserved and respected during the development process.

**Erongo Region:** The Erongo Region is rich in cultural heritage, with historical sites, traditional communities, and significant archaeological finds. Rock art sites and colonial-era architecture in towns like Swakopmund are notable.

Table 12: Cultural Aspects of Arandis and Erongo Region

Cultural Aspect	Arandis	Erongo Region
Key Sites	Colonial architecture	Rock Art Sites, Colonial Architecture

#### 6.2.5 Community Health and Safety

**Arandis:** Baseline health assessments will identify prevailing health conditions and risks within the community. Understanding the current health status and safety concerns will help mitigate any potential health impacts associated with the industrial park.

**Erongo Region:** The health infrastructure in the Erongo Region includes hospitals and clinics in major towns. Common health issues are related to respiratory conditions due to dust, and access to healthcare varies across the region.

Table 13: Health Aspects of Arandis and Erongo Region

Health Aspect	Arandis	Erongo Region
Health Infrastructure	Limited healthcare facilities, with basic services available	Hospitals and clinics in major towns, including Swakopmund and Walvis Bay
Common Health Issues	Respiratory conditions, waterborne diseases	Respiratory conditions, communicable diseases, access disparities

Table 14: Impact of Uranium Mining on Health

Impact	Description
<b>Radiation Exposure</b>	Increases risk of lung cancer and respiratory diseases due to inhalation of radon gas and uranium dust particles.
<b>Contamination of Water Sources</b>	Leads to heavy metals and radioactive substances entering water sources, causing kidney damage, gastrointestinal issues, and increased cancer risks.
<b>Dust and Particulate Matter</b>	Generates dust that can carry radioactive particles, causing respiratory issues and increasing the risk of diseases like silicosis and chronic bronchitis.

<b>Chemical Exposure</b>	Hazardous substances from uranium extraction can enter the environment, affecting health if they contaminate food or water supplies.
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### 6.2.6 Summary of Baseline Conditions

The baseline environmental and social conditions in Arandis and the Erongo Region present a comprehensive understanding of the existing environment and communities. This information serves as a critical foundation for assessing potential impacts from the proposed Net Zero Industrial Park project.

Table 15: Summary of Baseline Environmental Conditions

<b>Environmental Aspect</b>	<b>Arandis</b>	<b>Erongo Region</b>
Climate	Semi-arid, 80 mm rainfall	Varies, 20-200 mm rainfall
Air Quality	Generally good, low industrial activity	Generally good, coastal areas benefit from ocean air
Geology	Schists, quartzites, granites	Diverse, including Namib Desert and coastal plains
Water Resources	Limited groundwater	Groundwater and surface sources, desalination
Flora	Arid-adapted species	Unique species, including Welwitschia
Fauna	Various arid-adapted animals	Oryx, springbok, marine life

Table 16: Summary of Baseline Social Conditions

<b>Social Aspect</b>	<b>Arandis</b>	<b>Erongo Region</b>
Population	~5,000	~150,000
Economic Activity	Mining, agriculture	Mining, fishing, tourism
Infrastructure	Basic amenities	Well-developed roads, airports, railways
Cultural Heritage	To be identified	Rich in historical and cultural sites
Community Health	Limited facilities	Hospitals and clinics, access disparities

## 6.3 Conclusion

Understanding the baseline environmental and social conditions is essential for evaluating the potential impacts of the Net Zero Industrial Park project. This chapter has provided a detailed overview of the existing conditions in Arandis and the broader Erongo Region, highlighting the key environmental factors and social dynamics that will influence project planning and implementation.

By establishing a comprehensive baseline, the project can develop targeted mitigation strategies to minimize negative impacts and enhance positive outcomes for the community and the environment. Further assessments and stakeholder consultations will be vital in refining these strategies and ensuring that the development is both sustainable and beneficial for the local population.



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## 7 Environmental and Social Impact Assessment (ESIA) for the Locomotive and Wagon Workshop

The Net Zero Industrial Park, a pioneering initiative in Arandis, Namibia, presents a unique opportunity to integrate renewable energy into industrial operations. The Locomotive and Wagon Workshop, a key component of the park, is being developed by Afri-Track Namibia Holdings with a strong focus on sustainability. This chapter details the Environmental and Social Impact Assessment (ESIA), which evaluates the potential environmental effects of the project and explores strategies for minimizing its ecological footprint.

This chapter provides a detailed overview of the ESIA process, including the methodology employed, specific location and environmental setting, impact prediction, and mitigation measures.

### 7.1 Impact Assessment Methodology

The ESIA for the Locomotive and Wagon Workshop adopts a systematic methodology aligned with international best practices and Namibian environmental regulations. This approach ensures a comprehensive assessment of potential impacts and the development of effective mitigation measures.

#### 7.1.1 Scoping

The scoping phase involved identifying key environmental and social aspects that require in-depth investigation. This included:

Table 17: Scoping Process Stages

Stage	Activities
<b>Stakeholder Identification and Engagement</b>	<ul style="list-style-type: none"><li>Identify relevant stakeholders, gather their concerns and interests.</li></ul>
<b>Initial Project Description</b>	<ul style="list-style-type: none"><li>Develop a preliminary project description, outline scope, objectives, and potential activities.</li></ul>
<b>Potential Impact Identification</b>	<ul style="list-style-type: none"><li>Identify potential environmental and social impacts based on the project description and stakeholder input.</li></ul>
<b>Impact Significance Assessment</b>	<ul style="list-style-type: none"><li>Evaluate the significance of identified impacts, prioritize for further analysis.</li></ul>
<b>Scoping Report Preparation</b>	<ul style="list-style-type: none"><li>Document the scoping process, prepare a scoping report outlining key issues.</li></ul>

### 7.1.2 Baseline Studies

These baseline studies provided a thorough understanding of the current environmental and social conditions in the project area. They served as a reference point for evaluating potential impacts and creating effective solutions. We collected detailed information on the environment and society to support this analysis.

Table 18: Baseline Studies

<b>Baseline Study</b>	<b>Objectives</b>	<b>Methods</b>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>Assess biodiversity, identify sensitive species, and evaluate habitat conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Field surveys, vegetation analysis, wildlife monitoring.</li> </ul>
<b>Hydrology</b>	<ul style="list-style-type: none"> <li>Evaluate water quality, usage patterns, and resource availability.</li> </ul>	<ul style="list-style-type: none"> <li>Water sampling, hydrological modeling, assessment of water sources.</li> </ul>
<b>Socioeconomics</b>	<ul style="list-style-type: none"> <li>Analyze demographics, employment patterns, cultural heritage, and land use in the project area.</li> </ul>	<ul style="list-style-type: none"> <li>Census data, interviews, community surveys, land use mapping.</li> </ul>
<b>Climate</b>	<ul style="list-style-type: none"> <li>Collect data on local climate conditions, including temperature, rainfall, and wind patterns.</li> </ul>	<ul style="list-style-type: none"> <li>Meteorological records, climate modeling.</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Assess current land use patterns and zoning regulations in the project area.</li> </ul>	<ul style="list-style-type: none"> <li>Land use maps, interviews with local authorities.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Measure existing noise levels in the project area and surrounding communities.</li> </ul>	<ul style="list-style-type: none"> <li>Noise monitoring equipment, sound level measurements.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>Assess baseline air quality levels, including particulate matter, ozone, and other pollutants.</li> </ul>	<ul style="list-style-type: none"> <li>Air quality monitoring stations, data analysis.</li> </ul>
<b>Soil</b>	<ul style="list-style-type: none"> <li>Evaluate soil quality, composition, and potential for erosion.</li> </ul>	<ul style="list-style-type: none"> <li>Soil sampling, laboratory analysis, erosion assessment.</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Identify and assess any cultural or historical sites within the project area.</li> </ul>	<ul style="list-style-type: none"> <li>Archaeological surveys, consultation with cultural heritage experts.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>Evaluate existing infrastructure, including roads, power lines, and water supply systems.</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure surveys, mapping.</li> </ul>

### 7.1.3 Environmental Scanning

The table below outlines the key environmental factors considered during the environmental scanning process for the Locomotive and Wagon Workshop, along with their corresponding objectives and methods. By analyzing these factors, the project team gained a comprehensive understanding of the existing environmental conditions and identify potential constraints or opportunities.

Table 19: key environmental factors

<b>Environmental Factor</b>	<b>Objectives</b>	<b>Methods</b>
<b>Climate</b>	<ul style="list-style-type: none"> <li>Assess prevailing climatic conditions and potential impacts on the project.</li> </ul>	<ul style="list-style-type: none"> <li>Meteorological data analysis, historical records, climate modeling.</li> </ul>
<b>Geology</b>	<ul style="list-style-type: none"> <li>Identify geological features that may affect construction or operations.</li> </ul>	<ul style="list-style-type: none"> <li>Geological maps, field surveys, soil analysis.</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Evaluate current land use patterns and potential conflicts with the project.</li> </ul>	<ul style="list-style-type: none"> <li>Land use maps, satellite imagery, field observations.</li> </ul>
<b>Water Resources</b>	<ul style="list-style-type: none"> <li>Assess water availability, quality, and potential impacts on local water sources.</li> </ul>	<ul style="list-style-type: none"> <li>Hydrological data analysis, water quality testing, assessment of groundwater resources.</li> </ul>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>Identify sensitive ecosystems and species that may be affected by the project.</li> </ul>	<ul style="list-style-type: none"> <li>Ecological surveys, species inventories, habitat assessments.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>Evaluate baseline air quality levels and potential impacts of the project.</li> </ul>	<ul style="list-style-type: none"> <li>Baseline air quality measurements, historical data analysis.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Assess existing noise levels and potential noise impacts from the project.</li> </ul>	<ul style="list-style-type: none"> <li>Baseline noise level measurements, traffic data analysis.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>Evaluate existing infrastructure and identify potential requirements for the project.</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure mapping, assessment of utility networks.</li> </ul>
<b>Regulatory Framework</b>	<ul style="list-style-type: none"> <li>Identify relevant environmental and land use regulations that may affect the project.</li> </ul>	<ul style="list-style-type: none"> <li>Review of relevant regulations, consultation with regulatory authorities.</li> </ul>
<b>Community Perceptions</b>	<ul style="list-style-type: none"> <li>Understand community concerns and preferences regarding the project.</li> </ul>	<ul style="list-style-type: none"> <li>Public surveys, interviews, focus groups.</li> </ul>

#### 7.1.4 Desktop Review

This table outlines the key documents and sources considered during the desktop review for the Locomotive and Wagon Workshop. By analyzing these materials, the project team can gain valuable insights into potential impacts, regulatory requirements, and best practices.

Table 20: Desktop Review

<b>Document Type</b>	<b>Purpose</b>	<b>Sources</b>
<b>Environmental Impact Assessments (EIAs)</b>	<ul style="list-style-type: none"> <li>Identify potential impacts from similar projects, learn from best practices.</li> </ul>	<ul style="list-style-type: none"> <li>Government agencies, research institutions, industry publications.</li> </ul>
<b>Regulatory Frameworks</b>	<ul style="list-style-type: none"> <li>Understand applicable environmental and land use regulations.</li> </ul>	<ul style="list-style-type: none"> <li>Government agencies, legal databases.</li> </ul>

<b>Previous Studies</b>	<ul style="list-style-type: none"> <li>Identify relevant studies on the project area, related industries, or similar developments.</li> </ul>	<ul style="list-style-type: none"> <li>Academic journals, government reports, industry publications.</li> </ul>
<b>Stakeholder Reports</b>	<ul style="list-style-type: none"> <li>Gather information on stakeholder concerns and interests.</li> </ul>	<ul style="list-style-type: none"> <li>Community groups, NGOs, government agencies.</li> </ul>
<b>Historical Data</b>	<ul style="list-style-type: none"> <li>Analyze historical trends in environmental conditions and social factors.</li> </ul>	<ul style="list-style-type: none"> <li>Government agencies, research institutions, historical records.</li> </ul>
<b>Expert Opinions</b>	<ul style="list-style-type: none"> <li>Seek advice from experts in relevant fields (e.g., ecology, hydrology, sociology).</li> </ul>	<ul style="list-style-type: none"> <li>Academic institutions, consulting firms.</li> </ul>

### 7.1.5 Literature Review

The table below outlines the key topics considered during the literature review for the Locomotive and Wagon Workshop. By analyzing these sources, the project team gained valuable insights into potential impacts, best practices, and relevant research findings.

Table 21: Key topics considered during the literature review

Topic	Sources
<b>Locomotive and Wagon Workshops</b>	<ul style="list-style-type: none"> <li>Academic journals, industry reports, case studies.</li> </ul>
<b>Environmental Impacts of Industrial Facilities</b>	<ul style="list-style-type: none"> <li>Environmental science research, case studies, regulatory guidance.</li> </ul>
<b>Renewable Energy Integration in Industrial Processes</b>	<ul style="list-style-type: none"> <li>Technical literature, case studies, policy analysis.</li> </ul>
<b>Sustainable Transportation</b>	<ul style="list-style-type: none"> <li>Transportation research, policy analysis, case studies.</li> </ul>
<b>Community Development and Engagement</b>	<ul style="list-style-type: none"> <li>Social science research, case studies, best practices.</li> </ul>
<b>Environmental Management Systems</b>	<ul style="list-style-type: none"> <li>Environmental management standards, case studies, best practices.</li> </ul>
<b>Risk Assessment and Management</b>	<ul style="list-style-type: none"> <li>Risk management frameworks, case studies, best practices.</li> </ul>
<b>Climate Change Adaptation</b>	<ul style="list-style-type: none"> <li>Climate science research, adaptation strategies, case studies.</li> </ul>

### 7.1.6 Field Surveys

This table outlines the key field survey types conducted for the Locomotive and Wagon Workshop, along with their objectives and methods. These surveys provided valuable data on the existing environmental conditions and help identify potential impacts of the project.

Table 22: Key Field Survey Types

Field Survey Type	Objectives	Methods
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<b>Ecological Surveys</b>	<ul style="list-style-type: none"> <li>Assess biodiversity, identify sensitive species, and evaluate habitat conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Transect surveys, quadrat sampling, wildlife observations, vegetation analysis.</li> </ul>
<b>Hydrological Surveys</b>	<ul style="list-style-type: none"> <li>Evaluate water quality, usage patterns, and resource availability.</li> </ul>	<ul style="list-style-type: none"> <li>Water sampling, streamflow measurements, groundwater monitoring.</li> </ul>
<b>Land Use Surveys</b>	<ul style="list-style-type: none"> <li>Map existing land use patterns and identify potential conflicts with the project.</li> </ul>	<ul style="list-style-type: none"> <li>Land use mapping, field observations, interviews with local stakeholders.</li> </ul>
<b>Noise Surveys</b>	<ul style="list-style-type: none"> <li>Measure existing noise levels in the project area and surrounding communities.</li> </ul>	<ul style="list-style-type: none"> <li>Noise monitoring equipment, sound level measurements.</li> </ul>
<b>Air Quality Surveys</b>	<ul style="list-style-type: none"> <li>Assess baseline air quality levels and potential sources of pollution.</li> </ul>	<ul style="list-style-type: none"> <li>Air quality monitoring stations, data analysis.</li> </ul>
<b>Soil Surveys</b>	<ul style="list-style-type: none"> <li>Evaluate soil quality, composition, and potential for erosion.</li> </ul>	<ul style="list-style-type: none"> <li>Soil sampling, laboratory analysis, erosion assessment.</li> </ul>
<b>Cultural Heritage Surveys</b>	<ul style="list-style-type: none"> <li>Identify and assess any cultural or historical sites within the project area.</li> </ul>	<ul style="list-style-type: none"> <li>Archaeological surveys, consultation with cultural heritage experts.</li> </ul>

## 7.2 Public Participation

The table below outlines the key public participation activities undertaken for the Locomotive and Wagon Workshop. By actively engaging with the community, the project team ensured that the project is aligned with local interests and concerns, and that potential impacts are adequately addressed.

Table 23: Public Participation Activity

<b>Objectives</b>	<b>Methods</b>	
<b>Community Meetings</b>	Gather community input, address concerns, and inform the public about the project.	<ul style="list-style-type: none"> <li>Public meetings, presentations, question-and-answer sessions.</li> </ul>
<b>Surveys</b>	Collect feedback from a wider range of stakeholders on project preferences and concerns.	<ul style="list-style-type: none"> <li>Online surveys, paper surveys, telephone surveys.</li> </ul>
<b>Focus Groups</b>	Facilitate in-depth discussions with specific stakeholder groups to gather detailed feedback.	<ul style="list-style-type: none"> <li>Focused group discussions, moderators.</li> </ul>
<b>Community Advisory Board</b>	Establish a platform for ongoing dialogue and collaboration with the community.	<ul style="list-style-type: none"> <li>Regular meetings, decision-making input.</li> </ul>
<b>Public Comment Period</b>	Provide a formal opportunity for the public to submit written comments on the project.	<ul style="list-style-type: none"> <li>Public notice, designated comment period.</li> </ul>
<b>Social Media Engagement</b>	Utilize social media platforms to reach a wider audience and gather feedback.	<ul style="list-style-type: none"> <li>Online forums, social media groups.</li> </ul>

### 7.3 Specific Location and Environmental Setting

The Locomotive and Wagon Workshop is located within a 525-hectare site in the arid desert landscape of Arandis Townlands 170, in the Erongo Region, adjacent to the TransNamib Railway line and near the B2 Road. The site's elevation is approximately 368.83 meters above sea level.

### 7.4 Environmental Impact Assessment (EIA)

#### 7.4.1 Impact Prediction

Impact prediction was a critical process in the ESIA, involving the evaluation of potential effects on identified environmental and social receptors highlighted during the scoping phase. This step was essential for understanding how the Locomotive and Wagon Workshop might alter the current state of the environment and communities, and it provided a foundation for developing strategies to mitigate adverse impacts.

By systematically forecasting these effects, stakeholders could make informed decisions, ensuring that project development aligns with sustainable and responsible practices. The methodologies and tools used in impact prediction varied, incorporating both qualitative and quantitative analyses to present a comprehensive view of potential outcomes.

#### 7.4.2 Mitigation Measures

The following mitigation measures were proposed to address the potential environmental and social impacts of the Locomotive and Wagon Workshop:

Table 24: Potential Environmental Impacts and Mitigation Measures

Environmental Component	Potential Impact	Mitigation Measures
<b>Air Quality</b>	Dust emissions from construction activities	<ul style="list-style-type: none"> <li>Implement dust suppression techniques (water spraying, dust screens).</li> <li>Regular maintenance of construction vehicles to reduce emissions.</li> </ul>
	Increased vehicle traffic from construction and operations	<ul style="list-style-type: none"> <li>Encourage sustainable transportation options (walking, cycling, public transport).</li> <li>Implement traffic management plans to minimize congestion.</li> </ul>
	Potential emissions from industrial operations	<ul style="list-style-type: none"> <li>Evaluate and mitigate emissions from industrial operations through the installation of scrubbers and filters.</li> <li>Monitor air quality regularly.</li> </ul>
<b>Water Resources</b>	Increased water usage during construction and operation	<ul style="list-style-type: none"> <li>Implement water conservation measures (low-flow fixtures, rainwater harvesting systems, greywater recycling).</li> <li>Regular audits of water usage.</li> </ul>
	Potential strain on local water resources	<ul style="list-style-type: none"> <li>Explore recycled water use for non-potable purposes (irrigation, industrial processes). Collaborate with local water authorities to assess water availability.</li> </ul>
	Landscape irrigation impacts	<ul style="list-style-type: none"> <li>Develop sustainable landscaping plans using native plants that require less water.</li> </ul>

		<ul style="list-style-type: none"> <li>• Implement efficient irrigation systems (drip irrigation).</li> </ul>
<b>Soil and Land Use</b>	Soil disruption and erosion from construction activities	<ul style="list-style-type: none"> <li>• Develop soil management plans that include erosion control measures (silt fences, sediment basins).</li> <li>• Conduct soil stability assessments before construction.</li> </ul>
	Increased impervious surfaces impacting drainage patterns	<ul style="list-style-type: none"> <li>• Implement sustainable stormwater management practices (permeable pavements, bioswales, green roofs) to maintain natural water infiltration.</li> </ul>
	Contamination from construction materials	<ul style="list-style-type: none"> <li>• Use environmentally friendly materials and ensure proper storage of hazardous substances to prevent soil contamination. Regular soil testing.</li> </ul>
<b>Biodiversity and Ecosystems</b>	Disruption of local ecosystems and sensitive species	<ul style="list-style-type: none"> <li>• Conduct ecological surveys to identify sensitive species.</li> <li>• Develop habitat restoration plans to offset any impacts.</li> <li>• Create buffer zones around sensitive areas.</li> </ul>
	Light pollution affecting wildlife behavior	<ul style="list-style-type: none"> <li>• Implement lighting design that minimizes light pollution (shielded fixtures, motion sensors). Educate staff on minimizing nighttime lighting.</li> </ul>
	Introduction of invasive species through landscaping	<ul style="list-style-type: none"> <li>• Use native plant species in landscaping projects to promote local biodiversity.</li> <li>• Monitor and manage invasive species in the area.</li> </ul>
<b>Noise Pollution</b>	Construction noise impacts during site development	<ul style="list-style-type: none"> <li>• Implement noise control measures (using quieter equipment, scheduling construction during daytime hours). Create noise barriers as necessary.</li> </ul>
	Increased traffic noise from operational activities	<ul style="list-style-type: none"> <li>• Encourage use of sound barriers and acoustic design in building construction.</li> <li>• Implement speed limits and traffic calming measures in the vicinity.</li> </ul>
	Operational noise from machinery and equipment	<ul style="list-style-type: none"> <li>• Regular maintenance of machinery to minimize noise emissions.</li> <li>• Use noise-reducing technologies and barriers around noisy operations.</li> </ul>
<b>Waste Management</b>	Generation of construction and operational waste	<ul style="list-style-type: none"> <li>• Develop comprehensive waste management plans focusing on waste reduction, recycling, and responsible disposal methods.</li> <li>• Implement a waste tracking system.</li> </ul>
	Food waste generation and management	<ul style="list-style-type: none"> <li>• Introduce composting and recycling programs for organic waste.</li> <li>• Collaborate with local charities for food donations.</li> </ul>
	Hazardous waste generation	<ul style="list-style-type: none"> <li>• Ensure proper classification, storage, and disposal of hazardous waste according to local regulations.</li> <li>• Train staff on hazardous waste handling procedures.</li> </ul>
<b>Traffic Congestion</b>	Increased traffic flows from employees, visitors, and deliveries	<ul style="list-style-type: none"> <li>• Promote sustainable transportation options (biking, carpooling, public transit).</li> <li>• Implement a transportation demand management plan to reduce peak traffic.</li> </ul>
	Parking limitations	<ul style="list-style-type: none"> <li>• Develop efficient parking management strategies, including designated carpool spaces and incentivizing public transportation use.</li> </ul>
	Delivery vehicle congestion	<ul style="list-style-type: none"> <li>• Schedule deliveries during off-peak hours and use smaller, more efficient vehicles where possible.</li> </ul>
<b>Energy Consumption</b>	High energy demands for industrial operations	<ul style="list-style-type: none"> <li>• Investigate and implement renewable energy sources like solar and wind for site operations.</li> </ul>

		<ul style="list-style-type: none"> <li>• Conduct energy audits to identify efficiency improvements.</li> </ul>
	Energy efficiency measures	<ul style="list-style-type: none"> <li>• Implement energy-saving technologies (LED lighting, high-efficiency HVAC systems) and practices in buildings and facilities.</li> <li>• Train staff on energy conservation practices.</li> </ul>
	Reliance on fossil fuels	<ul style="list-style-type: none"> <li>• Develop a transition plan to phase out fossil fuel usage in favor of renewable energy sources.</li> <li>• Explore partnerships for energy sourcing.</li> </ul>
<b>Hazardous Materials</b>	Storage and handling of hazardous substances	<ul style="list-style-type: none"> <li>• Ensure compliance with safety regulations (OSHA, EMA) and implement safe handling protocols (MSDS training, spill containment measures).</li> <li>• Conduct regular audits of hazardous materials storage.</li> </ul>
	Transportation of hazardous materials	<ul style="list-style-type: none"> <li>• Implement safety protocols for the transportation of hazardous materials. Use trained personnel and appropriate vehicles.</li> </ul>
<b>Social Impacts</b>	Employment generation and economic growth	<ul style="list-style-type: none"> <li>• Develop local hiring initiatives, apprenticeship programs, and job training workshops to enhance community skills.</li> <li>• Monitor employment impacts regularly.</li> </ul>
	Changes in community health and well-being	<ul style="list-style-type: none"> <li>• Conduct health impact assessments and monitor air and water quality regularly.</li> <li>• Provide health services and educational programs on wellness.</li> </ul>
	Stakeholder engagement and community relations	<ul style="list-style-type: none"> <li>• Maintain open communication with the community through public meetings, surveys, and feedback mechanisms.</li> <li>• Create a community advisory board.</li> </ul>
	Sensitive social issues (e.g., prostitution, substance abuse)	<ul style="list-style-type: none"> <li>• Implement educational programs on responsible behavior, collaborate with authorities and NGOs for support services, and promote healthy lifestyles.</li> <li>• Provide access to counseling and support networks.</li> </ul>

## 8 Cumulative Environmental and Social Impact Analysis

The Environmental and Social Impact Assessment (ESIA) for the Locomotive and Wagon Workshop within the Net Zero Industrial Park aims to comprehensively assess the potential environmental and social impacts of the project, both direct and cumulative. This chapter provides a detailed overview of the ESIA process, including the methodology employed, specific location and environmental setting, impact prediction, and mitigation measures.

### 8.1 Cumulative Environmental and Social Impact Analysis

The development of the Locomotive and Wagon Workshop, as part of the Net Zero Industrial Park, must be considered within the broader context of existing and future activities in the



Arandis region. Cumulative impacts arise from the combined effects of multiple projects, both individually and collectively, significantly influencing environmental quality and social well-being.

This analysis aims to identify potential cumulative impacts associated with the Locomotive and Wagon Workshop, evaluate their interactions with other projects, and propose effective mitigation strategies. By systematically addressing these cumulative effects, the ESIA contributes to the overall sustainability of the industrial park project and supports the long-term health and resilience of the local ecosystem and community.

## 8.2 Methodology for Cumulative Impact Assessment

The ESIA employs a systematic approach to assess cumulative impacts, incorporating the following steps:

- **Identify Relevant Projects and Activities:** Outline existing, planned, and potential future projects (industrial, agricultural, infrastructure) within the defined geographical scope, considering ecological boundaries and social/cultural spheres of influence.
- **Characterize Existing Environmental and Social Conditions:** Utilize baseline data from the Scoping Report to establish the current state of the environment and social context in the region.
- **Evaluate Potential Interactions:** Analyze how the Locomotive and Wagon Workshop interacts with other projects and activities, considering factors like:
  - **Spatial Overlap:** *Do project footprints coincide geographically?*
  - **Temporal Overlap:** *Do project timelines coincide, potentially amplifying impacts?*
  - **Synergistic or Antagonistic Effects:** *Do impacts of different projects worsen (synergistic) or lessen (antagonistic) each other?*
- **Predict Cumulative Impacts:** Based on the analysis, forecast the potential cumulative environmental and social consequences.

## 8.3 Potential Cumulative Impacts and Mitigation Strategies

The ESIA identified potential cumulative impacts across various environmental and social components. Here's a breakdown of some key areas of focus:

### Potential Cumulative Impacts and Mitigation Strategies

Environmental/Social Component	Potential Cumulative Impact	Mitigation Strategies
<b>Water Resources</b>	<ul style="list-style-type: none"> <li>▪ Increased water demand from multiple projects could strain regional water resources.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Explore and implement water conservation measures across all projects (treated wastewater reuse).</li> <li>▪ Advocate for water management plans to ensure sustainable water use.</li> </ul>
<b>Biodiversity and Ecosystems</b>	<ul style="list-style-type: none"> <li>▪ Fragmentation of habitats and loss of species due to multiple development projects.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Collaborate with other developers to establish ecological corridors and protected areas.</li> <li>▪ Implement habitat restoration or creation programs to offset impacts.</li> </ul>

<b>Air Quality</b>	<ul style="list-style-type: none"> <li>Combined emissions from various projects could lead to degraded air quality.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for stricter air quality regulations and enforcement.</li> <li>Encourage sustainable transportation options (walking, cycling, public transport) to reduce traffic-related emissions.</li> </ul>
<b>Social Infrastructure</b>	<ul style="list-style-type: none"> <li>Increased strain on social services (healthcare, education) due to population growth from multiple projects.</li> </ul>	<ul style="list-style-type: none"> <li>Collaborate with local authorities to plan for and expand social services to meet growing demand.</li> <li>Partner with other developers to contribute to infrastructure development projects (schools, hospitals).</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Cumulative impacts of various projects could threaten cultural heritage sites and traditional practices.</li> </ul>	<ul style="list-style-type: none"> <li>Conduct comprehensive cultural heritage impact assessments for all projects.</li> <li>Integrate cultural considerations into project design and planning across all developments.</li> </ul>
<b>Public Health</b>	<ul style="list-style-type: none"> <li>Increased strain on healthcare systems due to combined effects of population growth and potential pollution from other projects.</li> </ul>	<ul style="list-style-type: none"> <li>Partner with other developers to improve healthcare infrastructure and service provision in the region.</li> <li>Advocate for improved sanitation and waste management practices across all projects.</li> </ul>
<b>Livelihoods</b>	<ul style="list-style-type: none"> <li>Competition for resources and potential displacement due to multiple development projects.</li> </ul>	<ul style="list-style-type: none"> <li>Develop inclusive planning processes that consider the needs of existing communities.</li> <li>Explore livelihood diversification opportunities for local residents potentially impacted by other projects.</li> </ul>
<b>Waste Management</b>	<ul style="list-style-type: none"> <li>Increased waste generation from multiple projects could overwhelm existing waste management infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for and implement integrated waste management strategies (reduction, reuse, recycling) across all projects.</li> <li>Encourage investment in improved waste treatment and disposal facilities.</li> </ul>
<b>Traffic and Transportation</b>	<ul style="list-style-type: none"> <li>Increased traffic congestion due to construction activities and population growth from multiple projects.</li> </ul>	<ul style="list-style-type: none"> <li>Develop and implement comprehensive traffic management plans for all projects.</li> <li>Promote sustainable transportation options and infrastructure development (e.g., public transport, cycling lanes).</li> </ul>
<b>Soil</b>	<ul style="list-style-type: none"> <li>Land use changes and construction activities from multiple projects could lead to soil degradation (erosion, compaction, contamination).</li> </ul>	<ul style="list-style-type: none"> <li>Implement effective soil conservation measures across all projects (erosion control practices, topsoil segregation and storage).</li> <li>Advocate for regional land-use planning that promotes sustainable</li> </ul>

		practices and minimizes soil degradation.
<b>Renewable Energy Development</b>	<ul style="list-style-type: none"> <li>Cumulative impacts from wind and solar energy projects, including land use changes and ecosystem alterations.</li> </ul>	<ul style="list-style-type: none"> <li>Conduct thorough environmental assessments for all renewable energy initiatives.</li> <li>Implement measures to minimize habitat disruption and promote coexistence with local wildlife.</li> </ul>
<b>Locomotive and Wagon Workshop</b>	<ul style="list-style-type: none"> <li>Potential for increased noise, emissions, and resource use associated with workshop operations.</li> </ul>	<ul style="list-style-type: none"> <li>Develop noise abatement strategies and implement emissions control technologies.</li> <li>Promote the use of renewable energy sources in workshop operations to reduce environmental impacts.</li> </ul>
<b>Socioeconomic Disparities</b>	<ul style="list-style-type: none"> <li>Increased inequality and social tensions due to resource competition and development pressures.</li> </ul>	<ul style="list-style-type: none"> <li>Engage with local communities to ensure their needs and concerns are addressed in the planning process.</li> <li>Implement programs that promote equitable access to resources and opportunities for all community members.</li> </ul>
<b>Employment Opportunities</b>	<ul style="list-style-type: none"> <li>Potential job creation may be offset by increased competition for low-skilled labor from multiple projects.</li> </ul>	<ul style="list-style-type: none"> <li>Develop targeted workforce development programs that enhance skills and capabilities of local residents.</li> <li>Collaborate with other projects to create job training and placement initiatives for affected communities.</li> </ul>

## 9 Environmental and Social Management Plan (ESMP) Framework

The ESMP serves as a roadmap for ensuring the Locomotive and Wagon Workshop project adheres to environmental and social safeguards throughout its lifecycle (construction, operation, decommissioning, if applicable).

Table 25: ESMP Framework

Component	Description
<b>Mitigation Measures</b>	<ul style="list-style-type: none"> <li>Detailed strategies to address environmental and social impacts.</li> </ul>
<b>Implementation and Monitoring Plan</b>	<ul style="list-style-type: none"> <li>Plan outlining how mitigation measures will be implemented, monitored, and evaluated.</li> </ul>

<b>Institutional Arrangements</b>	<ul style="list-style-type: none"> <li>▪ Defined roles and responsibilities for stakeholders involved in ESMP implementation.</li> </ul>
<b>Grievance Redress Mechanism</b>	<ul style="list-style-type: none"> <li>▪ Transparent process for stakeholders to voice concerns and seek resolution.</li> </ul>
<b>Budgeting and Financing</b>	<ul style="list-style-type: none"> <li>▪ Allocation of resources to support ESMP implementation.</li> </ul>
<b>Training and Capacity Building</b>	<ul style="list-style-type: none"> <li>▪ Programs to equip personnel with skills for effective ESMP implementation.</li> </ul>
<b>Reporting</b>	<ul style="list-style-type: none"> <li>▪ Regular reporting on ESMP implementation and effectiveness to stakeholders.</li> </ul>
<b>Detailed ESMP</b>	<ul style="list-style-type: none"> <li>▪ A comprehensive document elaborating on mitigation measures, monitoring procedures, and institutional arrangements.</li> </ul>

A detailed Environmental and Social Management Plan (ESMP) is included as Annex 1 of this report. The ESMP provides further details on the specific actions required to achieve environmental and social sustainability throughout the project lifecycle.

## 9.1 Importance of the ESMP

The ESMP is a critical component of the project's overall sustainability strategy. It provides a structured framework for:

- **Ensuring Compliance:** The ESMP helps ensure that the project adheres to all relevant environmental and social regulations and standards.
- **Managing Risks:** By identifying potential risks and developing mitigation measures, the ESMP helps to minimize negative impacts and avoid costly setbacks.
- **Building Stakeholder Trust:** A well-implemented ESMP demonstrates the project's commitment to environmental and social responsibility, fostering trust and support from local communities and regulatory agencies.
- **Promoting Sustainable Development:** The ESMP contributes to the project's overall sustainability by integrating environmental and social considerations into all aspects of the project lifecycle.
- **Demonstrating Good Corporate Citizenship:** A strong ESMP can enhance the project's reputation and contribute to a positive corporate image.

## 9.2 Roles and Responsibilities

Effective ESMP implementation requires collaboration from various stakeholders. Here's a breakdown of key roles and responsibilities:

Table 26: Roles and Responsibilities for ESMP Implementation

Stakeholder	Responsibility
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<b>Project Proponent</b>	<ul style="list-style-type: none"> <li>Overall responsibility, resource allocation, ensuring compliance.</li> </ul>
<b>Project Manager</b>	<ul style="list-style-type: none"> <li>Day-to-day oversight during construction, coordinating mitigation measures with contractors.</li> </ul>
<b>Environmental Consultant</b>	<ul style="list-style-type: none"> <li>Technical expertise and guidance on environmental mitigation and monitoring.</li> </ul>
<b>Social Development Specialist</b>	<ul style="list-style-type: none"> <li>Supporting social mitigation implementation, community engagement, grievance redress.</li> </ul>
<b>Contractors</b>	<ul style="list-style-type: none"> <li>Implementing mitigation measures outlined in construction contracts, adhering to safeguards.</li> </ul>
<b>Regulatory Authorities</b>	<ul style="list-style-type: none"> <li>Overseeing project compliance with environmental and social regulations, providing guidance, reviewing ESMP documents.</li> </ul>
<b>Community Liaison Committee</b>	<ul style="list-style-type: none"> <li>Platform for communication and information exchange between the project proponent and community regarding ESMP implementation.</li> </ul>

### 9.3 Monitoring and Reporting

Regular monitoring and reporting are crucial for ensuring the ESMP's effectiveness. Here's an overview of the process:

- **Monitoring:** Regular monitoring of mitigation measures throughout the project lifecycle to identify any potential issues or unintended consequences (environmental monitoring, social performance monitoring, construction site inspections).
- **Reporting:** Preparation of regular reports summarizing monitoring results, corrective actions taken (if necessary), challenges encountered, and lessons learned. Reports will be submitted to relevant stakeholders (regulatory authorities, funding agencies, Community Liaison Committee).

### 9.4 Budgeting and Financing

Afri-Track Namibia Holdings (Pty) Ltd t/a Zero Carbon Namibia will allocate adequate financial resources to support the ESMP. This includes funding for:

- Mitigation measure implementation costs
- Monitoring and reporting activities
- Training programs for relevant personnel

Funding sources may include the project's budget, project financing, or grants specifically designated for environmental and social safeguards.

## 9.5 Training and Capacity Building

The project proponent will invest in training programs to equip relevant personnel (staff, contractors) with the knowledge and skills necessary to effectively implement the ESMP. This may include training on:

- Environmental regulations and best practices
- Social impact assessment and mitigation techniques
- Community engagement strategies
- Grievance redress mechanisms

The ESMP framework presented in this chapter serves as a foundation for ensuring the Locomotive and Wagon Workshop project is implemented in an environmentally and socially responsible manner. Through collaborative efforts, effective implementation of the ESMP, and continuous improvement, the project can contribute to a sustainable future for the region.

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## 10 Public Consultation and Disclosure

This chapter outlines the public consultation and disclosure strategy for the Environmental and Social Impact Assessment (ESIA) of the proposed Development of Locomotive and Wagon Workshop at Arandis Townlands, Erongo Region, Namibia. The strategy is designed to be transparent, inclusive, and compliant with both Namibian regulations and international best practices.

### 10.1 Stakeholder Identification

The first step involved identifying stakeholders and potentially affected communities. Here's a breakdown of the stakeholders engaged:

Table 27: Stakeholders Engaged in the ESIA Process

Stakeholder Group	Description
<b>Government Agencies</b>	<ul style="list-style-type: none"><li>▪ National and regional authorities with a regulatory interest in the project.</li></ul>
<b>Ministry of Mines and Energy</b>	<ul style="list-style-type: none"><li>▪ Competent authority for energy projects and mineral resource management.</li></ul>
<b>Roads Authority</b>	<ul style="list-style-type: none"><li>▪ Responsible for road infrastructure and potential improvements.</li></ul>

<b>Erongo Regional Electricity Distribution Supplier (Erongo RED)</b>	<ul style="list-style-type: none"> <li>Authority for electricity provision and exploring future energy demands.</li> </ul>
<b>Arandis Town Council</b>	<ul style="list-style-type: none"> <li>Local authority overseeing the development within Arandis Townlands.</li> </ul>
<b>TransNamib (Namibia Railways)</b>	<ul style="list-style-type: none"> <li>Responsible for rail transport infrastructure and logistics, including the export facilities.</li> </ul>
<b>Erongo Regional Council</b>	<ul style="list-style-type: none"> <li>Regional government body.</li> </ul>
<b>Erongo Region Governor</b>	<ul style="list-style-type: none"> <li>Head of the Erongo Region.</li> </ul>
<b>Local Communities</b>	<ul style="list-style-type: none"> <li>Residents potentially affected by the project.</li> </ul>
<b>General Public</b>	<ul style="list-style-type: none"> <li>Interested individuals who may not live in the immediate vicinity.</li> </ul>

## 10.2 Public Consultation Process

To ensure transparency and inclusivity, the following public consultation process was implemented:

- **Background Information Document (BID):** A Background Information Document was developed and shared with stakeholders via email and hand-delivered to ensure comprehensive dissemination of project information.
- **Notice Boards:** Posters were pasted on the notice boards of Arandis Town Council, local police stations, and the Erongo Regional Council.
- **Newspaper Adverts:** Newspaper advertisements appeared in the New Era on 12 July and 19 July 2024, as well as in the Confidante, to reach a wider audience.

## 10.3 Methods of Engagement

Various methods were employed to engage with stakeholders and gather their inputs:

- **Meetings and Workshops:** Meetings and workshops were conducted with key stakeholders, including government agencies, local authorities, and community representatives, to discuss the project and gather feedback.
- **Public Meetings:** Public meetings were organized in Arandis Town and surrounding areas to inform the local communities about the project and address their concerns.
- **Surveys and Questionnaires:** Surveys and questionnaires were distributed to collect detailed feedback from stakeholders and the general public.
- **Focus Group Discussions:** Focus group discussions were held with specific stakeholder groups, such as local business owners and community leaders, to understand their perspectives and address any specific issues.

## 10.4 Documentation and Reporting

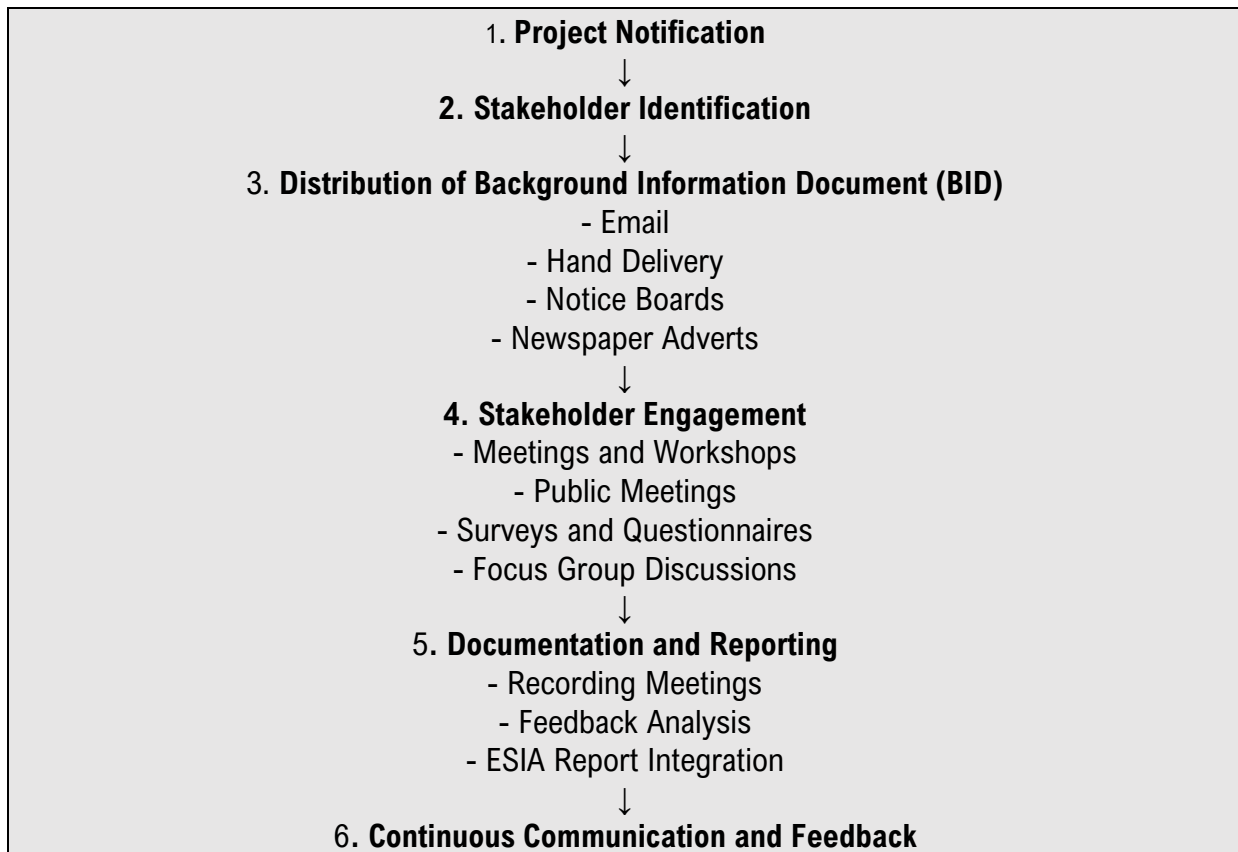
All consultation activities were documented, and the feedback received was analyzed and incorporated into the ESIA. The key steps included:

- **Recording Meetings:** Detailed minutes of all meetings and workshops were recorded.

- **Feedback Analysis:** Feedback from surveys, questionnaires, and public meetings was systematically analyzed to identify common themes and concerns.
- **ESIA Report Integration:** Relevant feedback was integrated into the ESIA report to ensure that stakeholder concerns were addressed in the project's planning and implementation.

## 10.5 EIA Stakeholder Consultation Process Diagram

Below is the EIA Stakeholder Consultation Process Diagram, which illustrates the steps taken to engage stakeholders throughout the ESIA process:



## 10.6 Response to Stakeholder Feedback

The feedback received from stakeholders during the consultation process has been carefully considered and addressed:

- **Acknowledgement:** All comments and concerns raised by stakeholders have been acknowledged.
- **Analysis:** The ESIA team thoroughly analyzed each comment to understand its implications for the project's environmental and social aspects.
- **Incorporation:** Relevant feedback has been incorporated into the ESIA process, ensuring that stakeholder perspectives inform decision-making.
- **Written Responses:** Significant comments have been addressed with written responses included in the final ESIA report, demonstrating transparency in addressing community concerns.



- **Revision:** The Draft Scoping Report and subsequent Draft ESIA Report have been revised based on public input, reflecting the adjustments made in response to stakeholder feedback.

This approach ensures that the ESIA process remains transparent and inclusive, fostering trust and collaboration with local communities and stakeholders.

## 10.7 Conclusion

The public consultation and disclosure strategy implemented for the ESIA of the Development of a Net Zero Industrial Park in Arandis Townlands, Erongo Region, Namibia, aims to ensure transparency and inclusivity. By actively engaging stakeholders and addressing their concerns, the project team is committed to making informed decisions that consider and mitigate potential environmental and social impacts.

### Additional Considerations

- **Cultural Sensitivity:** All communication and engagement activities have been conducted with respect and inclusivity towards local communities and their cultural practices.
- **Grievance Mechanism:** A grievance redress mechanism has been established to allow Interested and Affected Parties (I&APs) to raise concerns and seek resolution, ensuring fairness and transparency throughout the project.

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## 11 Conclusion and Recommendations

The ESIA process for the Development of a Net Zero Industrial Park in Arandis Townlands, Erongo Region, Namibia, has identified various potential environmental and social impacts. These impacts have been categorized based on the project phases and specific objectives:

- **Air Quality:** Mitigation measures include dust suppression during construction and operational controls to minimize emissions.
- **Water Resources:** Strategies focus on water conservation practices and comprehensive spill prevention plans to protect local water sources.
- **Biodiversity:** Habitat assessments and restoration plans aim to mitigate disturbances and protect sensitive ecosystems.
- **Socio-economic Impacts:** Measures such as local employment strategies and community development initiatives are proposed to enhance socio-economic benefits while minimizing disruptions.
- **Noise and Cultural Heritage:** Noise reduction techniques and cultural heritage preservation efforts are integrated into the project's environmental management plans.

## 11.1 Feasibility

Based on the findings of the ESIA Report and the proposed mitigation measures, the Development of a Net Zero Industrial Park is considered feasible from both environmental and social perspectives. The identified impacts can be effectively managed through the implementation of a robust Environmental and Social Management Plan (ESMP).

### Key considerations supporting feasibility:

- **Technical Feasibility:** The proposed mitigation measures are technically feasible and have been successfully implemented in similar projects.
- **Resource Allocation:** Sufficient resources have been allocated in the project budget for environmental and social management, ensuring comprehensive implementation of the ESMP.
- **Stakeholder Engagement:** Consultations have identified substantial benefits to outweigh potential negative impacts, supporting the project's socio-economic contributions.

While residual impacts may remain, including temporary disruptions during construction and minor environmental changes, ongoing monitoring and adaptive management will mitigate these effects.

## 11.2 Recommendations

### 11.2.1 Project Implementation:

- Implement the project in strict adherence to the ESIA findings and the finalized ESMP, ensuring all mitigation measures are effectively implemented.
- Establish clear roles and responsibilities for environmental and social management within the project team, promoting accountability and proactive management.
- Develop and implement a rigorous monitoring program to track the effectiveness of mitigation measures and promptly address any unforeseen impacts.
- Maintain transparent communication channels with stakeholders throughout the project lifecycle, fostering community engagement and addressing concerns promptly.

### 11.2.2 Environmental and Social Management Plan (ESMP):

- The ESMP should be comprehensive, detailing specific actions and protocols for monitoring key environmental and social parameters.
- Regular reporting on environmental and social performance should be implemented, providing stakeholders with transparent updates on project impacts and mitigation efforts.
- Ensure the ESMP includes a clear grievance redress mechanism, allowing stakeholders to voice concerns and seek resolution in a fair and transparent manner.

### 11.2.3 Additional Management Plans:

Specialist management plans tailored to specific environmental concerns should be developed and integrated into the ESMP:

- **Stormwater Management Plan:** Prevent soil erosion and manage stormwater runoff effectively.
- **Washwater Management Plan:** Minimize water usage and prevent contamination from construction activities.
- **Traffic and Transportation Management Plan:** Mitigate traffic disruptions and ensure safety during construction phases.
- **Biodiversity and Cultural Heritage Plans:** Protect and restore natural habitats and cultural sites affected by project activities.

By implementing these recommendations and management plans, the Development of a Net Zero Industrial Park in Arandis Townlands, Erongo Region, Namibia, can proceed sustainably, contributing positively to regional development while safeguarding the environment and enhancing community well-being.

### 11.3 Conclusion

The ESIA process has provided a comprehensive assessment of potential environmental and social impacts associated with the proposed Development of a Net Zero Industrial Park. By addressing stakeholder feedback, implementing robust mitigation measures, and fostering ongoing monitoring and adaptive management, the project can achieve sustainable development goals. This approach ensures that economic growth is balanced with environmental protection and social equity, contributing to long-term prosperity in the region.

This concludes the Environmental and Social Impact Assessment (ESIA) Report for the Development of a Net Zero Industrial Park in Arandis Townlands, Erongo Region, Namibia.

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## 13 Appendices

Appendix	Description
<b>Appendix A:</b>	Environmental & Social Management Plan
<b>Appendix B:</b>	Consent Letter / Support Documentation from the Arandis Town Council / Ministry of Local Government Namibia
<b>Appendix C:</b>	Public Participation Notices Newspaper Adverts
<b>Appendix D:</b>	Minutes of Stakeholders Meeting
<b>Appendix E:</b>	Layout Plans / Locality Maps Additional Supporting Documents
<b>Appendix F:</b>	Other support documentation