Project Name:	***BACKGROUND INFORMATION DOCUMENT TO CONSTRUCT AND OPERATE A MOTORIZED PASSENGER TRANSPORT SYSTEM AND TETHERED HELIUM BALLOON AND SUPPORTING ACTIVITIES AT SOSSUSVLEI, NAMIB NAUKLUFT NATIONAL PARK***
The Proponent:	Sky Eye Tours & Hospitality (Pty) Ltd
Prepared by:	Green Earth ENVIRONMENTAL CONSULTANTS 1st floor Bridgeview Offices & Apartments, No. 4 Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia PO Box 6871, Ausspannplatz, Windhoek
Release Date:	March 2022
Consultant:	C. Du Toit C. Van Der Walt Cell: 081 127 3145 Email: carien@greenearthnamibia.com

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THE FOLLOWING IS A BACKGROUND INFORMATION DOCUMENT FOR THE ENVIRONMENTAL IMPACT ASSESSMENT AND ENVIRONMENTAL MANAGEMENT PLAN TO OBTAIN AN ENVIRONMENTAL CLEARANCE TO CONSTRUCT AND OPERATE A MOTORIZED PASSENGER TRANSPORT SYSTEM AND TETHERED HELIUM BALLOON AND SUPPORTING ACTIVITIES AT SOSSUSVLEI, NAMIB NAUKLUFT NATIONAL PARK

1. Introduction

Green Earth Environmental Consultants have been appointed by Sky Eye Tours & Hospitality (Pty) Ltd to attend to and complete an Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP) in order to obtain an Environmental Clearance Certificate to construct and operate a motorized passenger transport system and a tethered helium balloon and supporting activities at Sossusvlei in the Namib Naukluft National Park as per the requirements of the Environmental Management Act (No. 7 of 2007) and the Environmental Impact Assessment Regulations (GN 30 in GG 4878 of 6 February 2012).

The proposed activities will only continue if an Environmental Clearance Certificated is obtained from the Ministry of Environment, Forestry and Tourism and all other statutory requirements can be complied with.

The Background Information Document (BID) serves to convey information regarding the proposed project to Interested and Affected Parties (I&APs) to allow them the opportunity to comment on the proposed project.

This document contains the following information:

- A brief background on the proposed project.
- The approach to the environmental assessment process.
- Environmental and planning issues identified.
- How to become involved.

2. Background Information on Project

2.1 General Information

Sossusvlei is one of the most popular tourist destinations in Namibia. It is estimated that, before COVID 19, approximately 600 000 tourists (between 1000 and 1500/day) visit Sossusvlei annually. Currently these tourists travel from Sesriem to Sossuslvlei via the tar road. The tourists either travel in their own vehicles, by hired vehicles or in groups as part of a guided tour with busses or safari vehicles. The last ±4km of the road to Sossusvlei is not tarred and only accessible by a 4x4 vehicle as it follows the Tsauchab Riverbed to the vlei areas. Therefore, only tourists travelling with 4x4 vehicles can drive through to the Sossusvlei and Deadvlei areas. The others must park their vehicles at the end of the tar road and either walk to the vlei area or make use of the NWR service of a tractor with a trailer and safari vehicles to travel to the vlei area. See photos of the tractor and trailer and safari vehicles below:

Figure 1: Transport service offered by NWR

Figure 2: Safari vehicles of NWR

As there is no marked road for the 'only 4x4 stretch' from the parking area to Sossusvlei and Deadvlei. Visitors and the NWR vehicles follow the riverbed resulting in vehicle tracks stretching over areas as wide as 50 meters which have an impact on the biophysical environment. See photos below:

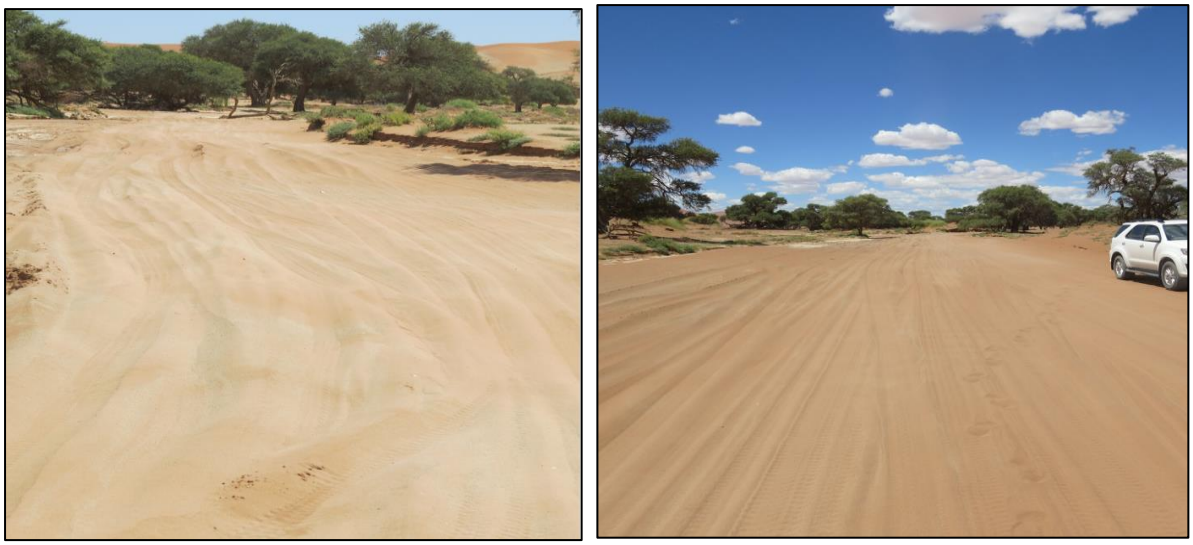


Figure 3: Tracks along the Tsauchab Riverbed

Visitors must also climb to the top of the dunes to take photos of the surrounding dunes and vlei areas.

The Minister of Environment, Forestry and Tourism awarded concession rights to the Proponent to operate a helium balloon and motorized passenger transport system subject to the following:

- Helium Balloon

  - Obtaining a no objection letter from the National Heritage Council
  - On the basis that there are no overlapping rights given to another operator

- The motorized passenger transport system

  - Subject to further engagement and consultation with Namibia Wildlife Resorts to get to a working proposal

- Obtaining an Environmental Clearance Certificate

- The awards are valid for a period of 10 years, after which the operation may be placed on open tender to allow competitive bidding

A copy of the Minister's letter is attached to this document.

2.2 Project Proposal

The Proponent (Sky Eye Tours & Hospitality (Pty) Ltd) intends to introduce a motorized passenger transport system and tethered helium balloon and supporting facilities at Sossusvlei.

The proposed **motorized transport system** will cover the last ±4km from the end of the tar road to the vlei area. Currently this section of the road to Sossusvlei and the Deadvlei area is only reachable via a 4x4 vehicle. It is the intension to close this stretch of the road for all vehicles by offering an exclusive motorized transport system in the form of a train which will take tourists from the end of the tar road to the vlei area and back as alternative.

Figure 4: Example of the train (Intamin Transportation Ltd)

The Proponent also intends to install and operate a **tethered helium balloon** at the western end of the rail which will take tourists up in the air to allow them to view the vlei area and dunes from above and to take photos.

It is further the intension to provide supporting amenities like a kiosk/restaurant with ablution facilities to be enjoyed and used by tourists visiting the vlei area.

2.3 Locality

The project will be in the Sossusvlei area which is in the Namib Naukluft National Park. The locality of the proposed project site is shown on the maps below:

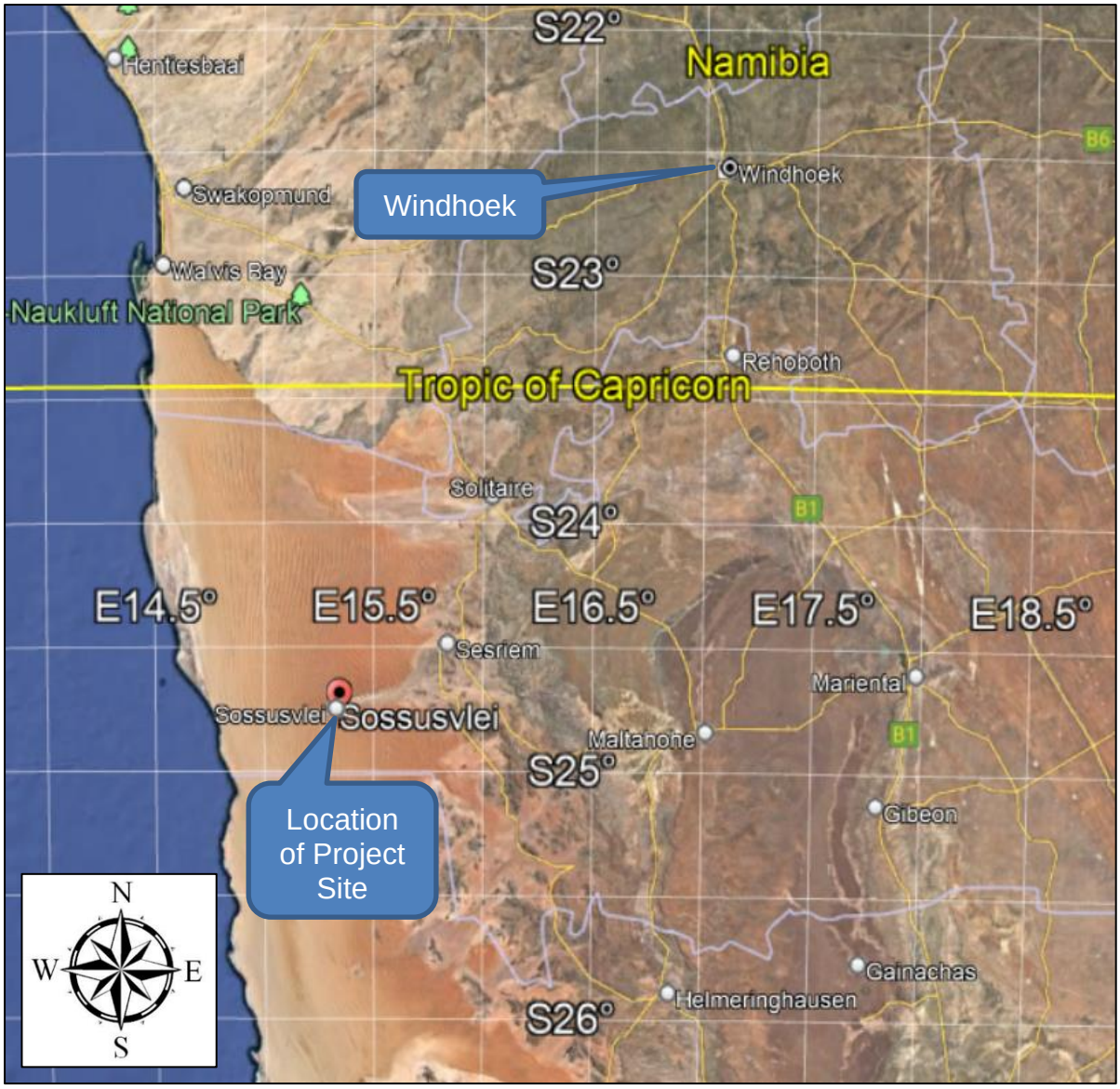


Figure 5: Project Site Location

The rail on which the train will be operated will follow the current 4x4 track (the Tsauchab Riverbed) from the parking area at the end of the tar road to the vlei area. The proposed alignment of the rail is indicated in the *Figure* below. The tethered balloon will be installed at the western end of the rail. The kiosk/restaurant and ablution facilities will be constructed at the existing parking area at the end of the tar road from the eastern starting point of the rail.

Figure 6: Route / Track Length: ± 4 (four) km (Intamin Transportation Ltd)

2.4 Key characteristics of the proposed facilities to be introduced

The following information was obtained from the Proponent (*Sky Eye Tours & Hospitality (Pty) Ltd*) and the suppliers of the train technology (*Intamin Transportation Ltd*):

The transportation system

See below images of the proposed train and rail system:

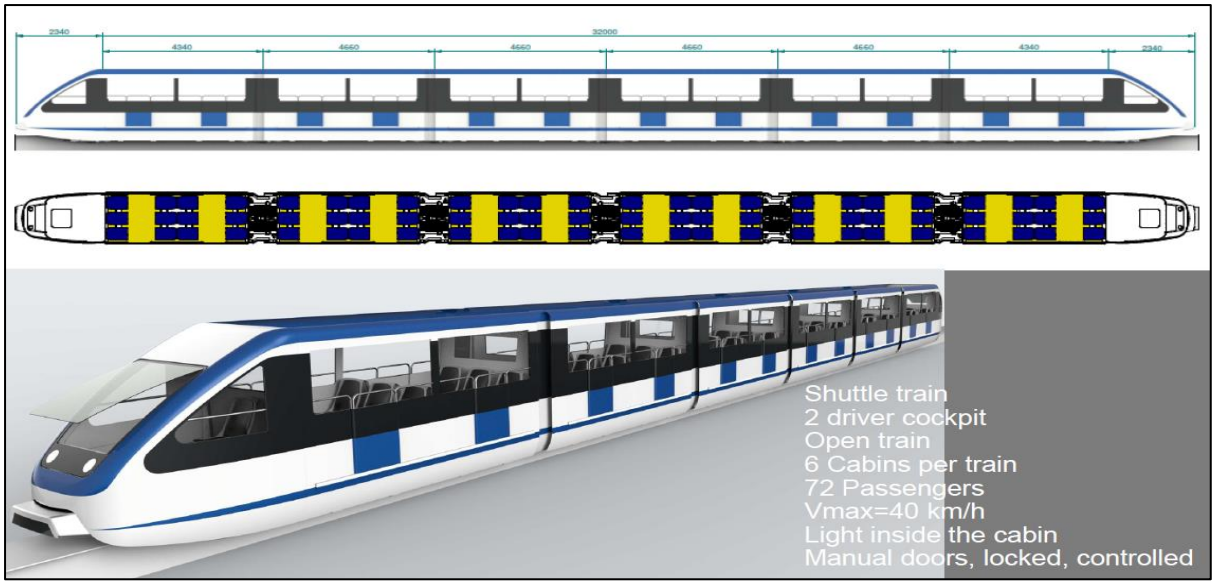


Figure 7: Example of a Shuffle Train (Intamin Transportation Ltd)

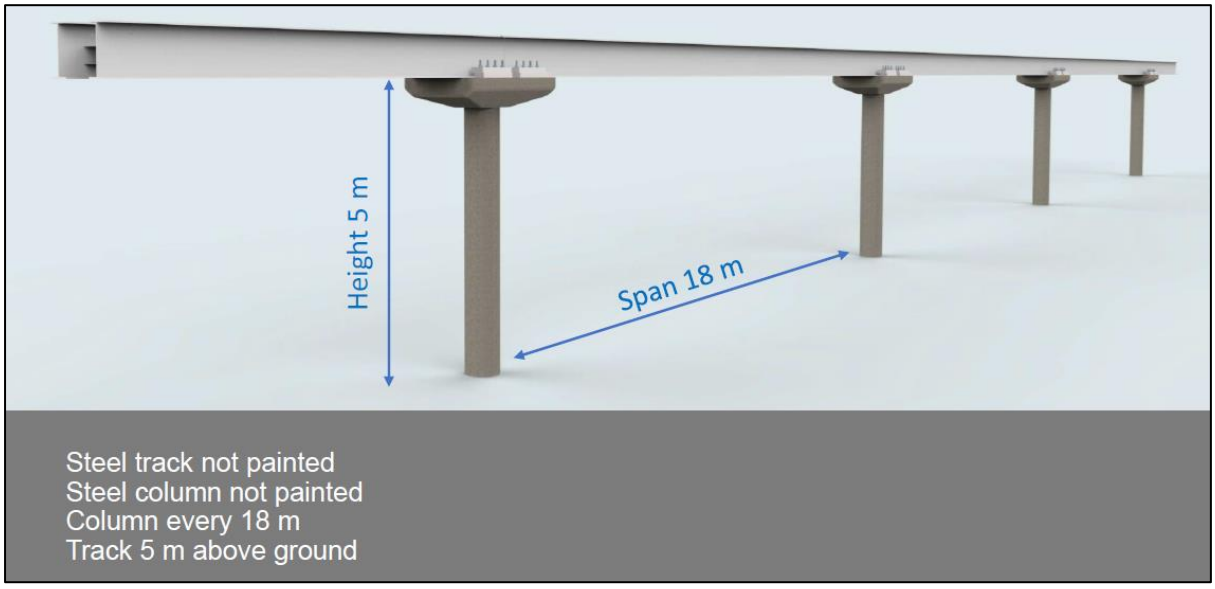


Figure 8: Steel track to be constructed (Intamin Transportation Ltd)

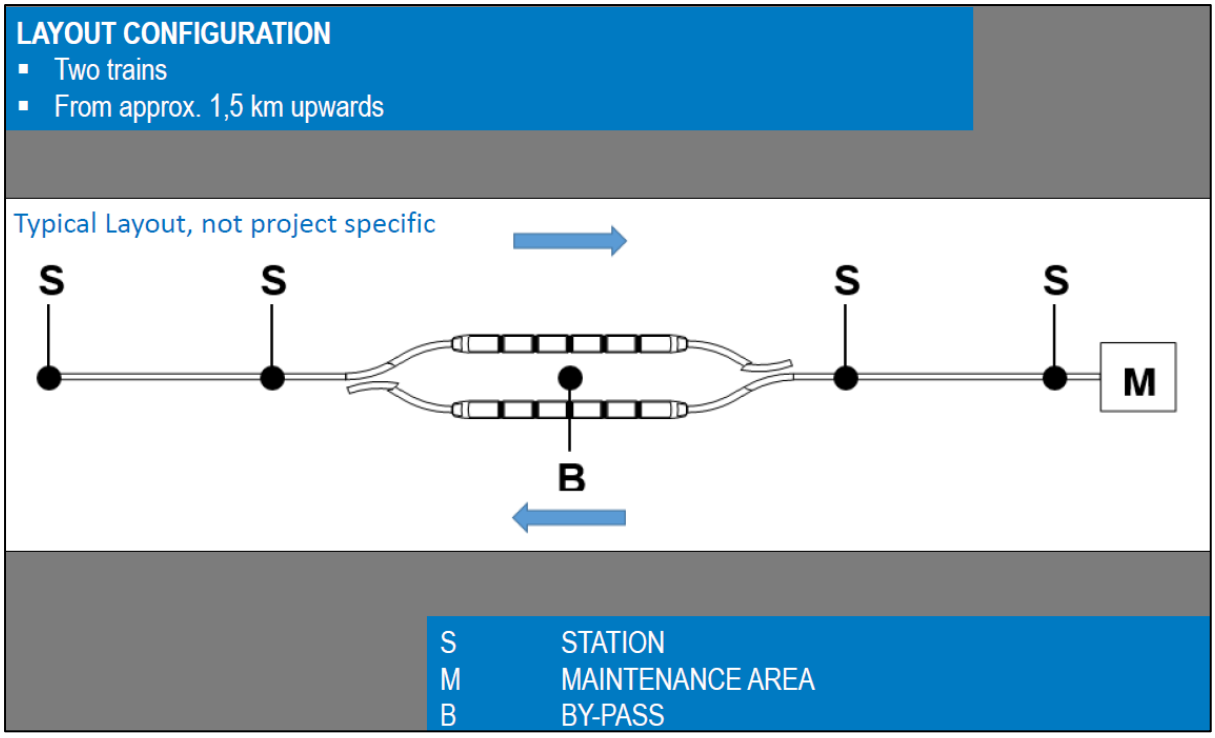


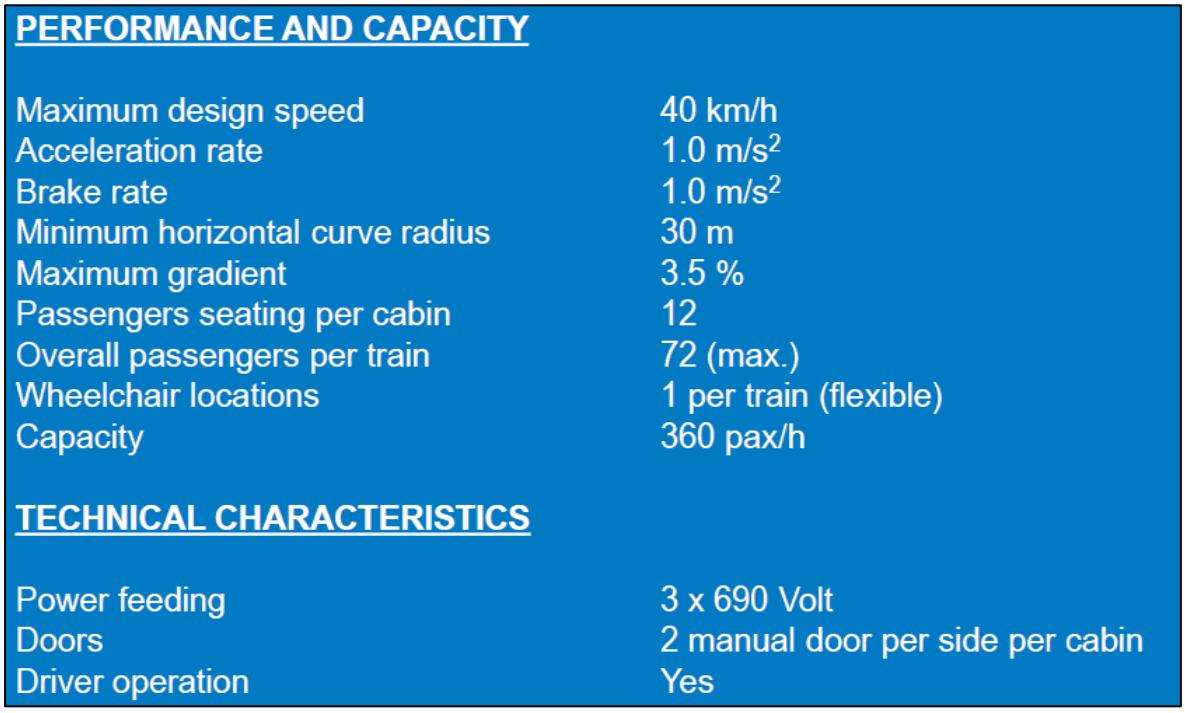
Figure 9: Single Track with By-pass (Intamin Transportation Ltd)

The Proponent provided the following general information on the proposed transportation system:

- Mono-rail pillars will be spaced ±18 meters apart and walkways and platforms will be on raised decks if required in order not to interfere with the natural flow of the surface water. The rail will be about 5 meters above ground.
- The electricity required for the operation of the train will be generated by two silent generators on site. One generator will be positioned at either end of the mono-rail.
- The generators will be positioned at both ends of the proposed rail track namely 120 – 150 KVA each.
- NamPower electricity is not required for now - however in future it might be considered. The key concern on utilizing NamPower electricity is the visual impact of the powerline as it will have to be supplied from the Sesriem Area by an overhead powerline.
- Both the generators will run on diesel to be stored on site. The estimated storage capacity will be ±10 000 liters. There is a fuel depot at the main Sesriem gate therefore fuel can easily be delivered as required and no large storage tanks will be required. A small 4x4 fuel truck will be used to transport fuel.
- A backup generator will be kept on site in case of failure of one of the primary generators.
- The train will be painted in colours that blend in with the backdrop of the environment.
- Two trains will operate peak hours, one will be on standby off peak. There will also be a 4x4 passenger recovery / emergency vehicle and a 4x4 maintenance vehicle.
- The mono-rail is at a sufficient height to have no impact on the flora and fauna below the structure. It will also be designed and constructed so that it does not alter the flow of surface water.

- One way travel is estimated to take 12 minutes.

The performance and capacity of the train is summarised in the *Figure* below:



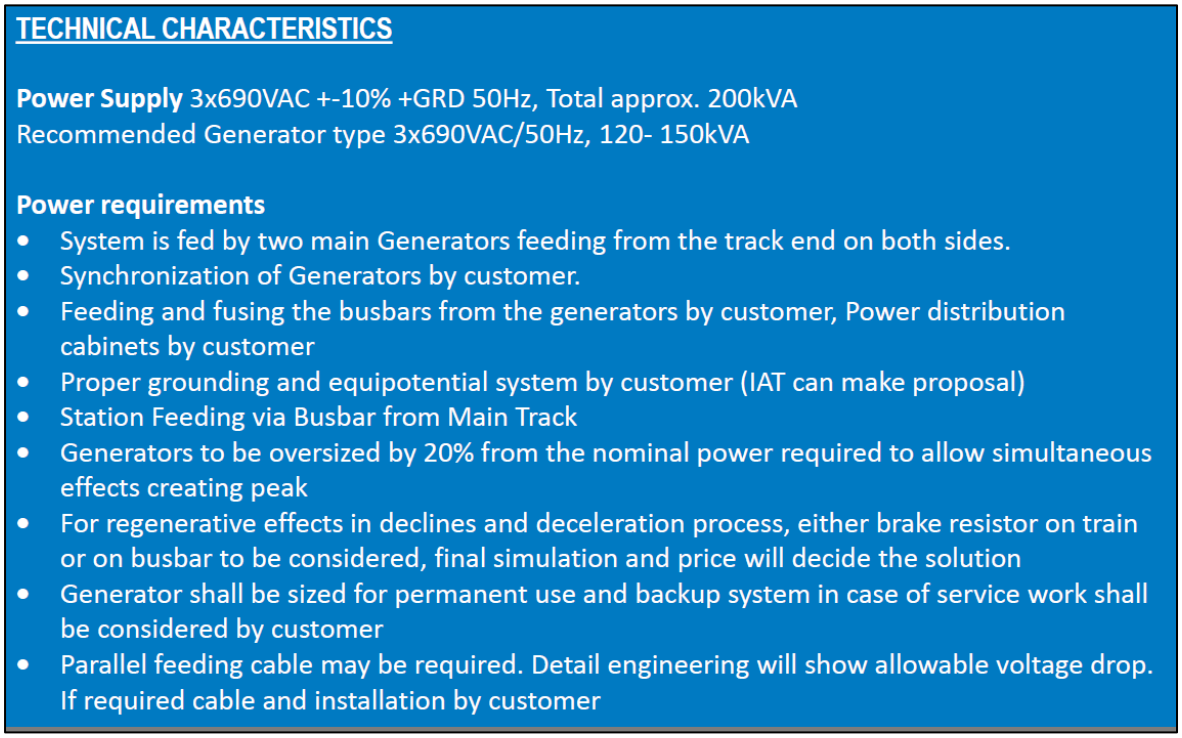
PERFORMANCE AND CAPACITY

Maximum design speed	40 km/h
Acceleration rate	1.0 m/s^2
Brake rate	1.0 m/s^2
Minimum horizontal curve radius	30 m
Maximum gradient	3.5 %
Passengers seating per cabin	12
Overall passengers per train	72 (max.)
Wheelchair locations	1 per train (flexible)
Capacity	360 pax/h

TECHNICAL CHARACTERISTICS

Power feeding	3 x 690 Volt
Doors	2 manual door per side per cabin
Driver operation	Yes

Figure 10: Technical Design Parameters (Intamin Transportation Ltd)



TECHNICAL CHARACTERISTICS

Power Supply 3x690VAC +-10% +GRD 50Hz, Total approx. 200kVA
Recommended Generator type 3x690VAC/50Hz, 120- 150kVA

Power requirements

- System is fed by two main Generators feeding from the track end on both sides.
- Synchronization of Generators by customer.
- Feeding and fusing the busbars from the generators by customer, Power distribution cabinets by customer
- Proper grounding and equipotential system by customer (IAT can make proposal)
- Station Feeding via Busbar from Main Track
- Generators to be oversized by 20% from the nominal power required to allow simultaneous effects creating peak
- For regenerative effects in declines and deceleration process, either brake resistor on train or on busbar to be considered, final simulation and price will decide the solution
- Generator shall be sized for permanent use and backup system in case of service work shall be considered by customer
- Parallel feeding cable may be required. Detail engineering will show allowable voltage drop. If required cable and installation by customer

Figure 11: Power Requirements & Technical Aspects (Intamin Transportation Ltd)

The supporting infrastructure intended for the transport system

- There will be stations / boarding facilities at both ends of the rail where disembarking staff and drivers, guides and safety staff will be positioned.
- The facilities will be built to fit in with the surrounding natural ambiance and there will be general amenities for example ablution, shade, and water infrastructure.
- Infrastructure will be constructed using natural resources where possible for example wooden raised decks and railings to blend in with the natural ambiance of the area.
- Water for the above-named facilities will be stored on site and provided by a water truck from sources located in the Sesriem area.
- There will also be a ticketing office, a snack shop, bar area, medical room, and curio shop on site.
- The people / staff operating and supporting the system will be accommodated at the entrance gate and be transported to the site daily.
- The activities will be supported by a dedicated parking area for the visitors at the end of the tar road.

The tethered helium balloon

- The balloon will have a standalone dedicated power supply (silent generator) with a small standby.
- The diesel generator will be backed up with an onsite 2000 liters storage facility.
- There will also be a backup generator for the balloon housed in a silent container unit.
- No helium is stored on site. Helium will only be topped on average every 6 – 8 months.
- Customers will disembark the train and walk to the balloon platform. There will be a shaded area at the station where 30 passengers will be elevated and return to earth 15 minutes later. The waiting area will be at the train platform.
- There will be an ablution unit at the station platform.
- Spares will be housed at a location to be determined at the main gate in containers – one container unit for the workshop and one for spare parts.
- The balloon will be an advantage for those who want to see the area without having to walk.

The helium balloon details

- The tethered passenger helium balloon is 23 meters in diameter and is tethered through a high-tensile wire cable to an electric winch system which elevates to a maximum ride height of 150 meters and is safe, quiet, unobtrusive and pollution free.
- The winch itself can be mounted above ground or below the balloon itself, it is noiseless and during its ascent it generates its own electricity thus making the system environmentally friendly.
- The complete system and setup will require a silent 80 - 100kva generator to supply the winch and the ticketing office.
- The mooring system for securing the balloon to the ground requires 16 anchor points connected to 16 mooring winches (like what you find on a 4x4 vehicle) installed on concrete points in a 50-meter circle but can be tailored for the site conditions.

- The gondola of the balloon will take up to 30 passengers at a time and travel time to 150 meters and back can be achieved within 15 minutes giving a 360-degree view of the surrounding area.
- The location of the balloon should be 25 meters clear of surface obstructions such as trees. A dedicated pathway from the parking area to the balloon platform and ticket office would be required.

Examples of helium balloons

The following examples have been obtained from Sky Eye Tours & Hospitality (Pty) Ltd from similar projects and sites worldwide:

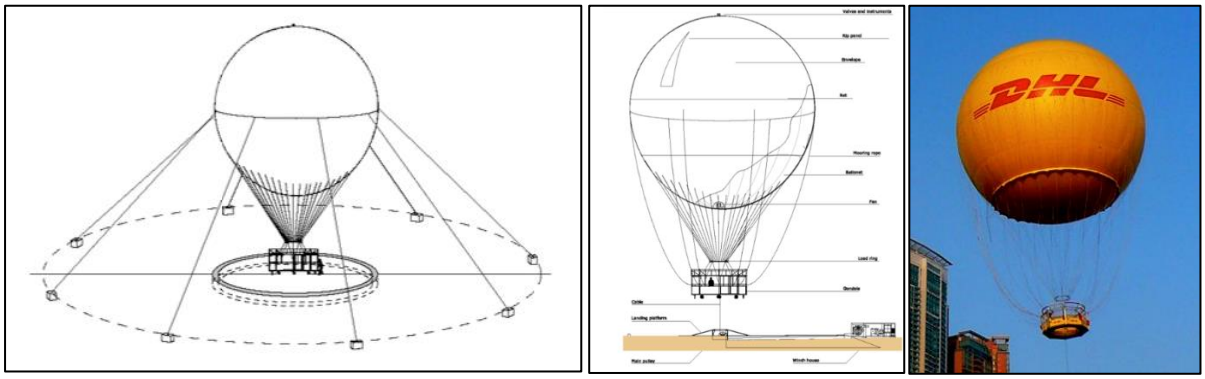


Figure 12: Design layouts of the balloon and example of a helium balloon

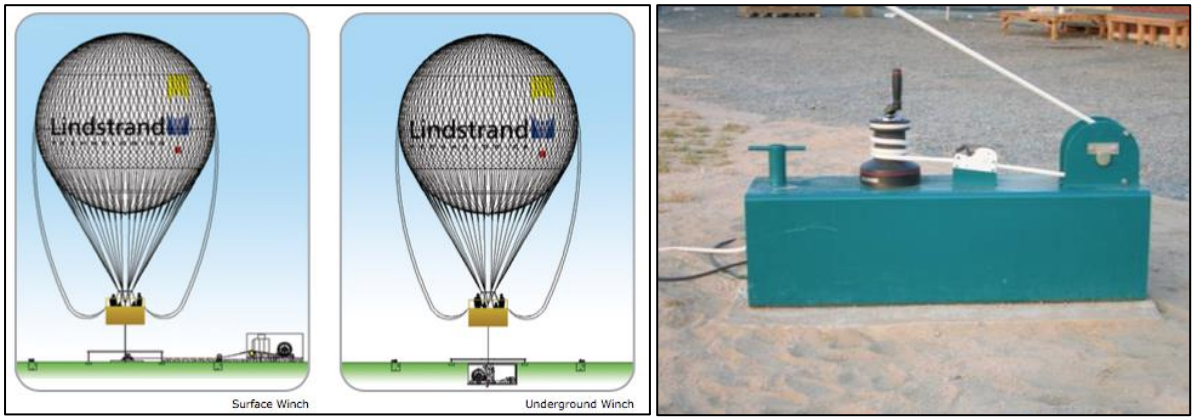


Figure 13: Surface winch, underground winch and mooring table example

Figure 14: Basket container to carry people and landing platform example

Socio-economic issues

- The expected employment to be created will be 10 people for the train operations, 6 people for the balloon operations, 10 to 15 at the main station / shop / office / bar etc. (in total 30 to 40 staff members).
- The balloon trips will cost ±N$ 500 per person and the train trips will be between N$ 180 and N$ 250 per person.

Operation hours	8 hours per day
Travel time	12 minutes
Cycles per train and hour	5
Cycles per day for both trains	80
Total milage per day	320 km
Driver	2
Technician	1
Person per station	1
Person ticket selling	1

Figure 15: Train trip details and employment of staff (Intamin Transportation Ltd)

3. Supporting Bulk Services and Infrastructure Provision

The site will be supported by the following services:

3.1. Access and Internal Roads

The site will be accessed via the existing tar road from Sesriem. A dedicated parking area will be created at the end of the tar road where visitors must park their vehicles before taking the train to the vlei area. The current parking for 4x4 transfers will be used for that. If the proposed activities are approved it is expected that the parking area will have to be enlarged to make provision for extra vehicles. See below map of area:

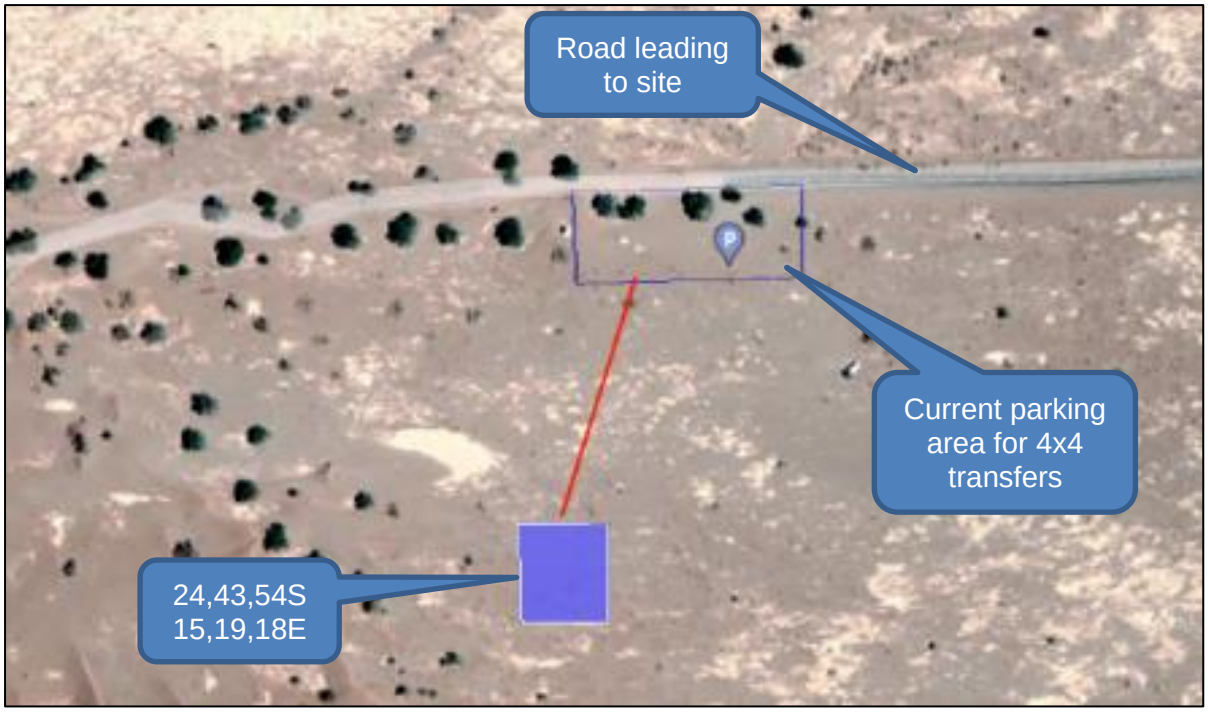


Figure 16: Site location

3.2. Water supply

Onsite water storage facilities will be created which will provide water to the various activities proposed for the site. These tanks will be supplied by water sources located close to Sesriem and transported to the site by a small water tanker.

3.3. Electricity reticulation

Electricity to run the activities on site will be supplied by several silent diesel generators. Diesel will be stored on site in bunded facilities and be supplied by road with a small fuel truck.

3.4. Sewage disposal

Only household sewer will be generated on site. This sewage will be disposed of into a French Drain to be connected to a percolation ditch and soak away or an alternative system to be approved by the Department of Water Affairs of the Ministry of Agriculture, Water and Land Reform and the Ministry of Environment, Forestry and Tourism.

3.5. Solid waste disposal/Refuse Removal

The solid waste generated on the site will be stored in a proper place, to prevent it from being blown away or carried away by scavengers/animals. The waste will be collected on a regular basis and transported in an enclosed vehicle or bags to be taken to an approved waste site outside the Namib Naukluft National Park.

3.6. Fire Protection

The Proponent will put in the necessary fire protection infrastructure as per the requirements for operations of this nature.

4. Approach to the Environmental Assessment of the Project

The purpose of the Environmental Impact Assessment is to consider social, ecological, legal and institutional issues related to the intended use of the land, guided by the principles and stipulations of the Namibian Environmental Assessment Policy (1995) and Namibia's Environmental Management Act (2007), to determine the desirability of the proposed activities on the suggested area and to develop an Environmental Management Plan (EMP) to mitigate and manage environmental issues identified in the process.

To accomplish the above, the impact study will be undertaken and based on the outcome of the findings; further specialists' investigation might be required to fully assess all impacts.

4.1. Aims of the Assessment Process

- To ascertain existing environmental conditions on the site to determine its environmental sensitivity.
- To inform I&APs and relevant authorities of the details of the proposed activities and to provide them with an opportunity to raise issues and concerns.
- To assess the significance of issues and concerns raised.
- To compile an impact report detailing all identified issues and possible impacts, stipulating the way forward and identify specialist investigations required.
- To outline management guidelines in an Environmental Management Plan (EMP) to minimize and/or mitigate potentially negative impacts.
- To comply with Namibia's Environmental Management Act (2007) and its regulations (2012).

4.2. Methodology

a) Desktop sensitivity assessment

Literature available on the area will be reviewed to determine potential environmental issues and concerns.

b) Site assessment (site visit)

This involves investigating the environmental parameters on site in order to enable further understanding of the potential impacts on site.

c) Involvement of Interested and Affected Parties

Stakeholders will be given the opportunity to comment on the proposed activities and engage in the planning process. The findings of the assessment process will be incorporated in the environmental impact assessment report.

5. Expected Impacts on receiving environment

From previous experience with developments of this nature and comments received from Affected Parties, the following key impacts on the receiving environment can be expected:

Impact on natural ambiance

- The 5 meter high elevated steel track of ±4km will have an impact on the natural backdrop of the area.
- The pillars of the track will follow the riverbed and might impact the surface flow of water.
- The helium balloon will be visible from some distance and thus impact on the natural ambiance of the area.
- The rail and train, if not painted in natural earthy colors, will stand out from the natural environment.
- Noise pollution from the helium balloon, train, and generators.
- The risk of soil, surface and ground water pollution from oil and diesel spillages.
- Supporting infrastructure like the stations, ablution and kiosk facilities will impact on the natural ambiance.
- Currently the visitors travelling along the 4x4 track use the width of the riverbed and tracks as wide as 50m can be observed. Many parallel tracks are created to allow vehicles to pass or from drivers not staying on the road. This has an impact on the natural ambiance, soils, vegetation, and fauna of the area.
- Concerns if the area can be restored/rehabilitated to an acceptable status once the bulk services have been constructed or when these activities are terminated due to financial or other reasons.
- Concerns on the financial feasibility and sustainability of the proposed activities as well as the sustainable efficient management thereof.

Socio-economic impacts

- Employment will be created during construction and operation.
- Current operators will lose income and jobs from not operating the 4 x 4 shuttle service.
- The movement and freedom of tourists will be limited as they will not be allowed to travel the 4 x 4 section on their own time and in their own vehicles.
- The proposed motorized system will allow more tourists to have a quality/modern experience of Sossusvlei. It will also allow elderly people and people with disabilities to have a better experience of Sossusvlei.
- A poorly maintained and managed motorized system will frustrate tourists visiting Sossusvlei and create a bad image for tourism in general in Namibia.
- A properly designed rail system will allow visits to the area even when the vlei areas are flooded.

Noise and dust

- It is expected that noise will be reduced due to the use of silent generators and the design of the train. The combined noise of the train and supporting infrastructure will

be less than the combined effect of vehicles driving along the 4 x 4 track. The noise from the balloon will be low as it is operated by an electric winch to bring it down which will be housed underground. The silent generator will emit around 60>70db as the balloon descends. Going up is completely silent as it is helium powered. Equally train noise will be minimal from wheels in motion only and generators as above either end.

- Dust pollution will be lowered.

Other socio-economic and bio-physical environmental impacts normally associated with activities of this nature are:

5.1. Socio-economic environment

- Community health issues - transmission of diseases from the construction team and support staff to the local community.
- Increase in criminal activities.
- Cultural/heritage impacts.

5.2. Bio-physical environment

- Effect on natural and general ambiance of the area and surroundings.
- The clearing of some vegetation for the construction of structures.
- Animals and birds habituating on the site will be disturbed.
- The use of water during construction and operations.
- The generation of dust during construction and operations.
- Material wastage (packing, building waste) polluting the site and neighbouring environment.
- Health and safety of construction and operational staff if not attended to satisfactorily.
- Impact on surface and groundwater.
- Noise during construction of bulk services as well as from the operations once constructed and in operation.
- Surface drainage systems (flow of surface draining systems).

These impacts and others which will be identified during the environmental scoping procedures and the engagement of the interested and affected parties will be evaluated in order to determine the significance of impact and if and how these impacts can be mitigated.

The above-named aspects will be covered in the Environmental Management Plan to be mitigated.

6. Listed activities triggered by the proposed project

From the desk top study, site visits and previous experience, the proposed project involves the following listed activities as per the Environmental Impact Assessment Regulations (GN 30 in GG 4878 of 6 February 2012).

TOURISM DEVELOPMENT ACTIVITIES

6. The construction of resorts, lodges, hotels or other tourism and hospitality facilities.

OTHER ACTIVITIES
11.2 Construction of cemeteries, camping, leisure and recreation sites.

7. Public Involvement Program

During the public consultation process, Green Earth Environmental Consultants do the following:

- Identify and inform key stakeholders, authorities, the local authority (municipality), and interested or affected members of the public (I&APs).
- Give notice of the proposed activity as per the requirement of the Regulations through national newspapers, site notices and letters.
- Provide I&APs with additional information on the proposed activity by sending them this Background Information Document (BID).
- Schedule a public meeting if there is enough public interest to which all registered and identified I&APs will be invited, facilitate stakeholder participation and engagement and provide details of issues raised during the public involvement program and scoping exercise.
- Record all comments of I&APs, supported by responses provided by Green Earth, in a report to be included in the EIA.
- Inform the Proponent of comments relevant to the project's planning, implementation and operations and for inclusion in the EMP and consideration.

A Public Meeting is scheduled on Friday, 1 April 2022, at 10:00. The meeting will take place at the Sossusvlei Lodge Conference Venue just to the east of Sesriem.

As an important part of the Environmental Impact Assessment process, you as stakeholder or interested member of the public are invited to find out more about what is being proposed, the implications thereof on the environment and/or to raise any issues or concerns.

Should you have any questions regarding the project, please contact ***GREEN EARTH Environmental Consultants*** at the contact details (*Charlie du Toit: 081 127 3145 or carien@greenearthnamibia.com*) provided on *Page 1* of this document.

The closing date for any questions, comments, inputs or information is 6 April 2022.

LETTER FROM MINISTRY OF ENVIRONMENT, FORESTRY AND TOURISM

REPUBLIC OF NAMIBIA

MINISTRY OF ENVIRONMENT AND TOURISM

OFFICE OF THE MINISTER

Tel: (+ 264 61) 284 2336
Fax: (+ 264 61) 232 057

Cnr Robert Mugabe &
Dr Kenneth Kaunda Street
Private Bag 13306
Windhoek
Namibia

Enquiries: Ms. E. Hamunyela
Tel: 061-2842526

19 March 2020

Mr. Laban Kandume
Sky Eye
747 London Street
Otjomuise
Namibia

Dear Mr. Kandume,

SUBJECT: APPLICATION FOR CONCESSION RIGHTS TO OPERATE A HELIUM BALLOON AND MOTORIZED PASSENGER TRANSPORT AT SOSSUSVLEI

Your application for concession rights to operate a helium balloon and motorized passenger transport at Sossusvlei in the Namib Naukluft Park, bear reference.

In line with Nature Conservation Ordinance, 1975 (Ordinance 4 of 1975) as amended by Nature Conservation Amendment Act, 2017 (Act 3 of 2017), and further in line with Clause 4 and specifically 4.1 of the National Policy on Tourism and wildlife Concessions on State land grants power to the Minister to give exclusive operating rights to a proponent for a limited period for unique and highly innovative proposals.

I therefore hereby award the rights you have applied for, subject to the following.

a) In regard to the helium balloon, the award is subject to:
   - Obtaining a no objection letter from the National Heritage Council;
   - That there are no overlapping rights with the existing exclusive rights given to another operator; and

"Stop the poaching of our rhinos"

All official correspondence must be addressed to the Permanent Secretary

1. Obtaining Environmental Clearance Certificate.
    - In regard to the motorized passenger transport, the award is subject to:
    - engagement and consultation with Namibia Wildlife Resorts, to work on the proposal further; and

The above awards are valid for a period of 10 years, after which the operation may be placed on open tender to allow for competitive bidding.

Yours sincerely,

MINISTRY OF ENVIRONMENT AND TOURISM
REPUBLIC OF NAMIBIA
2020 -03- 19
OFFICE OF THE MINISTER
PRIVATE BAG 13346 WINDHOEK

Pohamba Shifeta (MP)

MINISTER

STATISTICS REPORT

Quorterly Statistic Report - 2018

Months	Sesriem/Sossusvlei			Northern Section			Kulala Gate			Vehicles				Revenue	
	Nam	SADC	Foreigners	Nam	SADC	Foreigners	Nam	SADC	Foreigners	10>	11-25	26-50	50<		
April	1397	1999	12774	70	38	796	124	0	767	4471	338	88	0	NAD	1,298,990.00
May	1598	2064	13314	88	101	809	140	0	644	4991	323	111	0	NAD	1,366,240.00
June	1144	3018	10263	61	155	562	108	5	446	4117	293	83	1	NAD	1,147,150.00
Totals	4139	7081	36351	219	294	2167	372	5	1857	13579	954	282	1	NAD	3,812,380.00

Visitors	Quantity
Total Namibians	4730
Total SADC	7380
Total Foreigners	40375
Total Visitors	52485
Total Vehicles	14816
Total Revenue	NAD 3,812,380.00

NB: Only Sesriem/Sossusvlei and Northern section park entrance fees and statistics has been collected and compiled at Sesriem office. Kulala Statistics was compiled by Little Kulala Lodge, and revenue payments are made at Windhoek permit office.Vehicle are categorized according to number of seats and different rates are charged as shown in the above table.

MINISTRY OF ENVIRONMENT AND TOURISM
DIRECTORATE OF WILDLIFE AND NATIONAL PARKS
SESRIEM
05 JUL 2018
MALTAHOHE

Quorterly Statistic Report - 2018

Months	Sesriem/Sossusvlei			Northern Section			Kulala Gate			Vehicles				Revenue	
	Nam	SADC	Foreigners	Nam	SADC	Foreigners	Nam	SADC	Foreigners	10>	11-25	26-50	50<		
July	1426	2758	18415	90	56	997	160	5	782	6814	444	132	0	NAD	1,902,460.00
August	1964	1682	23090	126	49	1427	160	0	800	6880	580	138	3	NAD	2,204,038.00
September	1443	1462	17261	92	56	1100	147	1	686	5071	479	149	1	NAD	1,740,190.00
Totals	4833	5902	58766	308	161	3524	467	6	2268	18765	1503	419	4	NAD	5,846,688.00

Visitors	Quantity
Total Namibians	5608
Total SADC	6069
Total Foreigners	64558
Total Visitors	76235
Total Vehicles	20691
Total Revenue	NAD 5,846,688.00

NB: Only Sesriem/Sossusvlei and Northern section park entrance fees and statistics has been collected and compiled at Sesriem office. Kulala Statistics was compiled by Little Kulala Lodge, and revenue payments are made at Windhoek permit office.Vehicle are categorized according to number of seats and different rates are charged as shown in the above table.

MINISTRY OF ENVIRONMENT AND TOURISM
DIRECTORATE OF WILDLIFE AND NATIONAL PARKS
SESRIEM
05 OCT 2018
MALTAHOHE

Quorterly Statistic Report - 2019

Months	Sesriem/Sossusvlei			Northern Section			Kulala Gate			Vehicles				Revenue	
	Nam	SADC	Foreigners	Nam	SADC	Foreigners	Nam	SADC	Foreigners	10>	11-25	26-50	50<		
January	853	779	7144	18	35	166	98	1	368	2496	188	49	0	NAD	739,340.00
February	762	497	7673	21	10	240	95	17	307	2449	198	60	0	NAD	756,470.00
March	1173	1487	8705	52	23	268	137	31	460	2949	246	72	1	NAD	917,800.00
Totals	2788	2763	23522	91	68	674	330	49	1135	7894	632	181	1	NAD	2,413,610.00

Visitors	Quantity
Total Namibians	3209
Total SADC	2880
Total Foreigners	25331
Total Visitors	31420
Total Vehicles	8708
Total Revenue	NAD 2,413,610.00

NB: Only Sesriem/Sossusvlei and Northern section park entrance fees and statistics details, shown in this report, has been collected and compiled at Sesriem office. Kulala Statistics is received from Kulala Desert Lodge, and revenue payments were done at Windhoek permit office.Vehicles are categorized according to number of seats and different rates are charged as shown in the table above.

MINISTRY OF ENVIRONMENT AND TOURISM
DIRECTORATE OF WILDLIFE AND NATIONAL PARKS
SESRIEM
05 APR 2019
MALTAHOHE

COMMENTS FROM INTERESTED AND AFFECTED PARTIES

PERSONAL PARTICULARS	
Name and Surname:	
Organization:	
Postal Address:	
Telephone Number:	Email Address:
Fax Number:	Cellphone Number.:
INTEREST IN PROJECT	
COMMENTS ON PROJECT	
Signature:	Date:

Kindly take note that comments should reach our office by 6 April 2022.