

APP 005338

**ENVIRONMENTAL SCOPING ASSESSMENT AND ENVIRONMENTAL
MANAGEMENT PLAN FOR THE STORAGE AND HANDLING OF
INDUSTRIAL CARGO AND FERTILIZERS IN THE PORT OF WALVIS BAY**

ENVIRONMENTAL ASSESSMENT SCOPING REPORT




Assessed by:



Assessed for:

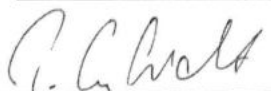


February 2025

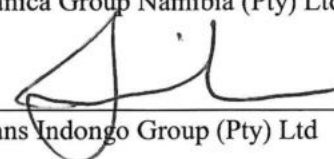
Project:	ENVIRONMENTAL SCOPING ASSESSMENT AND ENVIRONMENTAL MANAGEMENT PLAN FOR THE STORAGE AND HANDLING OF INDUSTRIAL CARGO AND FERTILIZERS IN THE PORT OF WALVIS BAY	
Report:	Final	
Version/Date:	February 2025	
APP No:	250211005338	
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Cite this document as:	Faul A; Bosman Q; Pelser E; 2025 February; Storage and Handling of Industrial Cargo and Fertilizers in the Port of Walvis Bay: Environmental Assessment Scoping Report	
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Report Approval	 André Faul Conservation Ecologist	

I P. Kohlstaedt acting as the Proponent's representative (Manica Group Namibia (Pty) Ltd j/v Frans Indongo Group (Pty) Ltd), hereby approve this report and confirm that the project description contained in herein is a true reflection of the information which the Proponent has provided to Geo Pollution Technologies. All material information in the possession of the Proponent that reasonably has or may have the potential of influencing any decision or the objectivity of this assessment is fairly represented in this report.

Signed at Walvis Bay on the 3rd day of March 2025.



 Manica Group Namibia (Pty) Ltd



 Frans Indongo Group (Pty) Ltd

Reg. No 06/00306/07

Company Registration

Reg No 2007/0769
 Company Registration

EXECUTIVE SUMMARY

Manica Group Namibia (Pty) Ltd in a joint venture with the Frans Indongo Group (Pty) Ltd, hereafter referred to as the Proponent, were awarded land within the Port of Walvis Bay's commercial harbour, to establish a warehouse for the storage and handling of industrial cargo and fertilizers. Industrial cargo (e.g. metal ores, copper concentrates, copper cathodes, sulphur, etc.) and fertilizers (e.g. urea, potassium nitrate, etc.) will be received as bulk or break-bulk cargo, either for export via the Port of Walvis Bay, or as imported products to be distributed in Namibia or southern Africa.

The Proponent requested Geo Pollution Technologies (Pty) Ltd to conduct an environmental scoping assessment for the warehouse and its related operations. This assessment examines the necessary upgrades and construction activities on the property, the storage and handling processes for the different types of cargo, and the overall day-to-day operational activities. The study aims to identify and assess environmental, safety, health and socio-economic impacts associated with the development and operations of the facility. Relevant environmental data has been collected through secondary sources and a reconnaissance site visit, allowing the identification of potential environmental and social impacts, which are addressed in this report.

Given the nature of the proposed operations, various impacts on the surrounding environment are anticipated. These impacts can be both positive and negative. Consequently, it is recommended that environmental performance be regularly monitored to enhance positive impacts and prevent or mitigate negative ones, ensuring regulatory compliance and implementing corrective measures as necessary.

The facility's operations will play a crucial role in the export of metal ores from the Southern African Development Community (SADC) and the import of chemicals and fertilizers into SADC. This brings significant economic benefits to Walvis Bay and Namibia at large. Various permits and levies associated with the transport of cargo will be paid. The trucking industry furthermore supports multiple service centres, purchase tyres and fuel, and truck drivers patronise local businesses for food and goods. The facility will create employment opportunities and boost the local workforce's spending power. The operations will likely attract further investments and business opportunities in the town. Various subcontractors will be engaged to supply specific services and goods to the facility.

The primary concerns related to the facility's operations include health impacts from potentially harmful products and their dust, increased traffic and noise, fire hazards, and visual impacts from dust discolouring the environment and structures. However, these issues can be mitigated through preventative measures and adherence to international best practice standards and guidelines relevant to the facility. Storing and handling all products in an enclosed warehouse will prevent potential dust impacts. Dust suppression systems can be installed if needed, although it is unlikely to be required as cargo will be stored within an enclosed warehouse. Additionally, all loads entering and leaving the facility should be adequately covered, if not in bags or containers. Noise levels should comply with health and safety regulations outlined in the Labour Act and/or World Health Organization standards for community noise. By employing local contractors and workers and implementing educational programs, the positive socio-economic impacts can be maximised while mitigating negative ones.

The environmental management plan (EMP) included in section 10 of this document should be used as a reference during all phases of the facility's operations. All monitoring and records should be documented in a report to ensure compliance with the EMP. Parties responsible for any transgressions of the EMP should be held accountable for any necessary rehabilitation. A health, safety, environment, and quality policy, or a similar document, should be used alongside the EMP. Operators and responsible personnel must be trained on the contents of these documents. Namport, municipal or national regulations and guidelines must be adhered to and monitored regularly as outlined in the EMP.

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LIST OF ABBREVIATIONS

AIDS	Acquired Immune Deficiency Syndrome
DWA	Department of Water Affairs
EIA	Environmental Impact Assessment
EMA	Environmental Management Act No 7 of 2007
EMP	Environmental Management Plan
EMS	Environmental Management System
GPT	Geo Pollution Technologies
HIV	Human Immunodeficiency Virus
IAPs	Interested and Affected Parties
IBA	Important Bird Area
IBL	Internal Boundary Layer
IUCN	International Union for Conservation of Nature
m/s	Meter per second
MABL	Marine Atmospheric Boundary Layer
mbs	Meters below surface
MEFT	Ministry of Environment, Forestry and Tourism
mm/a	Millimetres per annum
mm/a	Millimetres per annum
MSDS	Material Safety Data Sheet
NaCl	Sodium chloride
NIOSH	National Institute for Occupational Safety and Health
OSHA	Occupational Safety and Health Administration
PBL	Planetary Boundary Layer
PEL	Permissible Exposure Level
PM	Particle matter
PPE	Personal Protective Equipment
ppm	Parts per million
REL	Recommended Exposure Level
SADC	Southern African Development Community
SAH	South Atlantic High
SANS	South African National Standards
SO₂	Sulfur dioxide
SOLAS	Safety of Life at Sea
TIBL	Thermal Internal Boundary Layer
TREM Card	Transport Emergency Card
TWA	Time weighted averages
WHO	World Health Organization

GLOSSARY OF TERMS

Alternatives - A possible course of action, in place of another, that would meet the same purpose and need but which would avoid or minimize negative impacts or enhance project benefits. These can include alternative locations/sites, routes, layouts, processes, designs, schedules and/or inputs. The “no-go” alternative constitutes the ‘without project’ option and provides a benchmark against which to evaluate changes; development should result in net benefit to society and should avoid undesirable negative impacts.

Assessment - The process of collecting, organising, analysing, interpreting and communicating information relevant to decision making.

Break Bulk Cargo – Unitised cargo which include cargo stored and transported in bags, drums, etc. of varying sizes.

Competent Authority - means a body or person empowered under the local authorities act or Environmental Management Act to enforce the rule of law.

Construction - means the building, erection or modification of a facility, structure or infrastructure that is necessary for the undertaking of an activity, including the modification, alteration, upgrading or decommissioning of such facility, structure or infrastructure.

Cumulative Impacts - in relation to an activity, means the impact of an activity that in itself may not be significant but may become significant when added to the existing and potential impacts eventuating from similar or diverse activities or undertakings in the area.

Environment - As defined in the Environmental Assessment Policy and Environmental Management Act - “land, water and air; all organic and inorganic matter and living organisms as well as biological diversity; the interacting natural systems that include components referred to in sub-paragraphs, the human environment insofar as it represents archaeological, aesthetic, cultural, historic, economic, palaeontological or social values”.

Environmental Impact Assessment (EIA) - process of assessment of the effects of a development on the environment.

Environmental Management Plan (EMP) - A working document on environmental and socio-economic mitigation measures, which must be implemented by several responsible parties during all the phases of the proposed project.

Environmental Management System (EMS) - An Environment Management System, or EMS, is a comprehensive approach to managing environmental issues, integrating environment-oriented thinking into every aspect of business management. An EMS ensures environmental considerations are a priority, along with other concerns such as costs, product quality, investments, PR productivity and strategic planning. An EMS generally makes a positive impact on a company’s bottom line. It increases efficiency and focuses on customer needs and marketplace conditions, improving both the company’s financial and environmental performance. By using an EMS to convert environmental problems into commercial opportunities, companies usually become more competitive.

Evaluation – means the process of ascertaining the relative importance or significance of information, the light of people’s values, preference and judgements in order to make a decision.

Gangue Material – unwanted material that surrounds, or is closely mixed with, a wanted mineral in an ore deposit or minded ore.

Hazard - Anything that has the potential to cause damage to life, property and/or the environment. The hazard of a particular material or installation is constant; that is, it would present the same hazard wherever it was present.

Interested and Affected Party (IAP) - any person, group of persons or organisation interested in, or affected by an activity; and any organ of state that may have jurisdiction over any aspect of the activity.

Metal Ore – For purposes of this document “metal ore” refers to any one or combination of copper, manganese, nickel, lithium, chrome and zinc, as well as cobalt hydroxide. Copper can also include copper concentrates and cathodes.

Mitigate - The implementation of practical measures to reduce adverse impacts.

Proponent (Applicant) - Any person who has submitted or intends to submit an application for an authorisation, as legislated by the Environmental Management Act no. 7 of 2007, to undertake an activity or activities identified as a listed activity or listed activities; or in any other notice published by the Minister or Ministry of Environment, Forestry & Tourism.

Public - Citizens who have diverse cultural, educational, political and socio-economic characteristics. The public is not a homogeneous and unified group of people with a set of agreed common interests and aims. There is no single public. There are a number of publics, some of whom may emerge at any time during the process depending on their particular concerns and the issues involved.

Scoping Process - process of identifying: issues that will be relevant for consideration of the application; the potential environmental impacts of the proposed activity; and alternatives to the proposed activity that are feasible and reasonable.

Significant Effect/Impact - means an impact that by its magnitude, duration, intensity or probability of occurrence may have a notable effect on one or more aspects of the environment.

Stakeholder Engagement - The process of engagement between stakeholders (the Proponent, authorities and IAPs) during the planning, assessment, implementation and/or management of proposals or activities. The level of stakeholder engagement varies depending on the nature of the proposal or activity as well as the level of commitment by stakeholders to the process. Stakeholder engagement can therefore be described by a spectrum or continuum of increasing levels of engagement in the decision-making process. The term is considered to be more appropriate than the term “public participation”.

Stakeholders - A sub-group of the public whose interests may be positively or negatively affected by a proposal or activity and/or who are concerned with a proposal or activity and its consequences. The term therefore includes the Proponent, authorities (both the lead authority and other authorities) and all interested and affected parties (IAPs). The principle that environmental consultants and stakeholder engagement practitioners should be independent and unbiased excludes these groups from being considered stakeholders.

Sustainable Development - “Development that meets the needs of the current generation without compromising the ability of future generations to meet their own needs and aspirations” – the definition of the World Commission on Environment and Development (1987). “Improving the quality of human life while living within the carrying capacity of supporting ecosystems” – the definition given in a publication called “Caring for the Earth: A Strategy for Sustainable Living” by the International Union for Conservation of Nature (IUCN), the United Nations Environment Programme and the World Wide Fund for Nature (1991).

1 INTRODUCTION

Geo Pollution Technologies (Pty) Ltd was appointed by Manica Group Namibia (Pty) Ltd and Frans Indongo Group (Pty) Ltd, hereafter referred to as the Proponent, to prepare an environmental scoping assessment (EIA) and environmental management plan (EMP) for industrial cargo and fertilizer storage and handling operations in the Port of Walvis Bay, Erongo Region (Figure 1-1). For this purpose, the Proponent will lease land inside the commercial harbour of the Port. The leased area currently hosts two rub halls which will be dismantled and replaced by one large warehouse. It will be designed and constructed to handle mainly bulk and break-bulk cargo. Provision will also be made inside the warehouse for the bagging of bulk cargo.

General project components considered for the EIA comprise of construction (inclusive of future upgrades and maintenance), operations and potential decommissioning. Typical operational activities will include receipt, storage and distribution of bulk and break bulk cargo. Cargo is either imported via the Port, for distribution in southern Africa, or received from clients in southern Africa for export via the Port. A detailed project description and commodities list are presented in section 4.

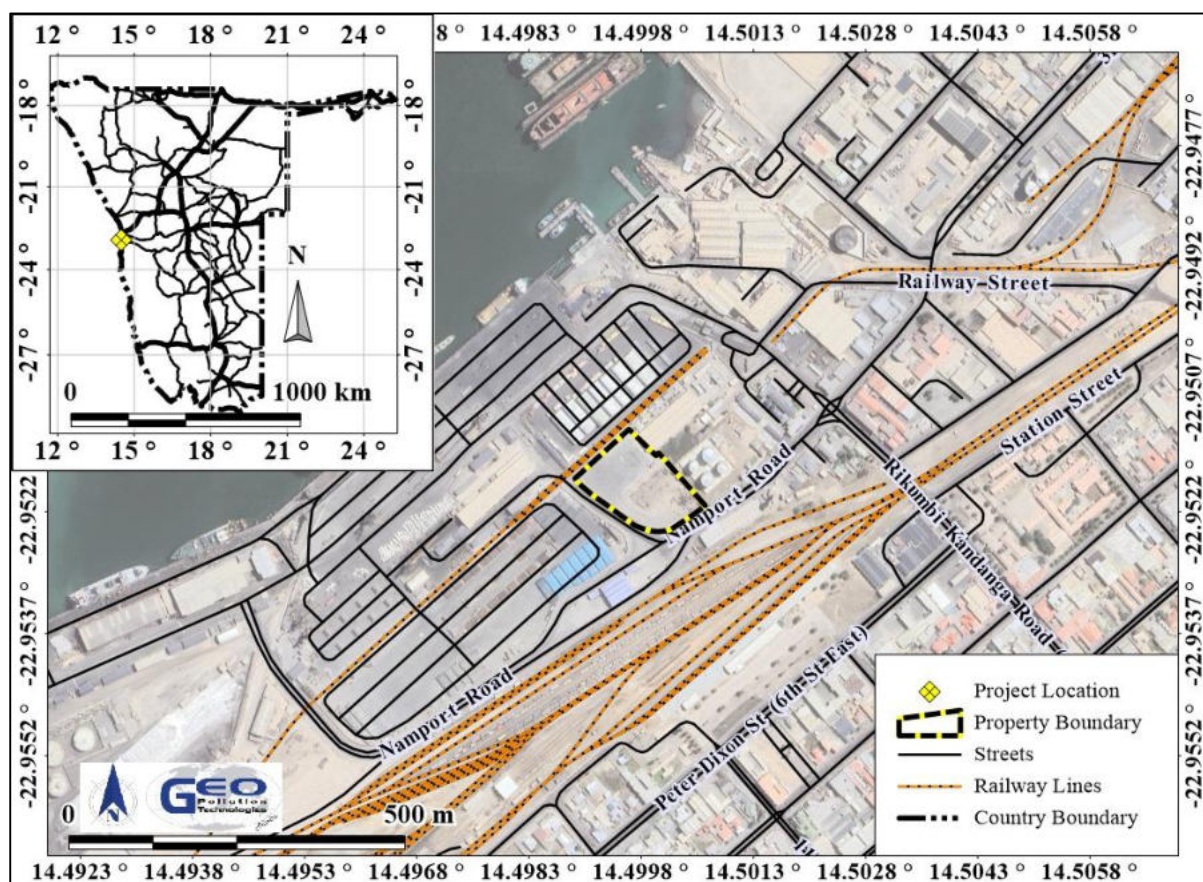


Figure 1-1 Project location

A risk assessment was undertaken to determine the potential impacts of the construction, operational and possible decommissioning phases associated with the project on the environment. The environment being defined in the Environmental Assessment Policy and Environmental Management Act as “land, water and air; all organic and inorganic matter and living organisms as well as biological diversity; the interacting natural systems that include components referred to in sub-paragraphs, the human environment insofar as it represents archaeological, aesthetic, cultural, historic, economic, paleontological or social values”.

The environmental assessment was conducted to apply for an environmental clearance certificate in compliance with Namibia’s Environmental Management Act (Act No 7 of 2007) (EMA).

Project Justification – The Port of Walvis Bay has established itself as one of the most reliable and efficient ports of call in southern Africa. It is thus in a favourable position to serve not only Namibia, but also landlocked countries like Botswana, Zimbabwe, Zambia and the Democratic Republic of the Congo. Recent years have seen tremendous growth in the demand for port services for the export and import of, among others, metal ores and industrial cargo, mainly associated with the mining industry. There has lately also been significant growth in the demand for the import of fertilizers. By developing a large warehouse to facilitate the import and export of cargo, the Proponent will be able to provide a valuable service to clients, while also aligning themselves with the Walvis Bay Corridor Group's aim of developing and promoting Namibia as the leading trade route for the Southern African Development Community (SADC). This will be achieved through established corridor routes connecting the Port of Walvis Bay with the rest of Namibian and southern Africa. The main benefits of the project include:

- ◆ Revenue generation for Walvis Bay and Namibia as a whole;
- ◆ Reliable export of mining products from mining sectors of Namibian and SADC countries;
- ◆ Reliable import of industrial cargo and fertilizers into Namibia and SADC countries for mainly the mining and agricultural sectors;
- ◆ Employment, education and skills transfer;
- ◆ Diversification of economic activity;
- ◆ Potential inducement of additional investments and business opportunities.

2 SCOPE

The scope of the environmental assessment is to:

1. Determine the potential environmental impacts emanating from the activities proposed by the Proponent.
2. Identify a range of management actions which could mitigate the potential adverse impacts to acceptable levels.
3. Comply with Namibia's Environmental Management Act (2007).
4. Provide sufficient information to the Ministry of Environment, Forestry and Tourism (MEFT) and related authorities to make an informed decision regarding the proposed operations, construction activities and possible decommissioning of the facility.

3 METHODOLOGY

The following methods were used to investigate the potential impacts on the social and natural environment due to the planned construction and operations of the facility:

1. Baseline information about the site and its surroundings was obtained from existing secondary information and a reconnaissance site visit.
2. As part of the scoping process to determine potential environmental impacts, interested and affected parties (IAPs) were consulted about their views, comments and opinions and these are put forward in this report.
3. Based on gathered information and public and stakeholder consultation, an assessment of potential impacts was conducted and a management plan prepared.

4 PROJECT DESCRIPTION

The following sections provide details on the proposed construction and operational activities of the Proponent.

4.1 EXISTING INFRASTRUCTURE

The property proposed to be developed by the Proponent is located in the Port of Walvis Bay's commercial harbour. The site currently has two rubb halls. Rubb halls are large-scale storage structures that are made from a heavy-duty material, typically polyester, stretched over a metal frame. Construction of rubb halls are designed to be cost-effective and time-saving, while allowing for easy dismantling when project activities cease and the site has to be cleared.



Photo 4-1 Entrance to the storage facility



Photo 4-2 View of the existing rub hall



Photo 4-3 Outside view of the rub hall

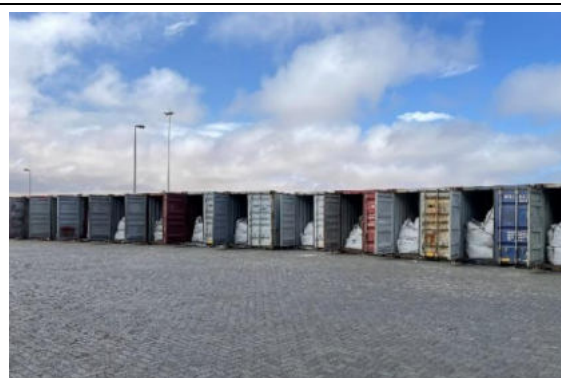


Photo 4-4 Shipping containers used for storage of bulk bags



Photo 4-5 Electrical distribution room

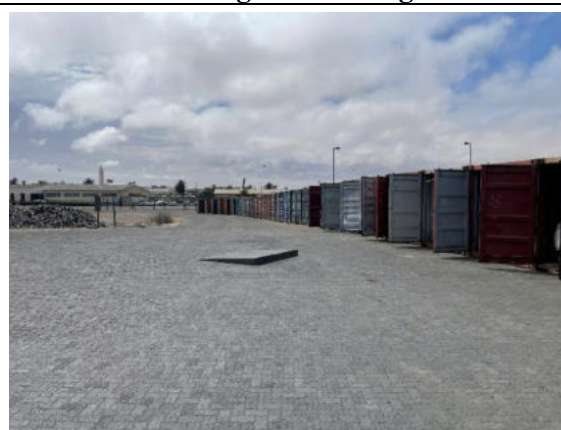


Photo 4-6 Interlocked section of the facility



Photo 4-7 Storage area to the south of the facility



Photo 4-8 Storage area and truck turning area

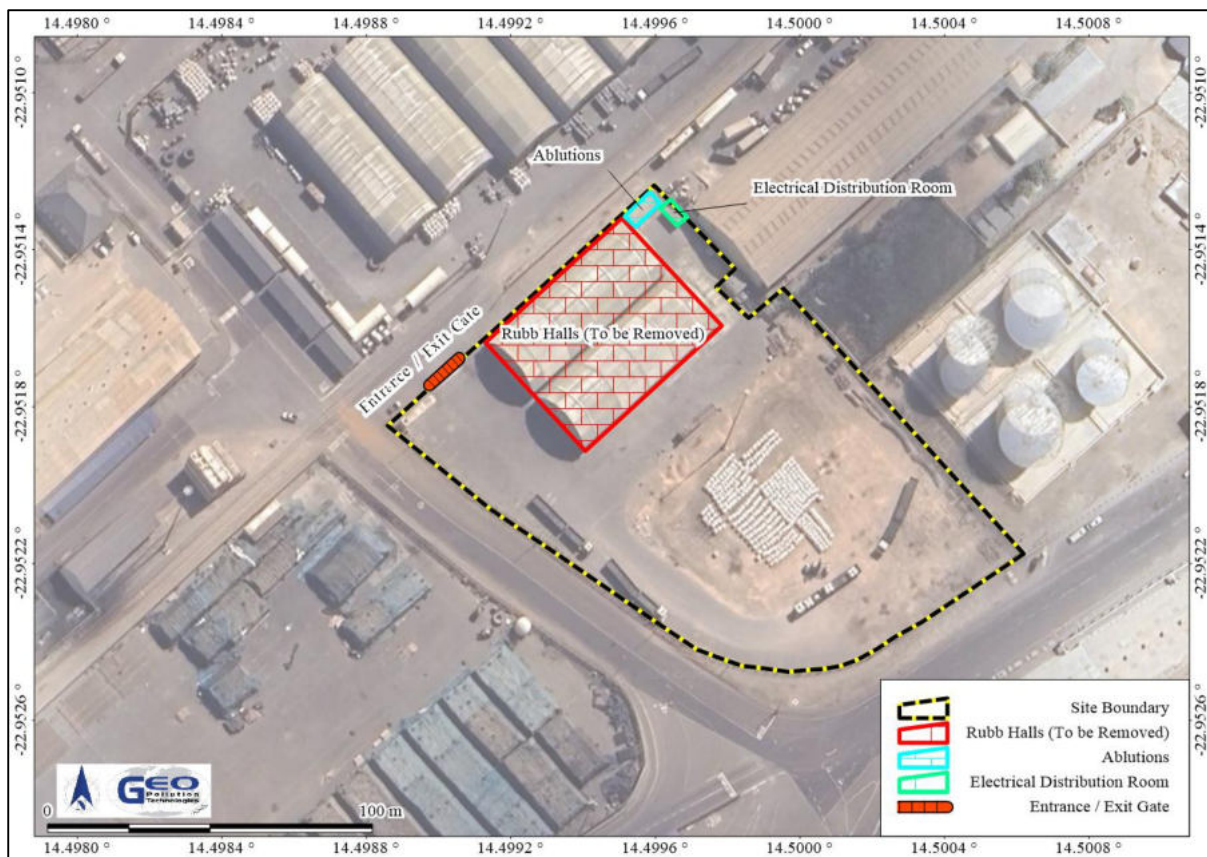


Figure 4-1 Existing site layout

4.2 INFRASTRUCTURE CONSTRUCTION

The Proponent plans to remove the two existing rubb halls and replace them with one big warehouse. The warehouse will either also be a typical rubb hall or it will be a steel and aluminium structure. A steel and aluminium warehouse will have a steel frame which is cladded and roofed with aluminium sheeting. Both options can have a concrete floor or interlocking floors with industrial grade, heavy duty pavers. Regardless of which option is ultimately chosen, the main construction activities will be very similar, consisting of earthworks for landfilling and land levelling, foundations for the steel support structure, erection of the frame and covering it with either the fabric or the cladding. Future maintenance will include regular cleaning of the structures and periodic painting of exposed metals.

To ensure that the fabric or cladding of the warehouse is not damaged by the cargo during storage and handling, concrete retaining blocks will be placed along the inside perimeter of the warehouse (internal bracing). Similar blocks will also be used to demarcate different bays within the warehouse for the segregation of different types of cargo. The Proponent may in future install conveyor systems in the warehouse to aid in the loading and offloading of bulk cargo and the movement of the cargo to their designated stockpiling bays.

4.3 OPERATIONAL ACTIVITIES

The facility will function as a receipt, storage and handling facility for import and export of cargo. The following is a short description of the proposed operations.

4.3.1 Cargo Types

The products listed in Table 9-1 are planned to be stored and handled at the facility. It mainly consist of metal ore concentrates, sulphur and fertilizers. It is possible that handling and storage of only some of the products will ultimately realise, but provision is made in this assessment for all products mentioned. It is also possible that a demand for additional products realise, in which case such products will be added to the list of products the Proponent handles.

The cargo can be received, stored, handled and shipped as bulk cargo, break bulk cargo or containerised in shipping containers. Bulk cargo is for example metal ores which are not contained and is typically transported in skips or side tipper trucks. It is also stored as “loose” product in the warehouse in dedicated areas (Photo 4-9). Break bulk cargo is unitised cargo (packaged cargo) can include bags, bulk bags, drums, on pallets, etc (Photo 4-10). For the Proponent’s operations, break bulk cargo would mainly constitute 50 kg bags on pallets and bulk bags of varying weights up to two tonnes. For containerised cargo, shipping containers are typically stuffed (filled) with bagged or packaged products (Photo 4-11). This allows for easier transport of products while also keeping cargo protected from environmental elements such as moisture and the sun.

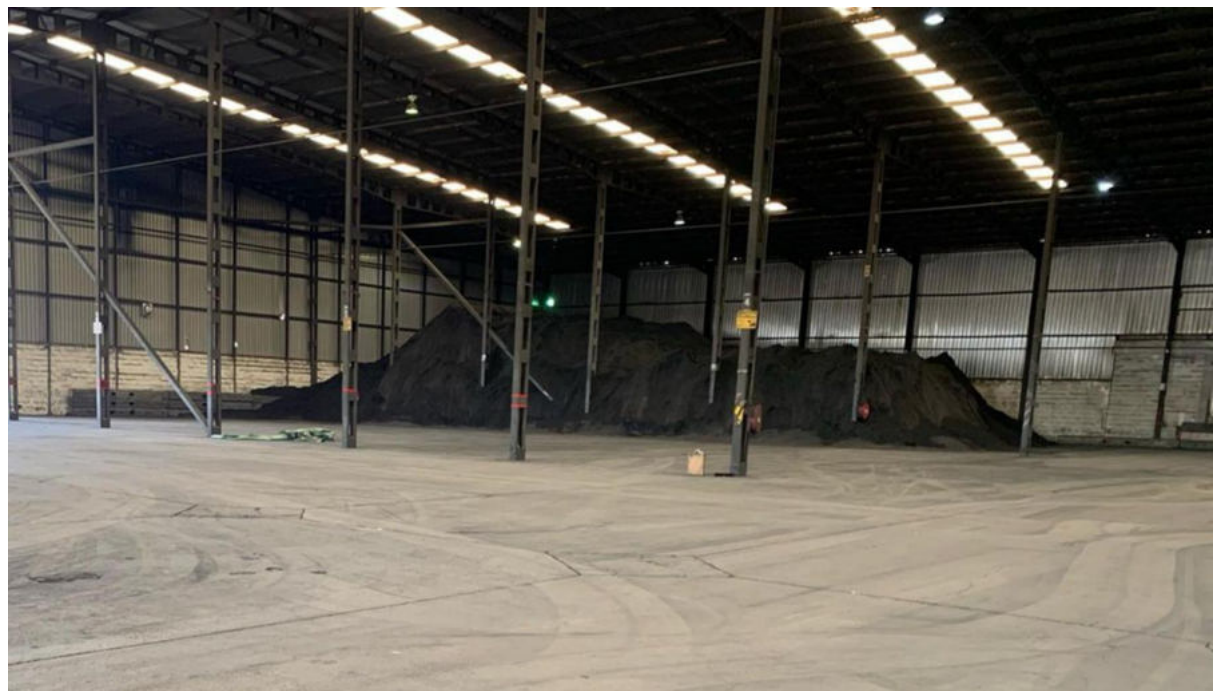


Photo 4-9 Bulk cargo stored in a warehouse



Photo 4-10 Examples of bulk bags (break bulk)



Photo 4-11 Example of cargo stored in containers (break bulk)

4.3.2 Handling and Storage of Cargo

Bulk cargo received at the warehouse is tipped at its designated bay inside the warehouse. From there it is stockpiled in its bay by means of wheeled frontend loaders or excavators. Likewise, the frontend loader or excavator will also be used to load skips on flatbed trucks for its transport to the vessel. A floor sweeper will be used to ensure the floors are clean and that cargo does not become contaminated.

Break bulk cargo will be offloaded in the warehouse, or on the paved area in front of the warehouse, using forklifts. The bags will then also be moved to dedicated areas in the warehouse for storing, until they have to be transported to the vessel (export cargo) or clients (import cargo). Some bulk bags may be emptied in the warehouse for stockpiling, and ultimately export of the products, as bulk cargo.

Containerised cargo will be offloaded and stacked in the yard. This will require the operations of a reach stacker.

For the export of bulk products, the cargo will be loaded into skips on flatbed trucks inside the warehouse. The trucks will then proceed to the relevant quay where a skip handler will lift the skip and dump the contents in the ship's cargo bay. For export of break-bulk and containerised cargo, flatbed trucks will transport the cargo to quayside where cranes will be used to load it onto vessels. Vessel loading and unloading in the Port will be handled by Namport or third party stevedores and falls outside the scope of this assessment.

Incompatibilities between different cargo and transport recommendations according to Material Safety Data Sheets (MSDS) will be considered when cargo is transferred to and from the storage facility.

The import of cargo will be transported and handled in the same manner as exported cargo, albeit with a different final destination.

4.3.3 Bagging

The warehouse will have facilities for the bagging of bulk cargo. Such products will thus be transported from the quay into the warehouse in skips or tipper trucks, where it will be offloaded and temporarily stored. A bagging plant will then be used to transfer the products into bags of varying sizes for transport to clients. Such bags may also be stuffed into containers for transport to clients.

4.3.4 Maintenance and Upgrades

Throughout operations, regular inspections and maintenance of the infrastructure on site will be performed. This may include regular cleaning and painting of structures. Some infrastructure may be replaced or upgraded when required. During such maintenance and upgrade activities, some waste may be produced that will require disposal.

4.3.5 General

Operations will be 24 hours per day. The workforce present on site will be approximately 43 workers to cover all shifts. Workers will include equipment operators (forklifts, reach stackers, etc.), administrative staff, general workers, security personnel, site supervisors and managers.

Existing utilities such as water, sewers and electricity are already present and will be used for the proposed warehouse operations. Disposal of domestic waste will be at the waste disposal site of the Municipality of Walvis Bay. Third party contractors may be used to safely dispose of hazardous waste or contaminated products where such wastes are present on site. This includes torn bulk bags or bulk bags that have reached the end of their useable life.

5 ALTERNATIVES TO THE PROPOSED FACILITY

5.1 LOCATION ALTERNATIVE

Namport is mandated with the management of the ports of Namibia. One of the objectives of Namport is to maximise cargo throughput in the Port of Walvis Bay. By availing land for the Proponent's project, Namport not only fulfils its mandate of managing the Port, but also creates a favourable environment for the handling and storing of cargo export and import via the Port. Surrounding land use within the Port is of a similar industrial nature. A more favourable alternative for placement of the warehouse is thus not available.

5.2 OPERATIONAL ALTERNATIVES

The main alternatives considered for the project are focussed on the storage and construction of related infrastructure for the proposed operations. Each alternative has its own positive and negative aspects. Table 5-1 presents a comparison of the different alternatives in terms of its advantages and disadvantages and suggest a preferred option based on the information presented.

Table 5-1 Alternative comparison table

Alternative Description	Advantages	Disadvantages	Preferred Alternative
Cargo Stockpiling Method			
As bulk on paving and in the open	<ul style="list-style-type: none"> Can immediately start project Low capital expenditure increasing project feasibility 	<ul style="list-style-type: none"> Dust impacts Public health and ecological risks Visual impact Products may get wet 	<ul style="list-style-type: none"> Storage in a closed warehouse for the containment of dust and protection of elements will negate public health ecological risks.
Bulk bags stored under tarpaulins or containerised cargo	<ul style="list-style-type: none"> Can immediately start project Excellent containment of dust Lower visual impact 	<ul style="list-style-type: none"> Cost of bags with limited lifespan Increased handling time Possibility of bags being damaged, resulting in spills 	
Storage in a closed warehouse	<ul style="list-style-type: none"> Good containment of dust Capital investment through construction of warehouse Low visual impact 	<ul style="list-style-type: none"> Possible delay in start of project to allow for construction of warehouse Expensive to construct warehouse 	

5.3 NO-GO OPTION

The no-go option will negate all benefits, risks and possible impacts of the proposed project, should it be considered. Considering the type, location and scale of the project, the no-go option is not recommended.

6 ADMINISTRATIVE, LEGAL AND POLICY REQUIREMENTS

To protect the environment and achieve sustainable development, all projects, plans, programmes and policies deemed to have adverse impacts on the environment require an environmental assessment, as per the Namibian legislation. The legislation and standards provided Table 6-1 to Table 6-4 govern the environmental assessment process in Namibia and/or are relevant to the facility.

Table 6-1 Namibian law applicable to the facility and related operations

Law	Key Aspects
The Namibian Constitution	<ul style="list-style-type: none"> Promotes the welfare of people Incorporates a high level of environmental protection Incorporates international agreements as part of Namibian law
Environmental Management Act Act No. 7 of 2007, Government Notice No. 232 of 2007	<ul style="list-style-type: none"> Defines the environment Promotes sustainable management of the environment and the use of natural resources Provides a process of assessment and control of activities with possible significant effects on the environment
Environmental Management Regulations Government Notice No. 28-30 of 2012	<ul style="list-style-type: none"> Commencement of the Environmental Management Act List activities that requires an environmental clearance certificate Provides Environmental Impact Assessment Regulations

Law	Key Aspects
Namibia Ports Authority Act Act No. 2 of 1994	<ul style="list-style-type: none"> Provides for the establishment of the Namibian Ports Authority to undertake the management and control of ports Outlines the functions of the Namibian Ports Authority among which is the protection of the environment
Road Traffic and Transport Act Act No. 22 of 1999, Government Notice No. 282 of 1999	<ul style="list-style-type: none"> Provides for the control of traffic on public roads, the licensing of drivers, the registration and licensing of vehicles, the control and regulation of road transport across Namibia's borders Road Traffic and Transport Regulations, 2001
Marine Resources Act Act No. 27 of 2000	<ul style="list-style-type: none"> Provides for the conservation of the marine ecosystem and the responsible administration, conservation, protection and promotion of marine resources on a sustainable basis
Water Resources Management Act Act No. 11 of 2013	<ul style="list-style-type: none"> Provides for management, protection, development, use and conservation of water resources Prevention of water pollution and assignment of liability
Local Authorities Act Act No. 23 of 1992, Government Notice No. 116 of 1992	<ul style="list-style-type: none"> Defines the powers, duties and functions of local authority councils Regulates discharges into sewers
Public and Environmental Health Act Act No. 1 of 2015, Government Notice No. 86 of 2015	<ul style="list-style-type: none"> Provides a framework for a structured more uniform public and environmental health system, and for incidental matters Deals with Integrated Waste Management including waste collection disposal and recycling; waste generation and storage; and sanitation
Labour Act Act No 11 of 2007, Government Notice No. 236 of 2007	<ul style="list-style-type: none"> Provides for Labour Law and the protection and safety of employees Labour Act, 1992: Regulations relating to the health and safety of employees at work (Government Notice No. 156 of 1997)
Atmospheric Pollution Prevention Ordinance Ordinance No. 11 of 1976	<ul style="list-style-type: none"> Governs the control of noxious or offensive gases Prohibits scheduled process without a registration certificate in a controlled area Requires best practical means for preventing or reducing the escape into the atmosphere of noxious or offensive gases produced by the scheduled process
Hazardous Substances Ordinance Ordinance No. 14 of 1974	<ul style="list-style-type: none"> Applies to the manufacture, sale, use, disposal and dumping of hazardous substances as well as their import and export Aims to prevent hazardous substances from causing injury, ill-health or the death of human beings
Pollution Control and Waste Management Bill (draft document)	<ul style="list-style-type: none"> Not in force yet Provides for prevention and control of pollution and waste Provides for procedures to be followed for licence applications
Foreign Investment Act 27 of 1990 (as amended by Foreign Investment Amendment Act 24 of 1993)	<ul style="list-style-type: none"> Provides for the promotion of foreign investment in Namibia Considers environmental impacts associated with foreign investments.
Draft Wetland Policy of 2003	<ul style="list-style-type: none"> Considering the proximity of the Walvis Bay Lagoon, a RAMSAR site, the Wetland Policy of 2003 is of

Law	Key Aspects
	importance and includes protection and conservation of wetlands and ecosystems.
National Marine Pollution Contingency Plan of 2017	<ul style="list-style-type: none"> Coordinated and integrated national system for dealing with oil and other spills in Namibian waters.

Table 6-2 Municipal by-laws, guidelines and regulations

Municipal By-laws, Guidelines or Regulations	Key Aspects
Integrated Urban Spatial Development Framework for Walvis Bay	<ul style="list-style-type: none"> Overall vision to transform Walvis Bay to being the primary industrial city in Namibia Aims to ensure that appropriate levels of environmental management is enforced for all developments in Walvis Bay
Integrated Environmental Policy of Walvis Bay (Agenda 21 Project)	<ul style="list-style-type: none"> Indicates the directions that the Municipality of Walvis Bay will move towards in the forthcoming years to fulfil its responsibilities to manage the environment of Walvis Bay together with the town's residents and institutions Strong focus on conservation and protection of environment
Municipal By-law 19 and 20 on Effluents Entering Sewers	<ul style="list-style-type: none"> Regulates the discharge of effluent into sewers and prohibits the introduction of certain wastes or products including steam into the sewers system.
Town Planning Scheme No. 35	<ul style="list-style-type: none"> Manages and regulates development related to land use Proposes and identifies areas for specific future land use

Table 6-3 Relevant multilateral environmental agreements

Agreement	Key Aspects
Benguela Current Convention of 2013	<ul style="list-style-type: none"> The Convention is a formal treaty between the governments of Angola, Namibia and South Africa that sets out the countries' intention "to promote a coordinated regional approach to the long-term conservation, protection, rehabilitation, enhancement and sustainable use of the Benguela Current Large Marine Ecosystem, to provide economic, environmental and social benefits."
Convention on Biological Diversity (CBD)	<ul style="list-style-type: none"> Primary goal is the conservation of biodiversity Prescribes the precautionary principle Parties to the convention are obliged to: <ul style="list-style-type: none"> Establish a network of protected areas; Create buffer areas adjacent to these protected areas using environmentally sound and sustainable development practices; and Rehabilitate degraded habitats and populations of species
The Convention on Wetlands of International Importance especially as Waterfowl Habitat (referred as the RAMSAR Convention)	<ul style="list-style-type: none"> It is a framework for international cooperation in the conservation and wise use of wetlands and their resources Recognizes the Walvis Bay Nature Reserve – a tidal lagoon consisting of Pelican Point, adjacent intertidal areas, sandbars serving as roosting sites and mudflats exposed during low tide (12,600 ha) as a Wetland of International Importance

Stockholm Declaration on the Human Environment, Stockholm 1972	<ul style="list-style-type: none"> Recognizes the need for a common outlook and common principles to inspire and guide the people of the world in the preservation and enhancement of the human environment
1985 Vienna Convention for the Protection of the Ozone Layer	<ul style="list-style-type: none"> Aims to protect human health and the environment against adverse effects from modification of the Ozone Layer are considered Adopted to regulate levels of greenhouse gas concentration in the atmosphere
United Nations Framework Convention on Climate Change (UNFCCC)	<ul style="list-style-type: none"> The Convention recognises that developing countries should be accorded appropriate assistance to enable them to fulfil the terms of the Convention

Table 6-4 Standards or codes of practise

Standard or Code of Practise	Key Aspects
International Dangerous Goods Code (IMDG Version 10 of 2010)	<ul style="list-style-type: none"> For handling and storage of dangerous cargo
Various Seafaring Codes and Standards	<ul style="list-style-type: none"> The transport of cargo at sea is regulated by numerous codes and standards. Key to the Proponent are those pertaining to the loading and transport of cargo like the International Convention for the Safety of Life at Sea (SOLAS), 1974 which has the regulations: <ul style="list-style-type: none"> Chapter VI - Carriage of cargoes Chapter VII - Carriage of dangerous goods
Namport Safety, Health, Environment and Quality Policy	<ul style="list-style-type: none"> Provides guidance to all members responsible for managing Safety, Health, Environment and Quality related aspects. Ensures compliance with all applicable legal SHEQ and related requirements.

The project is listed as an activity requiring an environmental clearance certificate as per the following points from:

Section 9 of Government Notice No. 29 of 2012: Hazardous Substance Treatment, Handling and Storage

- 9.1 “The manufacturing, storage, handling or processing of a hazardous substance defined in the Hazardous Substances Ordinance, 1974.”

7 ENVIRONMENTAL CHARACTERISTICS

This section lists pertinent environmental characteristics of the study area and provides a statement on the potential environmental impacts on each.

7.1 LOCALITY AND SURROUNDING LAND USE

The facility is located within the Port of Walvis Bay (22.9519 °S, 14.4997 °E). The entire Port area is zoned for harbour use with the primary use including “warehouse” and “storage premises” (Figure 7-1). The surrounding properties all fall within the Port and have similar operations and zoning. To the north and north east the neighbour is Walvis Bay Cargo Terminal, to the west is the Namport pipe yard, to the south is the Namport police station, and to the east is the Namcor Joint Bunkering Storage depot.

Pelican Point is a sand spit that forms the bay and provides a protected environment for the Port (Figure 7-2). The Walvis Bay Lagoon, a RAMSAR site, is to the southwest of the area. Inland, Walvis Bay is surrounded by the Dorob National Park with the Namib Naukluft Park further east (Figure 7-2).

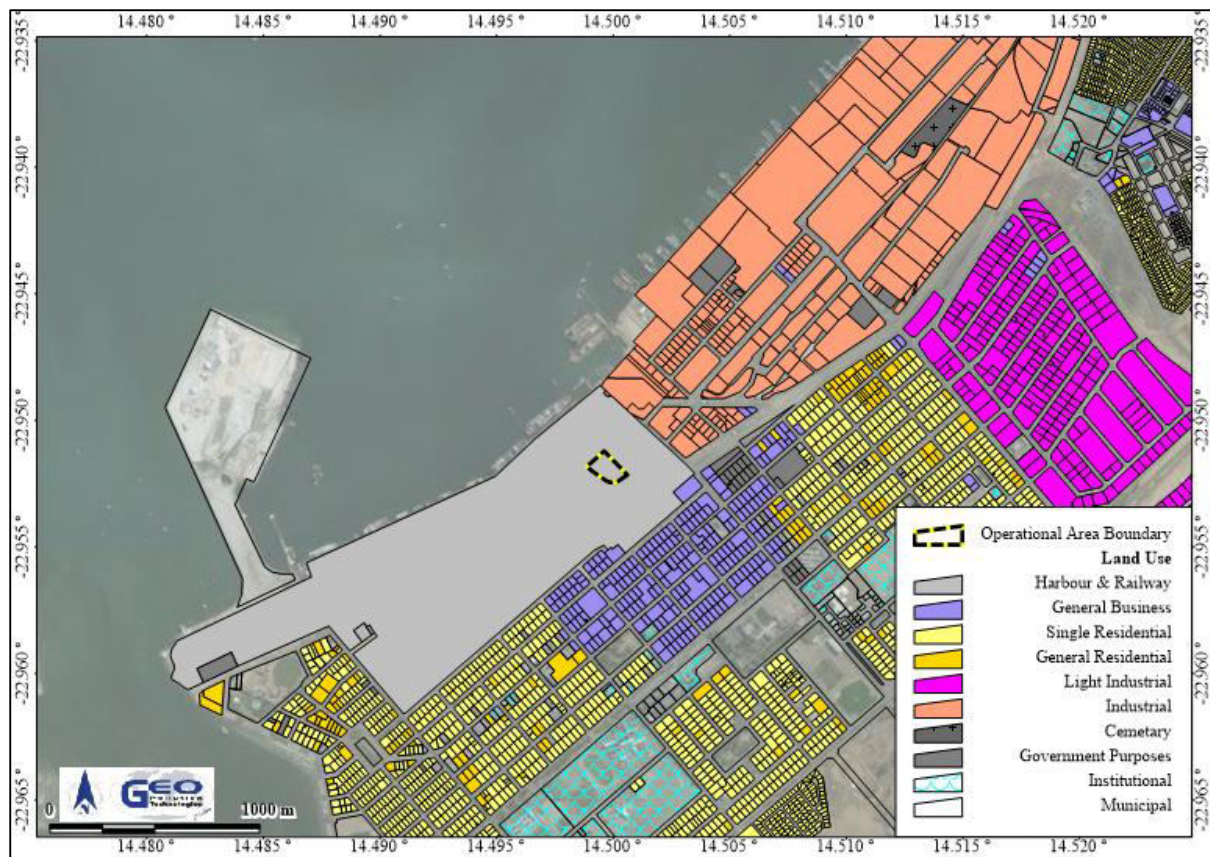


Figure 7-1 Site and surrounding property zoning

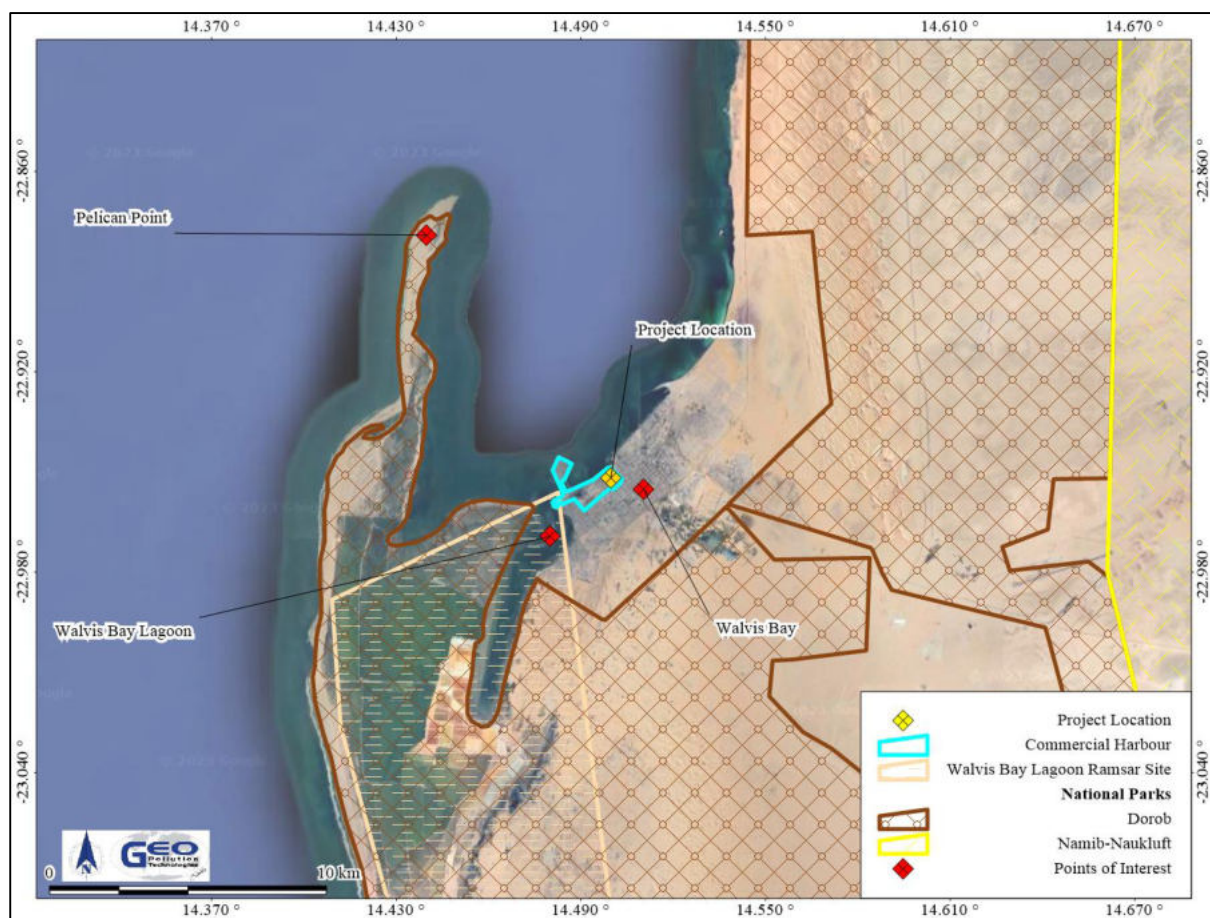


Figure 7-2 Project location in relation to the larger setting

Implications and Impacts

The site itself is situated in Port of Walvis Bay intended for industrial use. Activities surrounding the site is of similar nature. All storage and handling activities will take place within the warehouse to ensure impacts on neighbours are minimised. Operations will result in increased traffic within the Port.

7.2 CLIMATE

Namibia's climate is dominated by dry conditions for most of the year and particularly so in the west. The location of Namibia with respect to the Intertropical Convergence Zone, Subtropical High Pressure Zone and Temperate Zone is what determines the climate, with the Subtropical High Pressure Zone being the major contributor to the dry conditions (Atlas of Namibia Project, 2002; Bryant, 2010), see Figure 7-3.

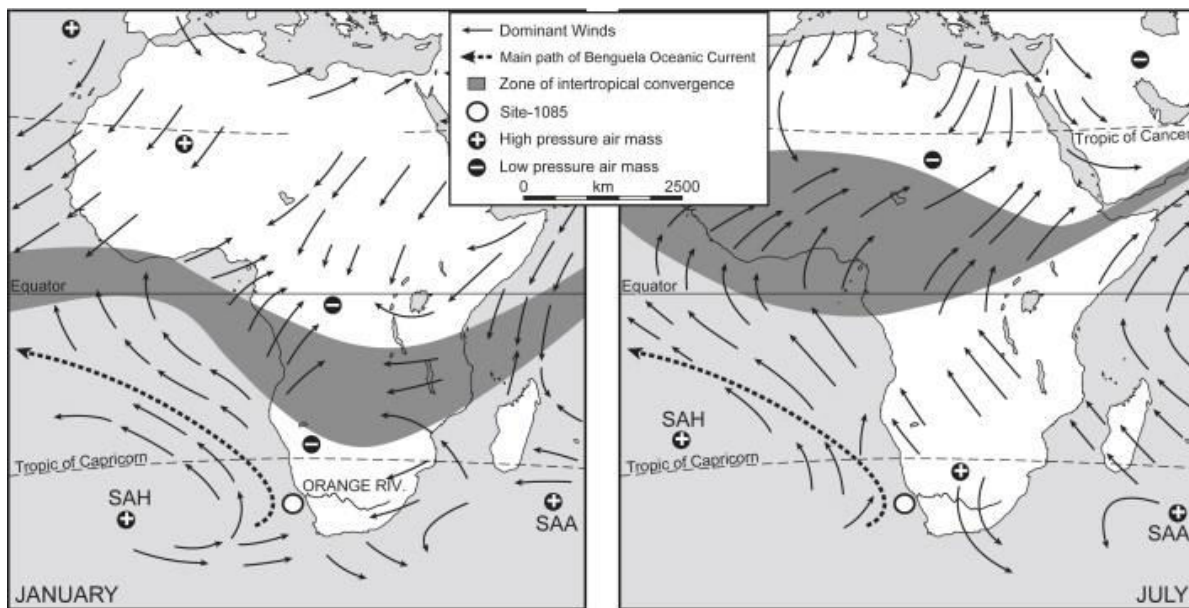


Figure 7-3 Map indicating the Intertropical Convergence Zone, Subtropical High Pressure Zone (SAH+), Benguela Current and Temperate Zone south of Tropic of Capricorn (not indicated) (from: <http://www.meteoweb.eu>)

Precipitation over Namibia is mainly controlled by the South Atlantic High (SAH), a high pressure cell (anticyclone) situated west of Namibia in the Subtropical High Pressure Zone. The SAH shifts during the year and is at higher latitudes in winter and lower latitudes in summer. In winter, as a result of being situated more north, the high pressure cell pushes any moisture originating from the Intertropical Convergence Zone northwards, preventing rain over Namibia. In summer, because the high pressure cell moves further south, and has less of an effect on the Intertropical Convergence Zone, moist air reaches Namibia, resulting in summer rains.

Studies indicate the presence of a thermal inversion layer at Walvis Bay. Originally this was thought to be at approximately 500 mamsl (Taljaard and Schumann 1940), but recent studies indicate it as low as 200 mamsl (Patricola and Chang, 2017; Corbett, 2018). A marine atmospheric boundary layer (MBL) exists offshore of the coastline that thins from more than 500 mamsl to 200 mamsl as it nears the coast (Figure 7-4). The MBL is a layer of cool, well-mixed, stable air that is capped by a thermal inversion (Patricola and Chang, 2016; Corbett 2018). This thermal layer or inversion layer will prevent the escape of pollutants such as smoke higher into the atmosphere. The MBL however contribute to high velocity wind speeds by funnelling the winds created by the SAH, resulting in what is referred to as the Benguela Low-Level Coastal Jet (Figure 7-4). Since the MBL overlap partially with the coastal plain, the wind generated by the Benguela Low-Level Coastal Jet also reaches inland, but diminishes relatively quickly further inland.

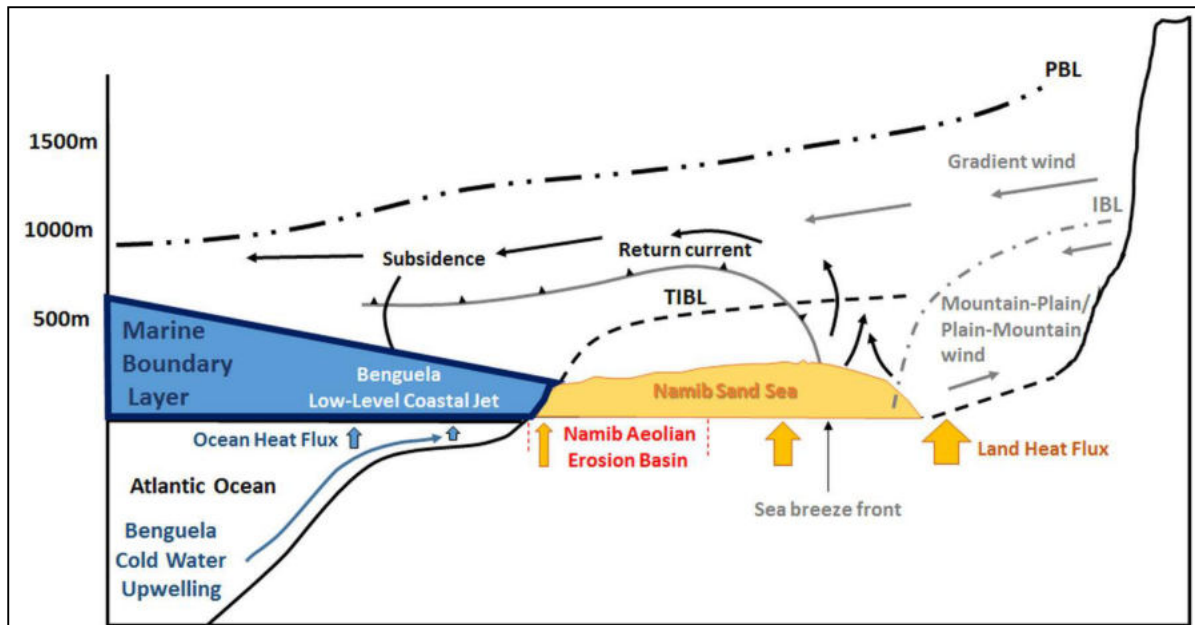


Figure 7-4 Marine atmospheric boundary layer (from: Corbett, 2018)

On a more localised scale, the climatic conditions on the central Namibian coast, and inland thereof (coastal plains), are strongly influenced by the cold Benguela Current, the SAH and the relatively flat coastal plains that are separated from the central highlands by a steep escarpment.

The anticlockwise circulation of the high pressure SAH and the action of the earth's Coriolis force results in strong southerly (longshore) winds blowing northwards up the coastline of Namibia (Bryant, 2010; Corbett, 2018). This longshore wind is responsible for upwelling of the cold, deep waters of the Benguela Current. As a result of the temperature difference between the cold surface water of the Benguela Current and the warm coastal plains, the southerly wind is diverted to a south south-westerly to south-westerly wind along the coast. At Walvis Bay the temperature gradient that forms over the warmer darker sands south of the Kuiseb River, compared with the cooler, lighter coloured gravel plain to the north of the river, leads to the formation of cyclonic circulation (localised low-pressure systems) centred over the dune area, due to warm air that rises over the dune area. This, together with topographical changes and land-use, causes a local deflection of wind flow over the Walvis Bay area, from south to southwest in Walvis Bay (Figure 7-5), to more southwest to westerly further inland, as well as reduced wind speeds. The more low speed, westerly winds are for example experienced at the Walvis Bay Airport (Rooikop).

The winds are strongest in early to mid-summer (September to January) when the SAH is at its strongest and most persistent, and the temperature difference between the sea and the desert plains are at its greatest. Wind speeds then occasionally exceed 32 km/hr and usually peaks late morning to early afternoon. In winter, the SAH loses strength and the southerly to south-westerly winds are at their weakest. Winter winds do not have enough strength to reach far inland. Autumn to winter conditions do however promote the formation of east wind conditions (berg winds) that can reach speeds of more than 50 km/hr and transport a lot of sand. East winds occur when the inland plateau is cold with a localised high pressure cell, while a low pressure system is present at the coast. The high pressure cell forces air off the escarpment and as the air descends, it warms adiabatically as well as create a low pressure system due to the vertical expansion of the air column. The warm air flows toward the coastal low and as it passes over the Namib plains, it heats up even further. The wind manifests itself as very strong, warm and dry wind during the mornings to early afternoon, but dissipate in the late afternoon.

Throughout the year the prevailing night time regional wind is a weak easterly wind. This results when the mainland cools to below the temperature of the coastal water. This results in a coastal low versus an onshore high pressure system with first no wind in the early evening, when

temperatures between water and land is similar, and then weak easterly winds as the temperature difference increase. Wind within the MBL remains dominated by the Benguela Low-Level Coastal Jet, causing a localised southerly wind over Walvis Bay, see Figure 7-5.

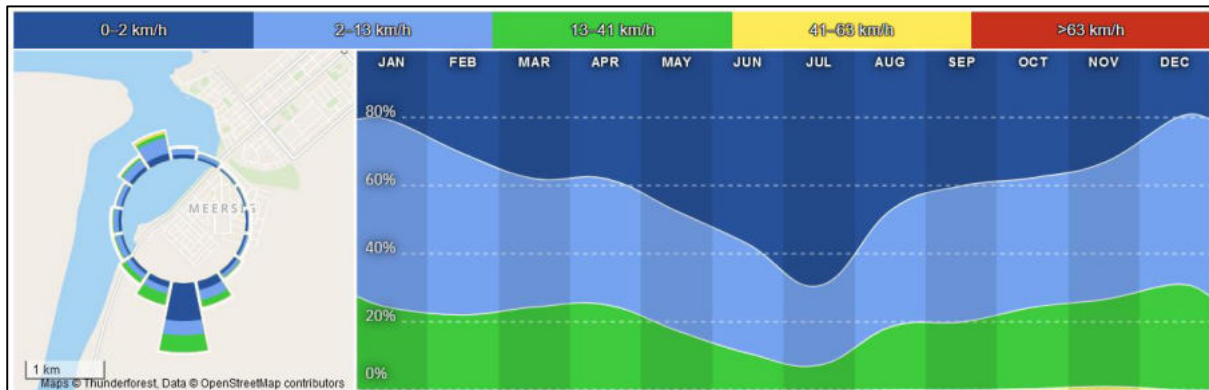


Figure 7-5 Wind direction and strength at the Walvis Bay Lagoon as measured between 2013 and 2022 (from: https://www.windfinder.com/windstatistics/walvis_bay_lagoon)

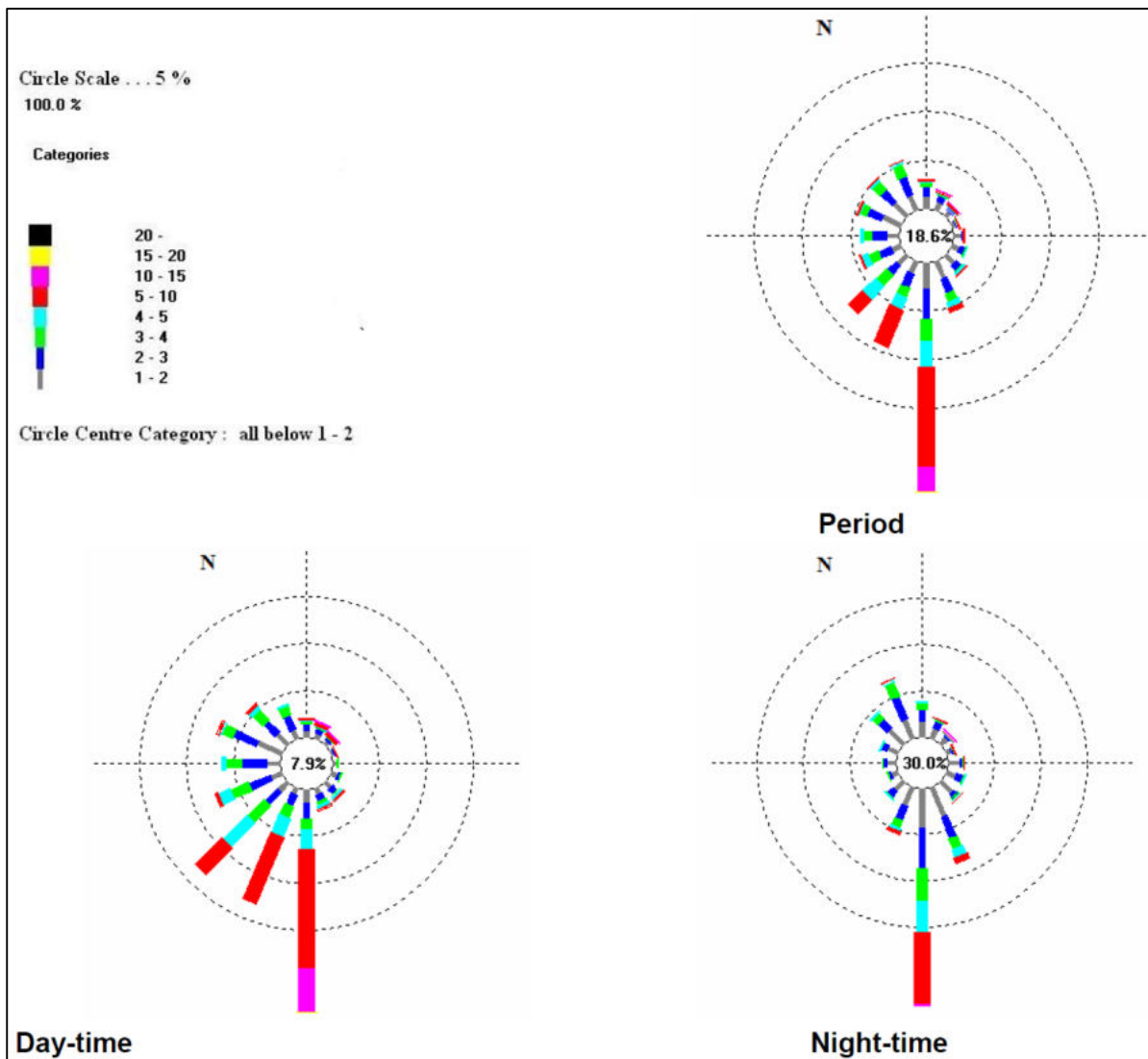


Figure 7-6 Period, daytime and night-time wind roses for Walvis Bay town for the period 2006 (Petzer, G. & von Gruenewaldt, R., 2008)

Temperature at Walvis Bay is strongly regulated by the cold Benguela current. As a result, there is typically limited variation between diurnal and seasonal temperatures. Average annual

temperatures are approximately 18 °C to 19 °C with the maximum temperature seldom above 30 °C and minimums rarely below 5 °C (Figure 7-7). The only real temperature extremes are experienced during east wind conditions in the autumn to early winter months when temperatures can reach the upper thirties or even low forties. This results in these months having an average maximum temperature ranging from 30 °C to 35 °C. As one moves inland from Walvis Bay, daytime temperatures increase rather quickly while night time temperatures can get significantly colder in the desert environment.

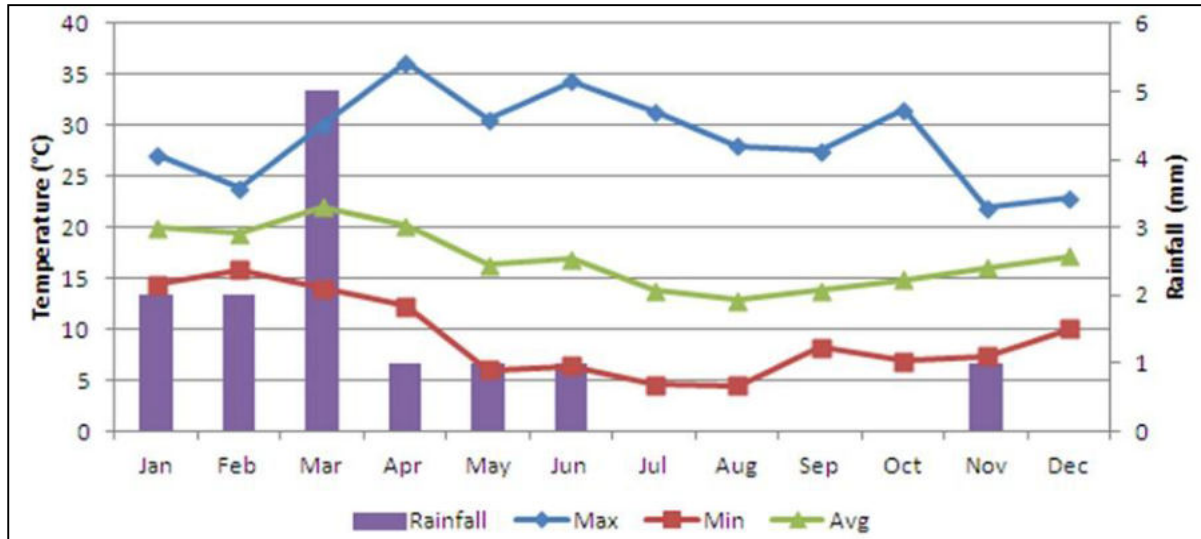


Figure 7-7 Temperature and rainfall at Walvis Bay (from: uMoya-NILU, 2020)

As explained above, the SAH severely limits the amount of rainfall over Namibia and especially at the coast and over the Namib Desert. As such, the average annual rainfall in Walvis Bay is below 50 mm (Figure 7-7), with 100% variation in annual rainfall. Infrequent, heavy rainfall does occur and typically results in rather chaotic conditions as Walvis Bay, and other coastal towns, has not been developed to cater for large volumes of storm water. Fog plays a very significant role as source of water for many plants and animals along Namibia's coast and the Namib Desert. Walvis Bay has up to 900 hours of fog per year and it results from the cold Benguela water cooling the humid air above it to such a temperature that the water vapour condenses to form fog and low level clouds (Mendelsohn et al., 2002).

Implications and Impacts

The strong westerly to south-westerly winds in Walvis Bay will carry any dust on site for great distances. Dust plumes may have potential health impacts (humans and animals) as well as cause pollution, damage to infrastructure and create a negative visual impact. Prevailing winds are away from any residential areas, but towards the ocean. Strong winds on site can cause damage to infrastructure not constructed or anchored to withstand them.

Heavy rainfall does not occur frequently, but in such an event, metal ore dusts and other potential pollutants such as spilled hydrocarbons, may be washed off site and enter the environment. Infrastructure damage can also occur.

7.3 CORROSIVE ENVIRONMENT

Walvis Bay is located in a very corrosive environment, which may be attributed to the frequent salt-laden fog, periodic winds and abundance of aggressive salts (dominantly NaCl and sulphates) in the soil. The periodic release of hydrogen sulphide (H₂S) from the ocean is expected to contribute to corrosion. See Figure 7-8 for corrosion comparison data with other centres.

The combination of high moisture and salt content of the surface soil can lead to rapid deterioration of subsurface metal (e.g. pipelines) and concrete structures. Chemical weathering of concrete structures due to the abundant salts in the soil is a concern.

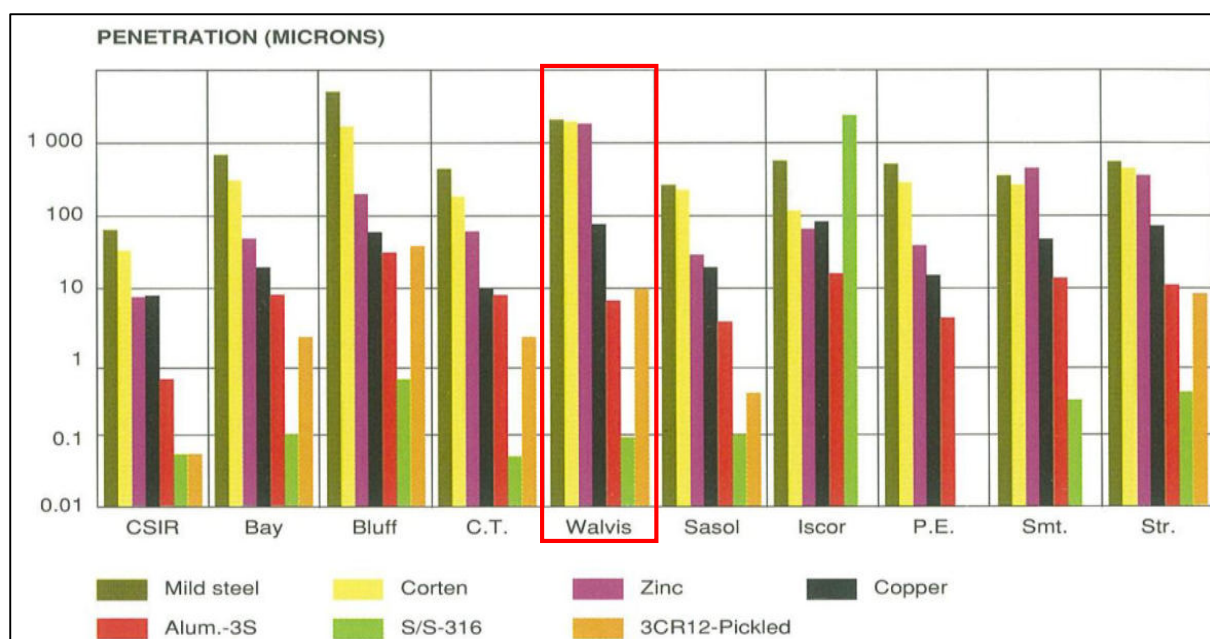


Figure 7-8 Twenty year corrosion exposure results in southern African towns (Callaghan 1991)

Implications and Impacts

Corrosion levels may be high and must be kept in mind when planning any construction and maintenance activities at the facility and related infrastructure.

7.4 TOPOGRAPHY AND DRAINAGE

Walvis Bay is located in the Central Western Plain of Namibia. The Kuiseb River forms the southern boundary of this landscape group, with the Namib Dune Field being present south of the Kuiseb River. A bay is formed by a peninsula commonly known as Pelican Point. On the southern part of the bay is a lagoon which used to be the mouth of the Kuiseb River. Dune migration however forced the flow of the Kuiseb River to the north. This flow was stopped through the construction of a flood control wall to prevent flooding of the town of Walvis Bay, thus forcing the flood waters to move through the dune area to the lagoon. The Kuiseb River now rarely reaches the lagoon.

The topography on site and surroundings have been levelled in order to support development. Surface flow is thus highly influenced by anthropogenic activity. In general, drainage in the Walvis Bay area is poorly developed due to the lack of rainfall <50 mm/annum received. A dune field is present southeast of Walvis Bay and also further to the northeast. These dunes generally migrate in a northerly direction. Further inland is the gravel plains of the central areas of the Namib Naukluft Park. Surface water around Walvis Bay is limited to the marine salt pans, lagoon and ocean as well as a man-made wetland formed as a result of the sewage treatment works.

Implications and Impacts

Any pollutants that are not contained and are transported via surface water flow may be transported out of the site to the surrounding environment. Therefore, the storage of hazardous substances must be strictly controlled according to industry best practise requirements.

7.5 GEOLOGY AND HYDROGEOLOGY

Walvis Bay is located in the Central Western Plain of Namibia. The Kuiseb River forms the southern boundary of this landscape group, with the Namib Dune Field being present south of the Kuiseb River. Northerly dune migration is forcing the Kuiseb River in a northerly direction, with Kuiseb River paleochannels being present as far south as Sandwich Harbour.

Following the breakup of West-Gondwana during the early Cretaceous (130 – 135 Ma ago), continental uplift took place, enhancing erosional cutback and the formation of the Namibian Escarpment. A narrow pediplain formed, mainly over Damara Age rocks. The South Central started filling in over the pediplain, with marine conditions established around 80 Ma ago. Towards the end of the Cretaceous (70 – 65 Ma ago) a relative level surface was created, on which later deposition of sediments took place. Marine deposition took place in the parts covered by the newly formed South Central Ocean, while terrestrial deposits took place on land. Further continental uplift moved the shoreline to its present position.

Northwards migration of sand covered parts of the exposed marine deposits, with Kuiseb floods also depositing material over the marine sediments. Depth to bedrock in Walvis Bay is expected to be deeper than 40 m below surface. Based on previous work conducted in the area, it is expected that the sediments under the project area would consist of medium to coarse grain sand with thin lenses of more clayey material and layers of shell material.

Groundwater in the area is expected less than 2 m below surface and most probably related to seawater intrusion. Shallow freshwater lenses might be present. The origin of these freshwater lenses would mostly be freshwater leakages from the water supply reticulation as well as from the semi purified ponds present near the effluent treatment works.

Implications and Impacts

Groundwater is not utilised in the area. Pollution of the groundwater is however still prohibited. Adherence to Namibian law or better in relation to correct handling and storage of hazardous substances, and spill control structures installed and maintained where hazardous substances are stored and handled will successfully prevent pollution of groundwater, surface water or soil. Shallow groundwater may lead to rapid lateral spreading of contaminants. This may further have potential impact on underground utilities and may cause impacts on neighbouring properties.

7.6 PUBLIC WATER SUPPLY

Public water supply to Walvis Bay and the surrounding developments is provided by NamWater from the NamWater Kuiseb Water Supply Scheme.

Implications and Impacts

Groundwater is saline and not used as potable water source. No potential contamination impact on water supply is thus expected. Water usage by the facility will be mainly for domestic use and possibly for dust suppression, but is not expected to have a negative impact on public water supply.

7.7 FAUNA AND FLORA

7.7.1 Birds

Walvis Bay falls within Important Bird Area (IBA) NA014 and NA013 (<http://datazone.birdlife.org>; Simmons et al. 1999). Important Bird Area NA014 can be regarded as the most important coastal wetland area in southern Africa. Of note is the Walvis Bay Lagoon, the salt works and the southern part of the bay west of the lagoon, which are the key components of the 12,600 ha RAMSAR site (Wetland of International Importance). It is important both as an over-wintering area for Palaearctic migrant wader species as well as for African species such as Greater and Lesser Flamingos, Great White Pelican and Chestnut-Banded Plovers.

The sewerage ponds, situated about 3 km southeast of the study area, are regarded as sensitive artificial wetland. Although a manmade fresh water source, it is an attraction for pelicans and flamingos. The artificial wetland also support 53% of the duck and geese population in the area. The wetland is formed by the constant inflow of semi-purified water and supports extensive stands of reeds. There are flight paths for birds between the sewerage ponds, the

lagoon and the offshore bird breeding platform (Ghwano Island) north northeast of the harbour.

Important Bird Area NA013 consist of the coastal area between Walvis Bay and Swakopmund, and is approximately 30 km long and 700 m wide. Bird counts on this exceed 13,000 shorebirds of approximately 31 species, most of which are Palearctic migrants. IBA NA013 is not only the richest shoreline in terms of shorebird density anywhere in southern Africa, but also supports the densest colony of breeding Damara Terns known (Scott & Scott 2013). Important in this area is the guano platform, or bird island, that provides roosting and breeding sites to large numbers of birds.

Implications and Impacts

The aforementioned areas surrounding the harbour are important bird breeding and bird feeding grounds. Bright lights used at night, such as leading lights, has the potential of disorientating birds like flamingos that fly at night. This may lead to collisions with man-made structures.

7.7.2 Marine Animals

The marine mammals occurring at various times in the Walvis Bay area are cetaceans: Common Bottlenose Dolphins, the Namibian endemic Heaviside's Dolphins, Dusky Dolphins, Humpback Whales, Southern Right Whales and Pigmy Right Whales; as well as Cape Fur Seals. The Common Bottlenose Dolphin, Heaviside's Dolphin and Cape Fur Seal are seen most frequently (daily), the Pigmy Right Whale less frequently (monthly) and the rest infrequently as they are seasonal or infrequent visitors. The Common Bottle Nose Dolphin with a population of less than a 100 individuals is thought of as quite unique in being one of the smallest mammal populations in Africa.

Namibia has quite a large population of Cape Fur Seals. A large colony are present at Pelican Point. Historically, Cape Fur Seal populations showed significant declines in population numbers due to overharvesting. However, the Namibian population has shown significant increases over the last two decades with new populations of seals establishing all along the coast.

The Namibian coastal waters are home to five species of turtles and all five species are listed as threatened under the IUCN which is controlled through CITES. The most common occurring turtles near the proposed development are the Leatherback Turtle and Green Sea Turtle, with the Hawksbill Sea Turtle occurring occasionally.

Implications and Impacts

Whales, dolphins and seals are often considered as flagship species to which people attach great inherent value. This is evident from tourism industry based on the presence of these mammals. Pollution may have a negative impact on locally occurring populations. Increased ship traffic may also result in more frequent ship strikes with whales, dolphins and turtles. Excessive noise producing events in the marine environment may also negatively impact on marine mammals. Pollution of the marine environment may negatively impact on all marine animals. Dust from the stored commodities can end up in the ocean. Over time build-up of metals and elements occur in the sediment, leading to the bio accumulation and magnification of these elements in animals.

7.8 DEMOGRAPHIC AND ECONOMIC CHARACTERISTICS

According to the preliminary results of the 2023 population and housing census, Walvis Bay has an urban population size of 51,618 and a total population (urban and rural combined) of 103,115 (Namibia Statistics Agency, 2024). Walvis Bay is the principal port of Namibia, and is an import/export facility for processed fish, mining products and beef, amongst others. The area is linked to Namibia's air, rail and road network, making the Port well situated to service Zambia, Zimbabwe, Botswana, southern Angola and South Africa. The Port and related industries provide secure employment to residents of the area. The fishing industry is the major employer of low skilled workers on a permanent and seasonal basis. The total employment of this sector is

estimated at 2% of the total Namibian workforce. Based on the 2011 census, unemployment in Walvis Bay was at 21.8%, which is well below the Namibian rate of 37%. Economic activities relate mostly to businesses related to the harbour. The town is known as a business and industrial area.

The waters of the bay and lagoon at Walvis Bay provides the local and national community with a range of benefits. Small scale purse-seine fishing for mainly mullet occurs north of the town. Fish factories make use of the harbours water for the processing of fish. Tourists frequent Walvis Bay and especially the lagoon and bay where sightseeing and sunset boat tours to view seals, dolphins and whales and the rare sunfish (*Mola mola*), are very popular. Bird watching along the eastern shore of the lagoon is also a major tourist attraction. Mariculture, especially for mussels and oysters, has become important for both local and international markets. All the aforementioned beneficial uses of the bay's natural environment would be seriously jeopardised if major environmental impacts occurred in the bay.

Table 7-1 Demographic characteristics of Walvis Bay, the Erongo Region and Nationally (Namibia Statistics Agency, 2024)

	Walvis Bay Urban	Erongo Region	Namibia
Population (Males)	26,212	122,322	1,474,224
Population (Females)	25,406	117,884	1,548,177
Population (Total)	51,618	240,206	3,022,401
Population Density (persons/km ²)	2,730.8	3.8	3.7

Walvis Bay is considered to have a high HIV vulnerability. Local and foreign businessmen, fishermen as well as truck drivers are mobile workers which have been identified to make more use of sex workers. There is a higher concentration of such local and foreign labourers in Walvis Bay. The town is also a destination site for internal migrants looking for work in the construction and fishing sectors. Such workers also make use of transactional sex which is supplied by mostly women, to supplement their income. The high prevalence to engage in commercial sex, increases the HIV probability and risk profile of the mobile and local community.

Implications and Impacts

Some skills development and training may also result from continued operations and revenue will be generated and livelihoods sustained.

The project will result in increased trucking and shipping and may contribute to the spread of communicable diseases and social ills such as alcohol or drug abuse. The spending power of locals is likely to increase which may also increase the occurrences of social ills.

7.9 CULTURAL, HERITAGE AND ARCHAEOLOGICAL ASPECTS

Walvis Bay does not have many heritage features or archaeologically significant aspects. The port area where the Proponent will be located has been developed long ago. No other object or building of specific archaeological or cultural significance is nearby.

Implications and Impacts

No implications or impacts expected.

8 PUBLIC CONSULTATION

Consultation with the public forms an integral component of an environmental assessment investigation and enables interested and affected parties (IAPs) e.g. neighbouring landowners, local authorities, environmental groups, civic associations and communities, to comment on the potential environmental impacts associated with projects and to identify additional issues which they feel should be addressed in the environmental assessment.

Public participation notices were advertised twice for two weeks in the national papers: Republikein and Namibian Sun on 28 January and 4 February 2025. A site notice was placed at the facility inside the Port. Interested and affected parties were identified and notified of the project. Notification letters were hand delivered to available neighbours as well as the Municipality of Walvis Bay and Namport. See Appendix A for proof of the public participation processes. No one registered as IAP for the project and no concerns regarding the project were raised during the public consultation phase.

9 MAIN IDENTIFIED IMPACTS

During the scoping exercise a number of potential environmental impacts have been identified. The following section provides a brief description of the most important of these impacts.

9.1 SOCIO-ECONOMIC

Ongoing operations of the Proponent will sustain and provide employment opportunities to residents of Walvis Bay. Possible future expansion of the operations will create additional permanent employment opportunities and some training and skills development will take place. Successful implementation of the project is hinged on continued employment of labourers. Continued employment of individuals increases their economic stability which in turn increases their economic resilience.

Revenue is generated by the operations and contributions are made to the local, regional and national economy. The optimisation in the use of the land will change how revenue is produced and paid to the national treasury. Additional revenue will be generated through employment, exporting of goods and use of services.

Increased shipping and trucking of goods may contribute to the spread of diseases and the occurrences of social ills.

9.2 ENVIRONMENTAL CONTAMINATION

During the storage and handling of cargo at the site, as well as during transportation thereof, contamination of the environment may occur if product containment fails. For major spills, or as a result of long term contamination by windblown dust, the environment can negatively be impacted. Discoloration of soil and infrastructure can also occur where cargo is not contained. The risk of this impact occurring is mainly associated with aspects such as bulk bag failure, bulk bag damage during handling (e.g. by the forklift), trucks overturning, etc. These risks could however be mitigated and prevented by strict adherence to all international best practise standards or guidelines.

9.3 NOISE

Noise pollution will exist due to heavy vehicles accessing the site to deliver and collect products, as well as the use of forklifts, frontend loaders and related machinery that may make use of audible warning sounds. The facility is situated in the Port which, within reasonable limits, allows for noisy activities. The site itself is situated more than 300 m away from the nearest residences.

9.4 AIR QUALITY RELATED HEALTH IMPACTS

Hazard and health impact information of pure or near pure elements and compounds are relatively freely available. On the other hand, determining the potential dangers of metal ores to health and the environment is difficult as the ore is a mixture of the main metal of interest and a variety of gangue material. Ultimately, there will be a number of factors that will determine the level of exposure. These include:

- ◆ Workers vs. neighbours/passers-by: Workers within the warehouse may potentially be exposed to dust at all times of offloading and loading. Neighbours and passers-by will only be exposed to dust should accidental product loss occur outside the warehouse (e.g. torn bag during lifting with forklift).
- ◆ The volume and particle size of the wind dispersible dust present in the product.
- ◆ The concentration of actual hazardous/dangerous material in the dust.

- ◆ The strength and direction of the wind.

Table 9-1 provides an overview of the key characteristics of the different cargo types handled or planned to be handled on site. It should be noted that the tables are not meant to be an exhaustive list of all the potential cargo types or their hazards, incompatibilities, etc., but only to act as a rough guide. Some major hazards or incompatibilities are however highlighted. For all products, their respective MSDS documentation should at a minimum be adhered to. Where a MSDS is not available for specifically the metal ores, the mine from where the ore originates should be able to provide guidance on handling and storage of the ore according to their standard operating procedures and EMP. Although the Health and Safety Regulations of the Namibia Labour Act provides exposure limits, based on the Occupational Safety and Health Administration (OSHA) permissible exposure limits (PEL), for some of the chemicals/elements, they are likely outdated and above accepted or recommended international levels. Therefore, the United States of America's National Institute for Occupational Safety & Health (NIOSH) recommended exposure limits (REL) are instead provided. When new cargo types are added to the inventory, their MSDS should be added to the MSDS file and their specific hazards and exposure limits noted. Dust itself in respirable size (PM10) and thoracic size (PM2.5) can also impact on the health of workers and residents, should it not be successfully contained.

In addition to possible dust impacts, exhaust gases of trucks may also deteriorate air quality in town. Exhaust gases typically contain nitrogen (67%), carbon dioxide (12%), water (11%), oxygen (9%) and pollutant emissions (1%) that include carbon monoxide, hydrocarbons, nitrogen oxides, sulphur dioxide and particulate matter (Resitoglu and Altinisik 2015). While carbon dioxide contributes to the greenhouse effect and climate change, it is the 1% pollutant emissions that are typically a health concern. Due to the frequent winds of Walvis Bay, these gases and particulate matter are expected to disperse quickly, but may accumulate during periods of no or very calm winds.

9.5 TRAFFIC IMPACTS

The site is located within the Port of Walvis Bay. During existing operations cargo is transported to and from the facility with trucks. Proposed future operations are expected to result in increased traffic which is already a high traffic area. Impacts relate to increased accidents, damaged road surfaces and pavements, congestion, and obstruction of entrances and exits of nearby properties. The rail level crossing used to reach the Port also presents potential traffic related impacts and increases the chances of accidents. The transport of goods throughout the country leads to additional traffic impacts in the town, the region and nationally.

9.6 FIRE

Potentially flammable substances are stored on site. By adhering to municipal and MSDS requirement and ensuring sufficient firefighting and preventative measures are in place, these impacts can be prevented. Sulphur poses the main fire risk among the different types of cargo to be handled and stored. However, significant concentrations of very fine airborne dust of other cargo types can ignite. The likelihood of this occurring is low. Sulphur is explosive if fine dust is present. It reacts violently if exposed to an oxidiser like for example potassium nitrate and segregation during storage and handling is paramount. Dry sulphur is a static electricity accumulator which can cause ignition. Extinguishing a sulphur fire is difficult and it produces toxic hydrogen sulphide gas.

Table 9-1 Cargo to be stored and handled at the facility

Cargo Type (As bulk or break bulk cargo)	Health Impacts	Environmental Hazard	Incompatibility	Flammability	Exposure Limits*
Ammonium Sulphate	Causes skin and eye irritation, may cause respiratory irritation.	Harmful to aquatic life.	Strong acids and bases.	Not flammable.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust, NIOSH.
Calcium Ammonium Nitrate	Irritant (especially to eyes) Harmful if swallowed.	No specific hazard, but can lead to eutrophication of aquatic habitats.	Strong acids, strong oxidisers, strong alkalis, flammable liquids, organic materials and metal powders. Segregate from urea.	Not combustible but enhances combustion of other substances.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Copper Concentrate (Break bulk – bulk bags)	Toxic if ingested or inhaled, causes skin and eye irritation.	Toxic to aquatic life with long-lasting effects.	Strong oxidizing agents, acids.	Not flammable.	NIOSH REL 1 mg/m ³ (as copper).
Copper metals (cathodes, blisters, anodes) (Break bulk)	Toxic if ingested or inhaled, causes skin and eye irritation.	Toxic to aquatic life with long-lasting effects.	Strong oxidizing agents, acids.	Not flammable.	NIOSH REL 1 mg/m ³ (as copper).
Copper Ore (Bulk cargo – side tipper trucks or skips)	Toxic if ingested or inhaled, causes skin and eye irritation.	Toxic to aquatic life with long-lasting effects.	Strong oxidizing agents, acids.	Not flammable.	NIOSH REL 1 mg/m ³ (as copper).

Cargo Type (As bulk or break bulk cargo)	Health Impacts	Environmental Hazard	Incompatibility	Flammability	Exposure Limits*
Di-ammonium Phosphate (DAP)	Causes skin and eye irritation, may cause respiratory irritation. Harmful if swallowed.	Harmful to aquatic life (eutrophication).	Alkalis and nitrate containing substances.	No specific fire or explosion hazard.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Magnesium Sulphate	Causes skin and eye irritation, may cause respiratory irritation. Harmful if swallowed.	Can have environmental impacts, particularly on aquatic life.	Oxidizing agents.	Not combustible however will evolve toxic gases/vapours by thermal decomposition or combustion.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Mono Ammonium Phosphate (MAP)	Causes skin and eye irritation, may cause respiratory irritation. Decomposition products in case of a fire may be harmful if inhaled. Harmful if swallowed.	Harmful to aquatic life (eutrophication).	Strong acids and bases, oxidisers, in some conditions water.	Dust may form explosive mixture with air.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust. NIOSH REL for the decomposition product ammonia is 35 ppm.
Nitrogen Phosphorous Potassium (NPK)	Causes skin and eye irritation, may cause respiratory irritation. Harmful if swallowed.	Harmful to aquatic life (eutrophication).	Strong oxidisers, strong alkalis.	No specific fire or explosion hazard.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Potassium Chloride	Causes skin and eye irritation, may cause respiratory irritation. Low acute toxicity, but may be hazardous to vulnerable people in certain circumstances. Harmful if swallowed.	Harmful to aquatic life (eutrophication).	Strong acids and bases, oxidisers, in some conditions water.	No specific fire or explosion hazard.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.

Cargo Type (As bulk or break bulk cargo)	Health Impacts	Environmental Hazard	Incompatibility	Flammability	Exposure Limits*
Potassium Nitrate	Causes skin and eye irritation, may cause respiratory irritation. Harmful if swallowed	Harmful to aquatic life (eutrophication)	As an oxidiser it must be segregated from any combustible materials, reducing agents, heat and sparks.	Not flammable, but as an oxidiser will intensify fires.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Soda Ash	Causes skin and eye irritation, may cause respiratory irritation.	Harmful to aquatic life.	Strong acids.	Not flammable.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Sulphate of Potash	Irritant	Low hazard compared to other fertilizers. Can be harmful to aquatic life (eutrophication)	Alkalis Segregate from urea.	No specific fire or explosion hazard.	None, but as a dust the NIOSH REL is 15 mg/m ³ for total dust and 5 mg/m ³ for respirable dust.
Sulphur	Causes skin and eye irritation, may cause respiratory irritation.	Toxic to aquatic life with long-lasting effects.	Strong oxidizing agents, chlorates, nitrates.	Flammable and explosive if significant quantities of dust are airborne.	NIOSH REL 15 mg/m ³ (hydrogen sulphide, 10 minutes).
Urea (Granular)	Causes skin and eye irritation, may cause respiratory irritation. Decomposition products in case of a fire may be harmful if inhaled Harmful if swallowed	No specific hazard, but can lead to eutrophication of aquatic habitats.	Oxidisers.	Not flammable.	NIOSH REL for the decomposition product ammonia is 35 ppm.
Zinc Concentrate	May cause respiratory tract irritation.	Not considered toxic but can affect aquatic environments.	Strong acids and alkalis.	Not flammable.	NIOSH REL 5 mg/m ³ (as zinc oxide).

*For metal ores the NIOSH REL for the elemental form of the metal are provided as no REL (or other exposure limits) for the ores are available. All values are time weighted averages (TWA) which is exposure over an eight hour period, except where stated otherwise. Where no NIOSH REL is available, the Namibian limit or OSHA permissible exposure limit (PEL) for respirable particulates (dust) are provided.

10 ASSESSMENT AND MANAGEMENT OF IMPACTS

The purpose of this section is to assess and identify the most pertinent environmental impacts that are expected from the operational, construction (also upgrades, maintenance, etc. – see glossary for “construction”) and potential decommissioning activities of the facility. An EMP based on these identified impacts are also incorporated into this section.

For each impact an Environmental Classification was determined based on an adapted version of the Rapid Impact Assessment Method (Pastakia, 1998). Impacts are assessed according to the following categories: Importance of condition (A1); Magnitude of Change (A2); Permanence (B1); Reversibility (B2); and Cumulative Nature (B3) (see Table 10-1). Ranking formulas are then calculated as follow:

Environmental Classification = $A1 \times A2 \times (B1 + B2 + B3)$.

The environmental classification of impacts is provided in Table 10-2. The probability ranking refers to the probability that a specific impact will happen following a risk event. These can be improbable (low likelihood); probable (distinct possibility); highly probable (most likely); and definite (impact will occur regardless of prevention measures).

Table 10-1 Assessment criteria

Criteria	Score
Importance of condition (A1) – assessed against the spatial boundaries of human interest it will affect	
Importance to national/international interest	4
Important to regional/national interest	3
Important to areas immediately outside the local condition	2
Important only to the local condition	1
No importance	0
Magnitude of change/effect (A2) – measure of scale in terms of benefit / disbenefit of an impact or condition	
Major positive benefit	3
Significant improvement in status quo	2
Improvement in status quo	1
No change in status quo	0
Negative change in status quo	-1
Significant negative disbenefit or change	-2
Major disbenefit or change	-3
Permanence (B1) – defines whether the condition is permanent or temporary	
No change/Not applicable	1
Temporary	2
Permanent	3
Reversibility (B2) – defines whether the condition can be changed and is a measure of the control over the condition	
No change/Not applicable	1
Reversible	2
Irreversible	3
Cumulative (B3) – reflects whether the effect will be a single direct impact or will include cumulative impacts over time, or synergistic effect with other conditions. It is a means of judging the sustainability of the condition – not to be confused with the permanence criterion.	
Light or No Cumulative Character/Not applicable	1
Moderate Cumulative Character	2
Strong Cumulative Character	3

Table 10-2 Environmental classification (Pastakia 1998)

Environmental Classification	Class Value	Description of Class
72 to 108	5	Extremely positive impact
36 to 71	4	Significantly positive impact
19 to 35	3	Moderately positive impact
10 to 18	2	Less positive impact
1 to 9	1	Reduced positive impact
0	-0	No alteration
-1 to -9	-1	Reduced negative impact
-10 to -18	-2	Less negative impact
-19 to -35	-3	Moderately negative impact
-36 to -71	-4	Significantly negative impact
-72 to -108	-5	Extremely Negative Impact

10.1 RISK ASSESSMENT AND ENVIRONMENTAL MANAGEMENT PLAN

The EMP provides management options to ensure impacts of the facility is minimised. An EMP is a tool used to take pro-active action by addressing potential problems before they occur. This should limit the corrective measures needed, although additional mitigation measures might be included if necessary. The environmental management measures are provided in the tables and descriptions below. These management measures should be adhered to during the various phases of the operation of the facility. This section of the report can act as a stand-alone document. All personnel taking part in the operations of the facility should be made aware of the contents in this section, so as to plan the operations accordingly and in an environmentally sound manner.

The objectives of the EMP are:

- ◆ to include all components of construction activities (upgrades, maintenance, etc.) and operations of the facility;
- ◆ to prescribe the best practicable control methods to lessen the environmental impacts associated with the project;
- ◆ to monitor and audit the performance of operational personnel in applying such controls; and
- ◆ to ensure that appropriate environmental training is provided to responsible operational personnel.

Various potential and definite impacts will emanate from the operations, construction and decommissioning phases. The majority of these impacts can be mitigated or prevented. The impacts, risk rating of impacts as well as prevention and mitigation measures are listed below.

As depicted in the tables below, impacts related to the operational phase are expected to mostly be of low to medium significance and can mostly be mitigated to have a low significance. The extent of impacts are mostly site specific to local and are not of a permanent nature. Due to the nature of the surrounding areas, cumulative impacts are possible and include noise pollution and traffic impacts.

10.1.1 Planning

During the phases of planning for construction, operations and decommissioning of the facility, it is the responsibility of Proponent to ensure they are and remain compliant with all legal requirements. The Proponent must also ensure that all required management measures are in place prior to and during all phases, to ensure potential impacts and risks are minimised. The following actions are recommended for the planning phase and should continue during various other phases of the project:

- ◆ Ensure that all necessary permits from the various ministries, local authorities and any other bodies that governs the construction (maintenance) and operations of the facility are in place and valid.

- ◆ Ensure all appointed contractors and employees enter into an agreement which includes the EMP. Ensure that the contents of the EMP are understood by the contractors, sub-contractors, employees and all personnel present or who will be present on site.
- ◆ Make provisions to have a Health, Safety and Environmental Coordinator to implement the EMP and oversee occupational health and safety as well as general environmental related compliance at the site.
- ◆ Make provisions to have a community liaison officer on site who will handle complaints and community input, and through whom, where reasonable, monitoring data can be requested. Communicate the contact details of the community liaison officer to interested and affected parties when the project is initiated.
- ◆ Have the following on site, where reasonable, to deal with all potential emergencies:
 - EMP, MSDS, emergency response plans and health safety and environmental manuals;
 - Safety standards;
 - Spill containment, clean up and firefighting equipment and materials required for emergencies;
 - Adequate protection and indemnity insurance cover for incidents.
- ◆ Establish and maintain a fund for future ecological restoration of the project site should project activities cease and the site is decommissioned and environmental restoration or pollution remediation is required.
- ◆ Establish and / or maintain a reporting system to report on aspects of construction activities, operations and decommissioning as outlined in the EMP.
- ◆ Prepare and submit environmental monitoring reports as per the conditions of the environmental clearance certificate.
- ◆ Appoint a specialist environmental consultant to update the EIA and EMP and apply for renewal of the environmental clearance certificate prior to expiry.

10.1.2 Employment

An increase in skilled and professional labour will result from the construction and operational activities related to the project. Approximately 43 new employment opportunities will realise from operations. Contractors and employees will be sourced locally as far as practically possible while transport companies / drivers may be contracted from other regions. Development of the facility and its operations will decrease unemployment in Namibia.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Temporary appointment of contractors	3	1	2	2	2	18	3	Definite
Daily Operations	Permanent employment at the warehouse	3	1	3	2	2	21	3	Definite
Indirect Impacts	Decrease in overall unemployment in Namibia mainly as a result of the transport of cargo and the provision of various services to the Proponent	3	1	3	2	2	21	3	Definite

Desired Outcome: Provision of contracts and employment to local Namibians.

Actions

Mitigation:

- ◆ The Proponent must contract and employ local Namibians where possible. If the skills exist locally, employees must first be sourced from the town, then the region and then nationally.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Bi-annual summary report based on contractor and employee records.

10.1.3 Skills and Development

During various phases of construction and operations, training will be provided to a portion of the workforce. This includes for example training in the operations of forklifts and reach stackers. Skills are transferred to an unskilled workforce for general tasks. Development of people are key to economic development.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Transfer of skills in the construction industry	3	1	2	2	2	18	3	Probable
Daily Operations	Transfer of skills among employees	3	2	3	2	2	42	4	Definite
Indirect Impacts	Economic development of the town and Namibia in general	3	1	3	2	2	21	3	Definite

Desired Outcome: To see an increase in skills of local Namibians, as well as development and technology advancements in associated industries.

Actions

Enhancement:

- ◆ If the skills exist locally, contractors and employees must first be sourced from the town, then the region and then nationally. Deviations from this practise must be justified.
- ◆ Skills development and improvement programs to be made available as identified during performance assessments of employees.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ Record should be kept of training provided.
- ◆ Ensure that all training is certified or managerial reference provided (proof provided to the employees) inclusive of training attendance, completion and implementation.
- ◆ Bi-annual summary report based on records kept.

10.1.4 Revenue Generation

The project will change the way revenue is generated and paid to the national treasury. An increase of skilled and professional labour will result from the operations of the project and related wages and salaries will be paid, thereby increasing the spending power of the local population. Revenue will be generated through the provision of port and related services such as stevedore operations.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Contribution to local and national economy through the construction industry	3	2	2	2	2	36	3	Definite
Daily Operations	Contribution to local and national economy through operations and payment of salaries	3	2	3	2	2	42	4	Definite
Indirect Impacts	Increase in revenue generated in Namibia	3	1	3	2	2	21	3	Definite

Desired Outcome: Contribution to the local and national economy. Contribution to national treasury.

Actions

Enhancement:

- ◆ The Proponent must employ local Namibians and source Namibian contractors, goods and services as far as is practically possible. Deviations from this practise must be justified.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Bi-annual summary report based on employee records.

10.1.5 Demographic Profile and Community Health

Local construction teams in Walvis Bay will be used for construction of the warehouse and related infrastructure and all future general maintenance and upgrade activities. The scale of the construction portion of the project is limited and it is not expected to create a change in the demographic profile of the local community. The project is reliant on labour during the operational phase. Community health may be exposed to factors such as communicable disease like HIV/AIDS and alcoholism/drug abuse, associated with the trucking industry (transport of goods to and from Walvis Bay) and increased spending power of the labour force. Trucks delivering products to the facility will not stay for extended periods of time at the site, however, may reside over-night in Walvis Bay. Foreign persons in the area may increase the cumulative risk of communicable disease (such as HIV/ AIDS) in Walvis Bay.

Positive impacts will relate to employees and contractors' increased economic resilience and improved livelihoods.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Social ills related to increased spending power	2	-1	2	2	2	-12	-2	Probable
Daily Operations	Social ills related to increased spending power of employees and cross country transport	2	-2	3	2	2	-28	-3	Probable
Daily Operations	Increased economic resilience and improved livelihoods	2	2	3	2	2	28	3	Definite
Indirect Impacts	The spread of diseases	3	-1	3	2	2	-21	-3	Probable

Desired Outcome: To prevent the in-migration and growth in informal settlements, prevent the spread of communicable disease and prevent / discourage socially deviant behaviour.

Actions

Prevention:

- ◆ Employ local people from the area where possible, deviations from this practise should be justified appropriately.
- ◆ Adhere to all municipal by-laws relating to environmental health which includes, but is not limited to, sanitation requirements for workers on site.
- ◆ Appointment of reputable contractors.

Mitigation:

- ◆ Educational programmes for employees (especially truck drivers) on HIV/AIDs and general upliftment of employees' social status.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Facility inspection sheet for all areas which may present environmental health risks, kept on file.
- ◆ Bi-annual summary report based on educational programmes and training conducted.
- ◆ Bi-annual report and review of employee demographics.

10.1.6 Health, Safety and Security

Construction and operational activities may pose risks related to injury and health to personnel on site. Some products that will be handled and stored on site when inhalation, accidental ingestion, eye or skin contact occurs. Some chemicals may in itself not be particularly dangerous, but may become dangerous when in contact or mixed with incompatible materials. This may happen when for example incompatible materials are stored with each other, during containment failure (e.g. ruptured bags), or when different spilled products are cleaned and stored in the same container. If not contained, windblown dust may further pose health risk to nearby receptors.

Injuries can occur due to incorrect lifting of heavy equipment and materials, falling from heights, stacked products tipping over, and accidents involving forklifts, frontend loaders, vehicles, etc.

Security risks are related to unauthorized entry, theft and sabotage. Security risks are increased when value commodities, e.g. copper cathodes, stored and handled at the site.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Physical injuries, exposure to chemicals and criminal activities	2	-2	2	2	2	-24	-3	Probable
Daily Operations	Physical injuries, exposure to chemicals and criminal activities	2	-2	3	2	2	-28	-3	Probable

Desired Outcome: To prevent injury, health impacts and theft.

Actions

Prevention:

- ◆ Implement and maintain an integrated health and safety management system, to act as a monitoring and mitigating tool, which includes: operational, safe work and medical procedures, permits to work, emergency response plans, housekeeping rules, MSDS's and signage requirements (personal protective equipment (PPE), flammable etc.).
- ◆ Develop emergency response plans for all possible health, safety and security impacts and appoint responsible personnel in key positions to activate and oversee such plans when required.
- ◆ Clearly label dangerous and restricted areas as well as dangerous equipment and products.
- ◆ Provide all employees with required and adequate PPE which include coveralls, respirators and protective eyewear.
- ◆ Ensure that all personnel who will work in the facility receive adequate training on:
 - operation of equipment (e.g. forklifts and reach stackers).
 - reading and understanding of MSDS instructions (take note that MSDS documents are not always 100% adequate and that some extra information for hazardous chemicals may be required).
 - handling of hazardous substances.
 - containment of hazardous substance spills.
 - correct application of neutralising agents, absorbents, etc. which may be used for spilled products (knowledge of incompatibilities is key).
 - identification of incompatible chemicals and the need to separate them during storage (segregation).
 - identification of potential hazardous conditions or events.
 - first aid and actions to be taken for specific highly dangerous chemicals should contact, inhalation or ingestion occur.

- firefighting and compatible firefighting media for specific chemicals (see section 10.1.9).
- ◆ A MSDS file in which a particular MSDS can quickly be found, must be available in the facility.
- ◆ For specific highly dangerous chemicals (e.g. highly reactive with other chemicals and substances, highly flammable, etc.), abridged emergency procedures can be prepared that summarise they key do's and don'ts for each of these chemicals.
- ◆ The contact details of all emergency services must be readily available.
- ◆ An emergency shower, eyewash station and water bath must present and inspected daily to ensure it is in working order and ready for use in an emergency.
- ◆ Ideally, a worker should not be allowed to enter the facility alone when chemicals will be handled. Should an emergency situation result where a worker is injured to such an extent that he/she can't call for help (e.g. inhalation of noxious/corrosive fumes), aid and medical treatment may come too late to prevent serious injury or even fatalities. Safety measures must be implemented and these can include being accompanied by a second person on site or using a panic button that can be worn by the facility employee which sounds an alarm in the offices.
- ◆ Security procedures and proper security measures must be in place to protect workers and clients.
- ◆ Equipment on site must be locked away or placed in a way that does not encourage criminal activities (e.g. theft).

Mitigation:

- ◆ For all emergency situations, the appropriate emergency response plan must be implemented as soon as possible in order to minimize the magnitude of impacts or prevent such impacts from developing into more severe impacts.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ MSDS
- ◆ If regular complaints are received regarding dust, air quality monitoring must be conducted on and around the site to monitor ore dust fallout. Monitoring to be conducted by an independent specialist who must advise on the monitoring protocol to be followed.
- ◆ Any incidents must be recorded with action taken to prevent future occurrences.
- ◆ A bi-annual report should be compiled of all incidents reported. The report should contain dates when training were conducted and when safety equipment and structures were inspected and maintained.

10.1.7 Traffic

The number of trucks will increase slightly during construction of the warehouse when building materials and equipment are delivered. The volume of trucks on the national road networks will increase more significantly as a result of the Proponent's operations. The facility is within the Port and operations will also result in an increase in traffic within the Port. Heavy motor vehicles turning on roads in town and in the Port will result in an increased, cumulative impact on the road surfaces of the area. Trucks may block neighbouring business' entrances and increase the likelihood of accidents and incidents.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Increase traffic, road wear and tear and accidents	2	-1	2	2	2	-12	-2	Probable
Daily Operations	Increase traffic, road wear and tear and accidents	2	-3	3	2	3	-48	-4	Definite

Desired Outcome: Minimum impact on traffic and no transport or traffic related incidents.

Actions

Mitigation:

- ◆ Trucks delivering or collecting goods should not be allowed to obstruct any traffic in surrounding areas and the town.
- ◆ Trucks associated with the facility should not be allowed to park or overnight in the Port, and may only overnight at areas designated for this purpose.
- ◆ Adhere to The Road Traffic and Transport Regulations, 2001 and all other applicable legislation related to road transport and maximum axle loads.
- ◆ If any traffic impacts are expected, traffic management should be performed to prevent these.
- ◆ The placement of signs to warn and direct traffic will mitigate traffic impacts.
- ◆ Identify vehicles on which hazardous substances are to be transported and handle all dangerous or hazardous goods according to MSDS instructions and under supervision of trained staff. Ensure the correct documentation (e.g. dangerous goods declaration, transport emergency card (TREM card), etc.) is provided in the vehicle. Verify that the driver of the vehicle has undergone appropriate training.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ The Road Traffic and Transport Regulations, 2001.
- ◆ Any complaints received regarding traffic issues should be recorded together with action taken to prevent impacts from repeating itself.
- ◆ A bi-annual report should be compiled of all incidents reported, complaints received, and action taken.

10.1.8 Air Quality

Reduced air quality as a result of exhaust gases (greenhouse gases) of trucks visiting the property and the port during construction and operations. This may have localised health impacts, but are expected to disperse relatively quickly due to the prevailing south-westerly winds in Walvis Bay. It will however still contribute to greenhouse gas emissions that in turn contribute to climate change. In terms of greenhouse gas emissions from trucks, it is the project in its entirety that should be considered. It is thus the responsibility of all stakeholders to implement strategies and measures to curb the release of greenhouse gases. The Proponent's contribution to greenhouse gas emissions will be minimal.

Air quality as a result of windblown dust can cause health effects, especially through chronic inhalation of such dust, in the nearby communities. In terms of the cargo to be handled at the facility, the risk pertains mainly to respirable fractions (PM10) and thoracic fraction (PM2.5) of potential dust (PM10 and PM2.5 refers to particular matter with, respectively, a diameter of 10 and 2.5 microns or less). Sources of such dust can originate from the facility when, for example, bulk bags tear or during handling of bulk cargo in the warehouse.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Dust produced during earthworks and due to construction vehicle movement	2	-2	3	2	2	-28	-3	Probable
Daily Operations	Exposure to dust and its subsequent inhalation and/or ingestion and inhalation of exhaust gases. Damage to buildings as a result of exhaust gases resulting in acid deposition, ozone and soot build-up.	2	-2	3	2	2	-28	-3	Probable

Desired Outcome: To prevent health impacts and to reduce greenhouse gas emissions.

Actions

Prevention:

- ◆ All cargo must be secured on trucks to prevent cargo from falling off and subsequent damage to containment.
- ◆ All bulk cargo loads must be covered with a tarpaulin at all times.
- ◆ Appoint reputable contractors for transporting bulk cargo who prioritise a “zero dust policy”.

Mitigation:

- ◆ All vehicles operated by the Proponent must be serviced regularly and make use of technology to reduce emissions. This include selective catalytic reduction, diesel particulate filters and diesel oxidation catalysts. The Proponent must appoint transport contractors who implement the same as far as is reasonably possible.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ If regular complaints are received regarding dust, air quality monitoring must be conducted on and around the site to monitor ore dust fallout. Monitoring to be conducted by an independent specialist who must advise on the monitoring protocol to be followed.

- ◆ Any incidents must be recorded with action taken to prevent future occurrences.
- ◆ A bi-annual report should be compiled of all incidents reported and monitoring performed. The report should contain dates when safety equipment and structures were inspected and maintained.

10.1.9 Fire

Operational activities may increase the risk of the occurrence of fires if proper maintenance and housekeeping are not conducted. Of the cargo to be handled, specifically, sulphur is flammable and should be segregated from any oxidisers or heat or ignition sources. Dust (fines) suspended in the air can become flammable in excessive quantities. Uncontrolled fires can cause extensive damage to surrounding properties and can lead to health impacts when fumes are inhaled and casualties.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Daily Operations	Fire and explosion risk	2	-2	3	2	2	-28	-3	Improbable

Desired Outcome: To prevent property damage, possible injury and impacts caused by uncontrolled fires.

Actions

Prevention:

- ◆ A holistic fire protection and prevention plan must be developed for the site and it should specifically take into account flammable products stored on site. This plan must include an emergency response plan, firefighting plan and a spill recovery plan and should have dedicated assigned personnel to oversee their development and implementation.
- ◆ Install smoke detectors in the facilities.
- ◆ Firefighting equipment must be maintained and regularly serviced.
- ◆ Regular personnel training (firefighting, fire prevention and responsible housekeeping practices).
- ◆ Ensure all chemicals are stored strictly according to MSDS instructions. This include segregation of incompatible products.
- ◆ Ensure sufficiently trained facility employees who knows which fire extinguishing media (e.g. water, powder, foam) are incompatible with which chemicals (e.g. water on concentrated acid can result in a seriously violent reaction).
- ◆ Maintain regular site, mechanical and electrical inspections and perform regular maintenance.
- ◆ Clean all spills/leaks without delay and dispose of any contaminated material according to their MSDS requirements and at suitable locations to prevent the accumulation of flammable or explosive products on site.

Mitigation:

- ◆ For any fire related emergency situation, the appropriate emergency response plan must be implemented as soon as possible in order to minimize the magnitude of impacts or prevent such impacts from developing into more severe impacts.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ A register of all incidents must be maintained on a daily basis. This should include measures taken to ensure that such incidents do not repeat themselves.
- ◆ A bi-annual report should be compiled of all incidents reported. The report should contain dates when fire drills were conducted and when fire equipment was tested and training given.

10.1.10 Noise

Noise pollution will result from heavy motor vehicles accessing the site to load and offload cargo, from the stacking and moving of skips, bags and containers and other large equipment, and from audible warning signals on trucks, forklifts, etc. As the site is situated in a port area, noise impacts are expected. The cumulative impact of noise sources originating from the port is however a nuisance in the surrounding residential areas. The Proponent's facility is situated more than 300 m away from the nearest residential areas, but will still contribute to the cumulative noise impact. Maintenance or upgrade phases may generate excessive noise for short periods of time. Noise pollution can not only lead to nuisance and hearing loss, but also mental and physical decline in health.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Noise generated from the construction activities – nuisance and hearing loss, mental and physical decline in health	2	-1	2	2	2	-12	-2	Probable
Daily Operations	Noise generated from the operational activities – nuisance and hearing loss, mental and physical decline in health	2	-1	3	2	2	-14	-2	Probable

Desired Outcome: To prevent any nuisance and hearing loss due to noise generated.

Actions

Prevention:

- ◆ The Health and Safety Regulations of the Labour Act and World Health Organization (WHO) guideline on maximum noise levels (Guidelines for Community Noise, 1999) to prevent hearing impairment for workers on site should be followed during the construction and operational phases.
- ◆ Confine noise generating operational activities to daytime hours as far as possible.

Mitigation:

- ◆ At night, the nuisance created by audible warning signals on trucks and forklifts can be prevented by switching to a flashing light or 'broadband white noise' system.
- ◆ Hearing protectors as standard PPE for workers in situations with elevated noise levels.
- ◆ Maintain noise generating activities to within the facility as far as possible.
- ◆ All machinery must be regularly serviced to ensure minimal noise production.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ Health and Safety Regulations of the Labour Act and WHO Guidelines.
- ◆ Maintain a complaints register.
- ◆ Bi-annual report on complaints and actions taken to address complaints and prevent future occurrences.

10.1.11 Waste production

Various waste streams will result from the construction and operational phases. Waste may include hazardous waste associated with the handling of hazardous products and contaminated packaging material. Domestic waste will be generated by the facility and related operations. Waste presents a contamination risk and when not removed regularly may become a fire hazard. Construction waste may include building rubble and discarded equipment. Contaminated soil and water is considered as a hazardous waste.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Excessive waste production, littering, contaminated materials	1	-2	2	2	2	-12	-2	Definite
Daily Operations	Excessive waste production, littering, contaminated materials	1	-2	3	2	2	-14	-2	Definite

Desired Outcome: To reduce the amount of waste produced, and prevent pollution and littering.

Actions

Prevention:

- ◆ Waste reduction measures should be implemented and all waste that can be re-used / recycled must be kept separate.
- ◆ Ensure adequate temporary waste storage facilities are available.
- ◆ Ensure waste cannot be blown away by wind.
- ◆ Prevent scavenging (human and non-human) of waste.
- ◆ All drains leading directly into sewers must be closed off, and locked where possible, to prevent any unwanted products from entering sewers should an accidental spill occur. Where drains are present to drain wash water, these should only be opened during times of washing.

Mitigation:

- ◆ Waste should be disposed of regularly and at appropriately classified disposal facilities, this includes hazardous material (empty chemical containers, contaminated rugs, paper, water and soil).
- ◆ See the MSDS available from suppliers for disposal of contaminated products and empty containers.
- ◆ Liaise with the municipality regarding waste and handling of hazardous waste.
- ◆ Due to the nature of some hazardous materials they, or the containers they are packed in, should be disposed of in an appropriate way at an appropriately classified waste disposal facility. See the MSDS available from suppliers for disposal methods.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ A register of hazardous waste disposal should be kept. This should include type of waste, volume as well as disposal method/facility.
- ◆ Any complaints received regarding waste should be recorded with notes on action taken.
- ◆ All information and reporting to be included in a bi-annual report.

10.1.12 Ecosystem and Biodiversity

The facility will be located on a previously disturbed site and no impact on ecosystem and biodiversity is expected from construction activities. The main impacts of operations are related to pollution of the environment and the negative impact of bright lights on birds flying at night. Structures may also be used by birds for nesting and roosting.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Daily Operations	Impact on fauna and flora. Loss of biodiversity	2	-1	3	2	2	-14	-2	Improbable

Desired Outcome: To avoid pollution of and impacts on the ecosystem and biodiversity.

Actions

Mitigation:

- ◆ Report any extraordinary ecological sightings to the Ministry of Environment, Forestry and Tourism.
- ◆ Mitigation measures related to dust suppression, waste handling and the prevention of groundwater, surface water and soil contamination should limit ecosystem and biodiversity impacts.
- ◆ Prevent scavenging of waste by fauna.
- ◆ The establishment of habitats and nesting sites at the facility should be prevented where possible.
- ◆ Lights used at night should be kept to a minimum and should be directed downwards to the working surfaces. If problem areas are identified, corrective action should be implemented to prevent future bird strikes.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Record any bird strikes and identify problem areas.
- ◆ All information of extraordinary ecological sightings to be included in a bi-annual report.

10.1.13 Groundwater, Surface Water and Soil Contamination

Products and their dust that are not contained in the facility or on trucks can contaminate the environment and result in pollution of soil and groundwater. Dust that is not contained can reach sensitive receptors, like the nearby ocean, during times of strong wind. Oil, hydraulic fluid and fuel leaks from vehicles may also present a pollution risk during both the construction and operational phases.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Construction	Contamination from hazardous material spillages	2	-1	2	2	1	-10	-2	Probable
Daily Operations	Contamination from hazardous material spillages	2	-1	3	2	1	-12	-2	Probable

Desired Outcome: To prevent the contamination of water and soil.

Actions

Prevention:

- ◆ Proper training of operators must be conducted on a regular basis (e.g. forklift operators).
- ◆ Care should be taken to prevent bulk cargo or equipment from damaging the rub hall.

Mitigation:

- ◆ Clean-up action must be taken immediately for all instances where ore dust is not contained (e.g. spillages and torn bags).

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ The procedures followed to prevent environmental damage during service and maintenance, and compliance with these procedures, must be audited and corrections made where necessary.
- ◆ A report should be compiled bi-annually of all spills. The report should contain the following information: date and duration of spill, product spilled, volume of spill, remedial action taken, etc.

10.1.14 Visual

This is an impact that not only affects the aesthetic appearance, but also the integrity of the facility. The site is within an area zoned for port use. Construction sites and operations will be kept tidy and neat which will promote effectiveness and pollution prevention while being aesthetically pleasing and fitting in with the typical port infrastructure and operations.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Daily Operations	Aesthetic appearance and integrity of the site	1	1	3	2	2	7	1	Definite

Desired Outcome: To minimise aesthetic impacts associated with the facility.

Actions**Mitigation:**

- ◆ Choose high quality building materials that can withstand the corrosive environment.
- ◆ Regular waste disposal, good housekeeping and routine maintenance on infrastructure will ensure that the longevity of structures are maximised and a low visual impact is maintained.
- ◆ All structures and infrastructures constructed on site should be line with the visual character of the landscape as far as practically possible.

Responsible Body:

- ◆ Proponent
- ◆ Contractors

Data Sources and Monitoring:

- ◆ A bi-annual report should be compiled of all complaints received and actions taken.

10.1.15 Cumulative

The main cumulative impact associated with the operational phase is traffic frequenting the site, noise, and dust, should it not be contained. This will have a cumulative impact on traffic flow on surrounding street areas inside and outside the port, noise at nearby residential areas and the environment. The cumulative effect of lighting on birds due to various developments in and around the port may also increase the incidences of collisions and interference with bird flight paths at night.

The overall increase in import and export volumes through the Port results in a significant increase in truck traffic on the national roads. This increases the risks of accidents. The trucking industry is also linked to an increase in social ills and the spread of communicable diseases.

Project Activity / Resource	Nature (Status)	(A1) Importance	(A2) Magnitude	(B1) Permanence	(B2) Reversibility	(B3) Cumulative	Environmental Classification	Class Value	Probability
Daily Operations	The build-up of minor impacts to become more significant	2	-1	3	2	2	-14	-2	Definite

Desired Outcome: To minimise all cumulative impacts associated with the facility.

Actions

Mitigation:

- ◆ Addressing each of the individual impacts as discussed and recommended in the EMP would reduce the cumulative impact.
- ◆ Reviewing biannual and annual reports for any new or re-occurring impacts or problems would aid in identifying cumulative impacts and help in planning if the existing mitigations are insufficient.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Review bi-annual summary reports based on all other impacts to gain an overall assessment of the impact of the operational phase.

10.2 DECOMMISSIONING AND REHABILITATION

Decommissioning is not foreseen during the validity of the environmental clearance certificate. Decommissioning was however assessed as construction activities include modification and decommissioning. Should decommissioning occur at any stage, rehabilitation of the area may be required. Decommissioning will entail the complete removal of all infrastructure including buildings and underground infrastructure not forming part of post decommissioning use. Any pollution present on the site must be remediated. The impacts associated with this phase include noise and waste production as structures are dismantled. Noise must be kept within Health and Safety Regulations of the Labour Act and WHO standards and waste should be contained and disposed of at an appropriately classified and approved waste facility and not dumped in the surrounding areas. Future land use after decommissioning should be assessed prior to decommissioning and rehabilitation initiated if the land would not be used for future purposes. The EMP for the facility will have to be reviewed at the time of decommissioning to cater for changes made to the site and implement guidelines and mitigation measures.

10.3 ENVIRONMENTAL MANAGEMENT SYSTEM

The Proponent could implement an Environmental Management System (EMS) for their operations. An EMS is an internationally recognized and certified management system that will ensure ongoing incorporation of environmental constraints. At the heart of an EMS is the concept of continual improvement of environmental performance with resulting increases in operational efficiency, financial savings and reduction in environmental, health and safety risks. An effective EMS would need to include the following elements:

- ◆ A stated environmental policy which sets the desired level of environmental performance;
- ◆ An environmental legal register;
- ◆ An institutional structure which sets out the responsibility, authority, lines of communication and resources needed to implement the EMS;
- ◆ Identification of environmental, safety and health training needs;
- ◆ An environmental program(s) stipulating environmental objectives and targets to be met, and work instructions and controls to be applied in order to achieve compliance with the environmental policy;
- ◆ Periodic (internal and external) audits and reviews of environmental performance and the effectiveness of the EMS; and
- ◆ The EMP.

11 CONCLUSION

The operations of the Proponent will see the import and export of metal concentrates, sulphur and fertilizers through the Port of Walvis Bay. This will have a positive impact on the economy of Walvis Bay and Namibia as a whole. Employment will be created and sustained at the facility and in the construction and transport sectors. Training and skills transfer take place. Various business are supported along the different transport routes and within Walvis Bay. The Port of Walvis Bay and stevedores render port services. The entire project contributes to the national treasury through payment of taxes, levies and permitting fees.

Regulations related to the handling and transport of goods as prescribed by Namibian law, or according to international best practice standards where Namibian law is lacking, must be followed during the planning and operations of the project. The necessary permits and approvals must be obtained from the relevant authorities. All potentially hazardous substances should be handled and stored according to MSDS requirements which include storage on impenetrable surfaces and segregation of incompatible products. Noise pollution should at all times meet the prescribed Health and Safety Regulations of the Labour Act and WHO requirements to prevent hearing loss and minimise nuisance. Fire prevention should be adequate, and health and safety regulations should be adhered to in accordance with the regulations pertaining to relevant laws and internationally accepted standards of operation. Any waste produced must be removed from site and disposed of at an appropriate facility or re-used or recycled where possible. Hazardous waste must be disposed of at an approved hazardous waste disposal site.

The EMP (Section 10) should be used as an on-site reference document for the operations of the facility. Parties responsible for transgressing of the EMP should be held responsible for any rehabilitation that may need to be undertaken. The Proponent could use an in-house Health, Safety, Security and environment management system in conjunction with the EMP. All operational personnel must be taught the contents of these documents.

Should the Directorate of Environmental Affairs (DEA) find that the impacts and related mitigation measures, which have been proposed in this report are acceptable, an environmental clearance certificate may be granted to the Proponent. The environmental clearance certificate issued, based on this document, will render it a legally binding document which should be adhered to. Focus could be placed on Section 10, which includes an EMP for this project. It should be noted that the assessment process's aim is not to stop the activity, or any of its components, but to rather determine its impact and guide sustainable and responsible development as per the spirit of the EMA.

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Appendix A: Proof of Public Consultation

Notified IAPs (By Delivered Letter and/or E-Mail)



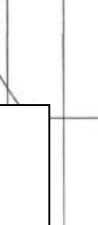
Name	Position	Organisation
David Uushona	Manager: Solid Waste and Environmental Management	Municipality of Walvis Bay
Nangula Amutenya	Environmental Coordinator	Municipality of Walvis Bay
Lovisa Hailaula	Environmental Officer	Municipality of Walvis Bay
Ephraim Nambahu	Town Planning Officer	Municipality of Walvis Bay
Stefanus Gariseb	Safety, Health, Environment and Quality Manager	Namport
Rauna Shikwaya	Environmental Coordinator	Namport
Judine Kaizer	Office Manager	Walvis Bay Cargo Terminal
Gerhard Gonteb	Site Manager	Joint Bunkering Storage / Heavy Fuel Oil depot - Namcor

IAPs Notified by Hand Delivered Letter



Public Participation Notification: Environmental Assessment

Manica Group Namibia j/v Frans Indongo Group: Storage and Handling of Industrial Cargo and Chemicals in the Port of Walvis Bay

Name & Surname	Organisation/Address	Signature
Judith Koller	WBC	
Georgios Kontos	SBS	
Stefanos Garisik	Nampos	
Marlene Kauterbach	Municipality of Burg	

Geo Pollution Technologies
Environmental Scoping Assessment and Environmental Management Plan for Storage and Handling of Industrial Cargo and Chemicals in the
Port of Walvis Bay

Municipal Notification



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PO Box 11073 ♦ WINDHOEK ♦ NAMIBIA

E-MAIL: gpt@thenamib.com

To: Interested and / or Affected Party / Neighbour

27 January 2025

Re: Environmental Scoping Assessment and Environmental Management Plan for the Storage and Handling of Industrial Cargo and Fertilisers in the Port of Walvis Bay

Dear Sir/Madam

Geo Pollution Technologies (Pty) Ltd (GPT) was appointed by Manica Group Namibia (Pty) Ltd in a joint venture with the Frans Indongo Group (Pty) (the Proponent) to undertake an environmental assessment for the storage and handling of industrial cargo and fertilisers in the Port of Walvis Bay, Erongo Region. The Proponent was awarded land within the Port of Walvis Bay commercial harbour, to establish a warehouse for the storage and handling of industrial cargo and fertilisers (see location map on page 2). Industrial cargo (e.g. metal ores, copper concentrates, copper cathodes, etc.) and fertilisers (e.g. urea, potassium nitrate, etc.) will be received as bulk or break-bulk cargo, either for export via the Port of Walvis Bay, or as imported products to be distributed in Namibia and southern Africa.

The assessment will be conducted according to the Environmental Management Act of 2007 and its regulations as published in 2012.

Project: Storage and Handling of Industrial Cargo and Fertilisers in the Port of Walvis Bay**Proponent:** Manica Group Namibia (Pty) Ltd in a joint venture with the Frans Indongo Group (Pty)**Environmental Assessment Practitioner:** Geo Pollution Technologies (Pty) Ltd

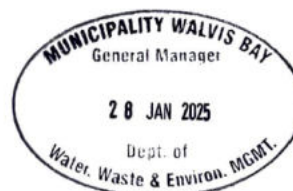
The property currently hosts two small warehouses (rubb halls), which the Proponent intends to replace with one large warehouse. The new warehouse will either be a rubb hall or a steel and aluminium structure. The primary operations will involve loading and unloading industrial cargo transported by bulk or break bulk seagoing vessels and road trucks, as well as storing cargo for clients involved in import and export. Cargo may include fertiliser, sulphur and various metals and ores. Ship loading and unloading within the Port will be managed by Nampor or third-party stevedores and fall outside the scope of this environmental assessment. Cargo will be offloaded directly into the warehouse. Breakbulk cargo, being contained, may be offloaded in the yard and later moved into the warehouse using forklifts. All storage activities will occur within the warehouse. Firefighting and health and safety measures will be implemented in line with accepted standards. Administrative tasks, site security, and cleaning will continue daily, to maintain efficient and clean operations. Environmental compliance monitoring and public liaison will remain active throughout the facility's operations.

Interested and affected parties or neighbours are invited to register with the environmental consultant to receive further documentation and communication regarding the project by 11 February 2025. Please register at: **Fax:** 088-62-6368 or **E-Mail:** mgn-fig@thenamib.com

Should you require any additional information please contact Geo Pollution Technologies at telephone 061-257411.

Sincerely,
Geo Pollution Technologies

André Faul
Environmental Practitioner



Page 1 of 2

Directors:

P. Botha (B.Sc. Hons. Hydrogeology) (Managing)

Press Notice: The Namibian Sun 28 January and 4 February 2025

TUESDAY 28 JANUARY 2025
NEWS

Sun

● VILLAGERS HAVE NEVER LIVED NEAR A GRAVEL ROAD

Remote villages still waiting for basic roads



LEFT STRANDED: Regional Kavango West councillors have voiced their frustrations over what they describe as the government's neglect of their constituencies. PHOTO: CONTRIBUTED

In some areas, residents still rely on makeshift roads created by locals, which often become impassable during rains, cutting off access to crucial services, **including health facilities and schools.**

NIKANOR NANGOLO
RUNDU

Regional councillors in Kavango West have voiced their frustrations over what they describe as the government's neglect of their constituencies, citing the absence of basic road infrastructure as a persistent barrier to development.

To date, several constituencies in the region still lack gravel roads, forcing remote residents to endure long, difficult journeys to access essential services.

While some progress has been made in other sectors, road infrastructure, particularly gravel roads, in the Kapako and Ncamagoro constituencies remains elusive. Residents are left isolated, with the lack of roads hampering access to education, healthcare and economic opportunities.

Kapako constituency councillor Johannes Karondo painted

a grim picture of the situation, saying some residents have never lived near a gravel road.

"Gravel roads remain a challenge. When proper road infrastructure is in place, it stimulates business activity, facilitates easier transportation and ensures better access to health facilities and markets. This has been a long-standing challenge for the residents of Kapako," Karondo said.

"To date, out of the six submissions we have made for roads in the constituency, none has been realised. While some people are now asking for bitumen-standard roads, here in Kapako, we are still crying for basic gravel roads".

Hope for progress

Karondo also expressed hope for future progress: "I have pleaded with the National Planning Commission to balance development across constituencies. Our cry is for more submissions, especially for road infrastructure. We hope that within the next two years, we might see the realisation of at least one road. Perhaps this year, one gravel road might be approved."

Ncamagoro constituency councillor Thomas Rengi highlighted similar struggles in his area, noting that not a single gravel road has been constructed since the constituency's inception. "Kapako borders constituencies like Musese [and] Mankumpi, but none of these areas has a gravel road linking them. We need at least two to three gravel roads to connect larger villages to the main road, the Trans-Zambezi Highway," Rengi said.

Mankumpi constituency councillor Lukas Muha praised recent progress on the heavily sanded Alex Muranda road, which has seen its first phase of gravel construction completed.

Deepening inequalities

Following oversight visits across all 14 regions, a parliamentary standing committee on transport, infrastructure and housing reported that rural roads are in poor condition, limiting access to essential services and economic opportunities.

The report highlighted challenges such as poor network

connectivity, washed-out roads, and impassable paths during rainy seasons. Vulnerable groups, including the elderly, expectant mothers and schoolchildren, are disproportionately affected.

In the Zambezi Region, for instance, residents of Imukusi, just 15 km from Katima Mulilo, rely on makeshift roads created by locals. These pathways become impassable during rains, cutting off access to health facilities and schools.

The committee highlighted the economic toll of poor infrastructure, with farmers struggling to transport perishable goods and livestock to markets. In regions like Kunene, inadequate roads force residents to risk crossing flooded rivers, often with fatal consequences.

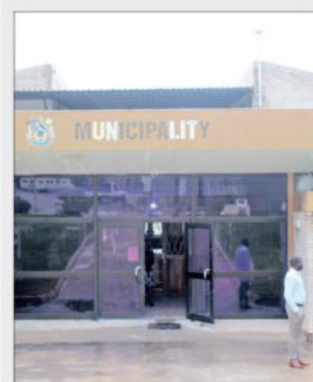
The Nkurenkuru-Nepara road project, aimed at upgrading 28 km of gravel road to a low-volume seal standard, has also faced delays. According to Roads Authority CEO Conrad Lutombi, contractors had until November last year to meet deadlines or face termination of their contracts.

The N\$30 million project, crucial for connecting Kavango West to the Trans-Zambezi Corridor, began in 2023 but has fallen behind schedule.

During a visit to Kavango West last year, Deputy Prime Minister John Mutorwa was briefed on the project's slow progress. Lutombi assured that corrective measures, including emergency procurement if necessary, would be implemented.

Kavango West Governor Sirikka Ausiku has urged the government to fast-track road projects, including the long-awaited Charlie Outline Road. "Road infrastructure is critical for connectivity and development in our region. Delays not only hinder progress but deepen inequalities for our rural communities," Ausiku said.

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INCOMING: The Grootfontein municipality has been without a substantive CEO since July 2023. PHOTO: FILE

Over 30 apply for Grootfontein CEO position

KENYA KAMBOWE
ENGOWI

More than 30 people have applied for the Grootfontein CEO position, which has been vacant since July 2023.

This is according to Grootfontein acting CEO, Indileni Lungameni, who on Sunday said: "The interviews will take place next month and by April we will have a CEO". He said some of the applicants are CEOs of various local authorities.

The position was advertised early last year. Grootfontein has been without a CEO for more than a year after the local authority parted ways with former accounting officer Kisco Sinvula. Sinvula was a contro-

versial figure at the municipality, where he regularly clashed with employees and councillors.

The former CEO's final altercation resulted in an employee having to seek medical treatment after he was left with a bruised mouth from a punch.

Council terminated Sinvula's contract on 24 May 2023 due to the breakdown of the relationship between the two parties. He subsequently dragged council to court and the decision was rescinded. However, Sinvula was paid approximately N\$3 million to step down. Since Sinvula's departure, Lungameni has been serving as the acting CEO of the local authority.

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Pretrial detention in Namibia exceeds the African average

STAFF REPORTER
WINDHOEK

According to a new study released by the Namibian University of Science and Technology (NUST), a "staggering" 85 out of every 100 000 Namibians are held in pretrial detention, a figure far exceeding the African average of 33.7 per 100 000 population.

NUST's study aimed to examine unwarranted, and potentially unlawful, pretrial detentions at three police stations in Windhoek – Wanaheka, Katutura and Otjomuise.

Conducted during June, July and August last year, the study revealed that a total of 199 police dockets from the aforemen-

tioned police stations were returned by the local prosecution office for the immediate release of the detained individuals.

Most frequent among the reasons for release were the prosecutors' decisions not to prosecute for lack of prima facie evidence (initial evidence), i.e., the detained could not be linked to the alleged crime.

This accounted for 25% of all cases, while the prosecutors' directions to the police to issue an admission-of-guilt fine to the suspect accounted for 43.7% of all cases.

Following the study's conclusion, the implications of the findings were discussed in normative terms and with regard to police training and practice.

The biggest concern raised related to the finding that during the three-month period, close to 50 citizens had been detained after arrest – although they could not be linked to the crime recorded in the docket.

Systemic challenges

Lead investigator, Dr Stefan Schulz, the deputy director in the department of social sciences under the faculty of commerce, human sciences and education, explained that the three-month study indicates that approximately 200 people are detained each year at these police stations for incidents they cannot be linked to.

"Besides the fact that each

case represents an instance of human rights violation, any of those cases could give rise to civil liability of the state, with high financial costs bleeding government coffers," he said.

At a meeting earlier this month with representatives of the Namibian Police and the Office of the Prosecutor General, overburdening and understaffing in the police force were highlighted as potential factors contributing to errors and the quality of investigations.

Attendees acknowledged the harrowing human rights impact of the findings while underscoring the fact that what may be seen as a stain on the work of the police becomes much more complex when one looks at the systemic challenges facing the Namibian Police and the Namibian criminal justice system at large.

Those present are expected to continue discussions when the technical report becomes available in March.

PUBLIC PARTICIPATION NOTICE ENVIRONMENTAL ASSESSMENT: STORAGE AND HANDLING OF INDUSTRIAL CARGO AND FERTILISERS IN THE PORT OF WALVIS BAY

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TUESDAY 4 FEBRUARY 2025
NEWS

Sun

• ANOTHER SETBACK

Central bank loses exchange control case on appeal

The Supreme Court upheld the ruling issued by the **Windhoek High Court** last year.

DGONE TSHAGE
WINDHOEK

The Bank of Namibia (BoN) lost an exchange control case on appeal against several northern-based retailers in the Supreme Court last week.

In June last year, High Court judge Shafimana Jetele set aside a decision by BoN and senior exchange control official Penelao Kapenda to freeze the bank accounts of several companies from the Rani Group of Companies, noting that Kapenda lacked the authority to freeze the companies' bank accounts.

In its reasoning, the Supreme Court said the High Court at the time of the ruling was correct to find that there is a rebuttable presumption against sub-delegation.

This meant that the power delegated does not automatically include the power to delegate further.

"Whether the delegated powers can be further delegated depends on the context in which the initial delegation took place and whether it is

such as to rebut the presumption against further delegation," the judgment reads.

Mandate

The Supreme Court determined that the finance minister gave certain powers and responsibilities to the Bank of Namibia. These powers can only be carried out by the board or the governor, and neither of them can pass these powers on to anyone else.

"There are no provisions in either the Bank of Namibia Act 8 of 1990 or the Bank of Namibia Act 1 of 2020 which allow BoN to vary the mandate conveyed to

them in the delegation from the Minister of Finance unilaterally," the judgment notes.

In 2023, Kapenda received an anonymous tip-off alleging that the businesses under the Rani Traders group were unlawfully dealing in foreign exchange by receiving and depositing foreign currencies into their bank accounts without proper authorisation.

Following this tip-off, Kapenda initiated an internal investigation and covert operations, which led to the decision to block the applicants' bank accounts.

Chief Justice Peter Shiyute, Judge President Petrus Damaseb and Supreme Court Judge Theo Frank issued the ruling in favour of the Rani Group's retail outlets.



DISMISSED: The Bank of Namibia suffered a second setback in an exchange control case after the Supreme Court ruled against their appeal. PHOTO: FILE

'It's still a cage': Fishrot accused want new courtroom

KRISTIEN KRUGER
WINDHOEK

Although the metal grilles enclosing the docks at the High Court courtroom of the Windhoek Central Prison have been removed, four of the Fishrot accused are persisting with their application to be moved to another courtroom.

"The cage still exists, even without the metal security bars. It's a cage, not a dock," argued former justice minister Sacki Shanghala, who is representing himself and three of his co-accused in the case.

Shanghala, Ricardo Gustavo, James Hatuikulipi and Pius Mwatelulo are demanding, under Section 149 of the Criminal Procedure Act, to be moved to another courtroom.

The High Court in Windhoek will rule on the matter on 14 February. The ruling was initially expected last week but was postponed.

This is one of several applications the Fishrot accused have brought before the High Court. Other applications include a request for the trial to be separated so that some of the accused are tried separately from the others, as well as applications for judge Moses Chihengo – who is presiding over the main Fishrot trial – to be removed from the case.

"Violated" rights
This is not the first time the Fishrot accused have objected to the conditions of the courtroom where their trial and other court applications are being heard.

"The parties could not reach an agreement to resolve the dispute. This is because the government respondents refuse to sign a settlement agreement in which they concede that our fundamental right



DIGNITY: The High Court is expected to rule on whether a venue change will be allowed on Valentine's Day. PHOTO: NITA KAKILO

to be treated with dignity has been violated, as well as our right to be presumed innocent until proven otherwise," the Fishrot accused state in court documents.

They argue that the removal of the bars does not change the fact that they had to sit behind them from 20 September 2022 to 16 September 2024. They also claim there are other issues with the courtroom, which is situated at the Windhoek Correctional Facility.

"The removal of the security bars does not address other shortcomings, such as the lack of desks (workspace), power outlets and seats with backrests."

They further argue that photos taken while they were sitting behind the bars violated their right to dignity. "What happened, happened. That our rights were violated is a fact. The government respondents refuse to even accept and acknowledge this fact. What they did instead was secretly remove the bars – which is a concession and proves that actions speak louder than words," Shanghala argues in court documents filed in December.

Long-term impact

The Fishrot accused further claim that the case will have far-reaching consequences for the country's legal system.

"Particularly regarding how individuals are treated when appearing in courtrooms that do not meet the requirements for respecting dignity and ensuring a fair trial."

"These courtrooms fail to meet the minimum standards expected under the Namibian Constitution," the accused argue.

The Fishrot accused have also complained about the vehicle used to transport them and the five other accused to court. They claim they are transported on the back of a pick-up truck, which worsens health conditions some of them already suffer from.

There are ten Fishrot accused: Gustavo, Shanghala, Mwatelulo, James Hatuikulipi, Tamsen Hatuikulipi, Mike Nghipunya, Bernhardt Esau, Phillipus Mwapopi, Otheel Shuudifonyo, and Nigel van Wyk.

Most have been in custody at Windhoek Central Prison since November 2020, with Van Wyk being the only accused currently out on bail.

- kristien@nmh-hub.com.na

Car crash foils alleged murder plot

TUYEIMO HAIDULA
OSHAKATI

A man has told police that he narrowly escaped a likely death after he was allegedly kidnapped

and assaulted before being transported in a car to the Oshikango border post in the Oshana Region, reportedly to be killed. However, the vehicle was involved in an

accident, ultimately saving his life and allowing him to escape his kidnappers.

The incident occurred last week at Olumbongo location, near Neshuku Garage in the Ondango area of the Oniipa constituency in the Oshana region.

Oshikoto police regional commander, Commissioner Teopolina Kalompo-Nashikaku, said the suspects allegedly lured the victim to their garage before beating and kicking him.

The attackers reportedly assaulted him out of fear that he would report their illegal dealings to the police.

The man told police that his attackers had threatened to kill him by dousing him in fuel and setting him alight.

"After assaulting the complainant, the suspects tied him up, threw him into their vehicle, and drove towards the Oshana Region. The complainant further alleged that the suspects threatened to assault him further and burn him with fuel at the Namibia-Angola border. There were fuel contain-

ers in the car at the time, she said.

Lucky escape

Kalompo-Nashikaku explained that while driving, the vehicle in which the victim was being transported was involved in a minor accident with another vehicle at Ohaiyandja location.

The seven suspects jumped out to confront the other driver, giving the victim a chance to escape. He fled into the bushes and eventually reached the nearest police station in Ohangwena, where he reported the incident.

The man was immediately taken to hospital for medical attention.

The suspects robbed the victim of his cellphone and N\$870 in cash. All seven suspects are known to the victim, one of whom is a close relative. Six suspects, aged between 20 and 24, were arrested on Thursday and will be charged before appearing in the Ondango Magistrate's Court this week. "The main suspect is yet to be arrested," police said last week.

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Press Notice: Die Republiek 28 January and 4 February 2025

4 NUUS

Republiek

Dinsdag 28 Januarie 2025

>> **Getalle oorskrif** Afrika se gemiddeld

Studie plaas 'onwettige' aanhouding in kollig



Dr. Stefan Schulz, hoofinspekteur Petrina Mwetulundila, sersant Saara Angolo, senior inspekteur Johannes Marungu, Pieter Smit (kantoor van die aanklaer-generaal), Moses Libuto (intern: kantoor van die aanklaer-generaal) en Magreth Wangolo (navorsingsassistent). FOTO NUUS

Die implikasies van die bevindinge met betrekking tot polisiebeamptes se opleiding en praktyke is tydens 'n vergadering bespreek.

Sowat 185 uit elke 100 000 Namibiërs is glo in voorverhoor-aanhouding.

Dis veel hoër as Afrika se gemiddeld van 33,7 per 100 000 van die bevolking.

Die bevinding is gemaak in 'n studie deur die Namibiese Universiteit vir Wetenskap en Tegnologie (Nust) wat daarop gemik was om ongegronde, en moontlik onwettige, aanhouding by drie polisie-kantore in Windhoek, naamlik Wanaheda, Katutura en Otjomuise, te ondersoek.

Die studie is gedurende Junie, Julie en Augustus verlede jaar uitgevoer en het bevind dat 199 polisie-dossiere aan die polisie terugbesorg is met bevel vir die beskuldigde se onmiddellike vrylating.

"Die meeste van die redes vir vrylating was die aanklaers se besluite om nie te vervolg nie weens 'n gebrek

Nust

"Die grootste kommer wat geopper is, het betrekking op die bevinding dat nagenoeg 50 burgers gedurende die tydperk van drie maande weens arrestasie aangehou is, hoewel hulle nie verbind kon word met die misdaad wat in die dossier aangeteken is nie."

aan prima facie-bewyse. Dit wil sê die aangehoudenes kon nie met die beweerde misdaad verbind word nie.

"Dit het 25% van alle sake uitgemaak, terwyl die aanklaers se aanwysings aan die polisie om 'n skulderkenningsboete aan die verdagte uit te reik, 43,7% van alle sake uitmaak," lui 'n verklaring wat Nust uitgereik het.

Nust het sy bevindinge van die studie op 16 Januarie tydens 'n vergadering met lede van die Namibiese polisie se navorsingseenheid asook amptenare van die kantoor van die aanklaer-generaal by die Windhoese landdroshof voorgelê.

MOONTLIKE GEVOLGE

Na aanleiding van die studie se gevolgtrekkings is die implikasies van die bevindinge in normatiewe terme en met betrekking tot polisiebeamptes se opleiding en praktyke bespreek.

"Die grootste kommer wat geopper is, het betrekking op die bevinding dat nagenoeg 50 burgers gedurende die tydperk van drie maande weens arrestasie aangehou is, hoewel hulle nie verbind kon word met die misdaad wat in die dossier aangeteken is nie."

Die bevindinge voorspel dat hierdie getal, wat oor drie maande geneem is, ná 'n kalenderjaar sowat 200 gevalle in Windhoek alleen sal beloop.

"Benewens die feit dat elke saak 'n geval van menseregteskending verteenwoordig, kan enige van daardie sake aanleiding gee tot siviele aanspreeklikheid van die staat met hoër finansiële koste wat die staatskas kan laat bloei," het die hoofonderzoeker, dr. Stefan Schulz, die adjunkdirekteur in die departement sosiale wetenskappe onder die fakulteit van handel, geesteswetenskappe en opvoedkunde, gesê.

Diegene wat die vergadering bygewoon het, het die impak van die bevindinge op menseregte erken. Hulle het egter ook beklemtoon dat dit – wat gesien kan word as 'n vlek op die werk van die polisie – baie meer ingewikkeld word as 'n mens kyk na die sistemiese uitdagings van die strafregstelsel en uitdagings wat die Namibiese polisie in die gesig staar.

"Die polisiemag wat oorwerk en onderbeman is, is uitgesluit as faktore wat die aantal foute wat voorkom,

sowel as die gehalte van ondersoek direk beïnvloed," lui die verslag.

Die verslag wys ook verder daarop dat die deelnemers aan die vergadering afgesluit het met 'n belofte om die bespreking voort te sit sodra 'n tegniese verslag, wat in Maart 2025 verwag word, uitgereik is.

NAVORSINGSPROEJ

Die studie is uitgevoer as deel van 'n navorsingsprojek getiteld "Rethinking Pre-Trial Detention in Namibia" wat in 2022 begin het.

Die studie het ook verskeie gevolgtrekkings gemaak rakende ander kwessies, insluitend die menseregte-aspekte van voorverhoor-aangehoudenes, kriminogeeniese risiko's en behoeftes van die gevangenes voor of tydens die verhoor, beroepstres wat ervaar word deur polisiebeamptes wat in hierdie omgewing werk en die houdings en persepsies van aanklaers tot voorverhoor-aanhouding.

Schulz en vyf studente wat as navorsingsassistentes gedien het het die studie uitgevoer.

~ republiek@republiek.co.na

Huise gebruik as vulstasies

Kenya Kambowe

Die regering se versuim om die verkoop van gesmokkelde

Angolese brandstof in die noorde van Namibië te stuit, het daartoe gelei dat kansvatters in die verskillende

nedersettings en dorpe hul huise in verkooppunte omskep het.

Die smokkel van petrol en diesel uit Angola – wat bekend staan as Ngungula – vier al jare hoogty in die Noorde, 'n situasie wat gelei het tot die sluiting van vulstasies, veral in Ohangwena.

Diegene wat die brandstof verkoop, verkoop dit glo in die openbaar langs die pad in Oshikango sonder om die wette van die land in ag te neem. Die situasie het nou handuit geruk met mense wat na bewering na die grensoord Oshikango gaan waar hulle groot volumes gesmokkelde brandstof koop wat hulle na die verskillende noordelike dorpe neem om weer te verkoop.

Die kopers van die brandstof is na bewering meestal taxi-operateurs wat die brandstof teen 'n goedkoop prys koop om meer wins te maak.

Network Media Hub het vroeër vandeemaand berig oor 'n 32-jarige vrou by die informele nedersetting Uuyue-Wakapoko in Ondangwa wat in hegtenis geneem is vir die besit van meer as 200 liter brandstof sonder 'n geldige permit.

POLISIE BETROKKE

Daar is ook gerugte dat polisiebeamptes ook onder diegene is wat die misdaad pleeg.

Daar word beweer dat wanneer die polisiebeamptes op die misdadigers se brandstof beslag



Die onwettige verkoop van brandstof het handuit geruk in die noorde van Namibië. FOTO ARGIF

lê, hulle dit nie neem na waar dit vanderstel is om gestoor te word nie. Hulle hou dit glo vir hulself en gebruik dit vir hul private voertuie of verkoop dit aan die gemeenskap.

Die polisiebevelvoerder in die Oshanaastreek, Sakaria Lungameni Sakaria, het Sondag bevestig 'n polisiebeampte is verlede jaar in sy streek in hegtenis geneem nadat hy brandstof gesteel het uit die pakhuis waar dit gestoor was.

GROOT GEVAAR

Volgens Sakaria het die polisie oor die jare verskeie arrestasies gemaak as deel van sy poging om die misdrywe te bekamp en dat hulle steeds daarteen veg.

Hy het egter aangedui dat die gemeenskapslede wat die verkoop van die gesmokkelde brandstof waarnaem, ook 'n rol het om te speel in die hantering van hierdie strafregtelike dade. Hy het verder gesê om brand-

stof te stoor, veral in woongebiede, is baie gevaarlik. Hy verduidelik verder dat daar wette in plek is om die vervoer en stoor van brandstof te reguleer.

"Daar bestaan werklik 'n gevaar. Nie so lank terug nie het twee voertuie naby Oshigambo gebots, waar een voertuig mense en die ander brandstof vervoer het. Daar was niks wat omstanders kon doen nie. Die brand was net te erg," sê hy.

Sakaria meen daar is geen probleem as mense na Angola reis en hulle voertuie aan daardie kant van die grens volmaak nie. "Dit is soos om na enige ander land te reis, jy maak jou voertuig vol brandstof. Maar nou, bring jy dit vir kommersiële doeleindes, dit is wanneer jy die wet oortree en dan stel jy die lewens van ander mense in gevaar."

EKONOMIESE IMPAK

Sakaria het ook gesê dat die gesmokkelde brandstof 'n

negatiewe impak op die brute binnelandse produk (BBP) van die land het.

"Toe ek nou die dag in Omafi was, was daar 'n vulstasie wat moes sluit weens hierdie situasie," het hy gesê.

Hy verduidelik dat hulle ook met lede van die gemeenskap saamwerk in 'n poging om die misdrywe hok te slaan. Eienaars van vulstasies het hom glo gebel en gesê hulle sukkel om besigheid te doen weens hierdie probleem.

"Hulle neem mense in diens en hulle betaal belasting aan die regering," beklemtoon Sakaria. Hy verseker ook dat die polisie in die streek hard werk om hul bedryfgedeelte op te skerp.

"Ons het verskeie arrestasies gemaak, maar mense verkoop dit steeds agter toe deure. Ons doen 'n beroep op die publiek vir hul hulp en wie ook al inligting hieroor het."

~ kenya@nmh-hub.com.na

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT: STORAGE AND HANDLING OF INDUSTRIAL CARGO AND FERTILISERS IN THE PORT OF WALVIS BAY

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2 NUUS

Republikein

Dinsdag 4 Februarie 2025

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RUNDU	20°	33°
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GOBABIS	22°	37°
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WALVISBAAI	16°	26°
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‘Banke moet sekuriteit opskerp’

» FNB besoek senior burgers

Die polisie in die Oshanaastreek het kommer uitgespreek oor die toenemende aantal bedrog-voorvalle wat aangemeld word.

Tuyemo Haidula

Die Namibiese polisie se bevelvoerder in die Oshanaastreek, Naftal Lungameni Sakaria, het banke versoek om hul sekuriteit op te skerp om bedrog te voorkom en hul kliënte teen swendelaars te beskerm.

Hy het gister sy kommer uitgespreek oor die toenemende aantal bedrog-voorvalle wat deur bankkliënte aangemeld is, ná ’n onlangse vergadering met verteenwoordigers van die banksektor, insluitend First National Bank Namibia (FNB).

Tydens die vergadering het hy die groeiende kwessie van bankkliënte wat deur swendelaars bedrieg word, uitgelig.

“Dit gaan nie oor syfers nie. Miskien

is hulle nie bekommerd nie en neem hulle dit ligtelik op, maar ons doen ’n beroep op banke om dit as ’n saak van dringendheid op te neem en hul sekuriteitsstelsels op te skerp. As hulle kan sien die huidige stelsels werk nie, moet hulle hul vlakke van sekuriteit verdubbel,” het hy gister aan Network Media Hub (NMH) gesê.

Sakaria het opgemerk dat veral FNB bekommerd moet wees oor die toenemende voorvalle van bedrog wat hul kliënte raak.

Hy het gesê vir die Oshanaastreek alleen is 11 bedrogsake tussen 2023 tot op hede aangemeld. Hiervan was 10 FNB-kliënte en een kliënt van Standard Bank betrokke, het hy gesê. Die meeste van hierdie voorvalle het in 2024 voorgekom.

FNB Namibia het glo 103 bedrog-voorvalle in November en Desember verlede jaar ondersoek, wat ’n totale verlies van meer as N\$4 miljoen tot gevolg gehad het.

Verlede maand het die polisie in

Omusati gesê ’n 60-jarige vrou van die Uukwamatsi-nedersetting op Okahao is tussen 15 en 17 Januarie van N\$1,1 miljoen uit haar FNB-rekening bedrieg.

“Hulle [FNB] wou eers dit afmaak en sê dit is omdat hulle meer kliënte as ander banke het en outomaties meer voorvalle sal aanteken,” het Sakaria gesê.

Hy het gesê hierdie argument kan nie korrek wees nie, aangesien mense steeds geld verloor en die meeste daarvan is glo nog nie teruggekry nie.

Sakaria sê die polisie werk hard om lede van die publiek te leer om nie met vreemdelinge te praat en vertroulike inligting uit te gee nie.

“Hulle het so baie maniere om by die mense uit te kom en mense is kwesbaar,” sê hy.

Hy sê verder: “As jy my kaart steel en die nommer kry, moet dit nie so maklik vir jou wees om toegang tot my geld te kry nie.”

NIE NET FNB

In 2023 het FNB ook onder die vergrootglas gekom toe verskeie kliënte

aangemeld het dat hulle geld verloor het deur dié bank se e-buissiediens te gebruik.

FNB het destyds gesê hy kan nie verantwoordelik gehou word vir geld wat deur dié platform aan swendelaars verlore gaan nie.

FNB se kommunikasiebestuurder, Kirsty Watermeyer, het gesê die toename in digitale misdaad raak nie net FNB alleen nie. Hierdie neigings word in nywerhede en wêreldwyd waargeneem, het sy gesê.

Watermeyer het beklemtoon dat die bedryf bekommerd is en taakspanne gemobiliseer het om bykomende maatreëls te ondersoek om kliënte te help om beter voort te berei vir en bedrog te bekamp.

“Ons het nog altyd kuberveiligheid geprioritiseer en het robuuste stelsels in plek om bedrogpogings te bekamp. In baie gevalle is ons in staat om bedrieglike aktiwiteite te keer,” het sy benadruk.

Watermeyer het gesê die bank het ’n baie noue werksverhouding met die polisie en poog om hulle ten volle te ondersteun deur voort te gaan om



Komm. Naftal Lungameni Sakaria.
FOTO TUYEMO HADULA

bewusmakingsveldtogte rondom bedrogvoorkomingswenke met die publiek oor verskeie platforms te deel.

“Ons is besig om ouetehuse te besoek om bedrogvoorkomingswenke te versprei en te help om te verstaan die teiken van kubermisdaad is. Dit bekamp van bedrog is ’n topprioriteit vir ons en ons doen ’n beroep op die publiek om waaksaam te bly en om te stopte te verifieer as hulle verdagte oproepe, e-posse of SMS’e ontvang,” het sy gesê.

— tuyemo@nmh-hub.com.na

Werkloosheid

VAN BL. 1

“Hierdie tipe rolle bied tipies laer salarisse en vaardigheidsvereistes. Daarteenoor is slegs 30,3% van werkers in hoër geskoelde posisies, soos professionele persone, bestuurders, tegnisiëre of verwante professionele persone, aangestel.”

“Hierdie ongelykheid tussen opvoedkundige prestasie en werkselektendheid wat met daardie kwalifikasies ooreenstem, beklemtoon ’n wanbalans in die arbeidsmark, wat kan lei dat werkers mismoedig raak en die algehele ekonomiese produktiwiteit belemmer.”

lig die ekonomiese uit.

Volgens FNB se ontleding dui Namibië se arbeidsmark daarop dat werknemers hoogs afhanklik is van ’n werk waar hulle ’n salaris verdien, met net 9,2% van alle werkers wat vir hulself werk en slegs 2,8% van hierdie entrepreneurs wat weer werkers in diens kan neem.

Die navorsers se gevolgtrekking is dat daar min geleenthede vir entrepreneurskap en self-indiensneming is.

JEUG

Werkloosheid onder die jeug is ’n selfs groter bekommernis vir die ekonomie, aangesien die NSA-statistieke daarop dui dat slegs 24,8% van Namibië se

jongmense in diens geneem is.

Verder is 41,9% van individue tussen die ouderdomme van 15 en 24 nie in diens geneem of op skool nie.

“Gekombineer met die hoë persentasie mense in die potensieel arbeidsmag (53,6%), dui dit op ’n kommerwekkende neiging, veral as in ag geneem word dat die jeug 71,1% van die totale bevolking uitmaak,” lui FNB se verslag.

Informele indiensneming bied moontlik ’n meer lewensvatbare opsie, maar saam met werksomstandighede, werkure en die soort werk, is dit nie by die nasionale sensus ingesluit nie.

Die navorsers kon wel ’n noemenswaardige geslagsverskil bevestig, met 51,1% van mans teenoor 41,9% van

vroue wat Namibië se arbeidsmag uitmaak.

WERKLOOSHEIDSYFER

FNB se verslag verduidelik verder die verskil tussen die definisie van werkloosheid, soos in die 2023-ontleding toegepas is, en die breër definisie wat in 2018 gebruik is.

“Die verskil tussen die definisies beklemtoon die omvang van ’n onderindiensneming, aangesien modellose werkers van die amptelike (2023)-syfers uitgesluit word.”

“Amptelik staan werkloosheid tans op 36,9%, maar as die breër betekenis toegepas word, styg dié persentasie tot 54,8% – “een van die hoogste ter

wêreld,” aldus FNB se verslag.

“Ongedag die staatstaf, is die styging in werkloosheid kommerwekkend, voer Mboti en Emvula aan.

NSA

Die NSA het die geloofwaardigheid van sy 2023-arbeidsmagverslag sterker verdedig en bewerings van data manipulasie verwerp en herbevestig dat die amptelike werkloosheidssyfer van 36,9% aan internasionale standaarde voldoen.

“Wanneer internasionale organisasies Namibië se amptelike werkloosheidssyfer versoek, is dit die syfer wat verskaf sal word,” het Shumuaeni gesê.

— auzetto@nmh-hub.com.na

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Renjaer

VAN BL. 1

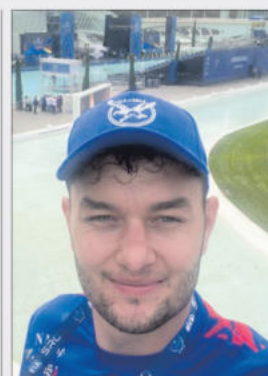
Hy sê iemand wat hy ken moes ongeveer N\$1,5 miljoen opdok om aan die Formule Asië-reëls deel te neem en sê ’n naweek se deelname aan die Formule 4-reëls jaag jou sowat N\$1 miljoen uit die sak.

Nel het in Oktober verlede jaar ook aan die internasionale motorsportfederasie, die Federation Internationale de l’Automobile (FIA), se Motorsportpele in Spanje in die kategorie vir e-renne deelgeneem. Hy het onder meer finansiële ondersteuning van internasionale finansierders soos GPI en plaaslike besighede soos Paratus Namibia en Sunita Cables ontvang.

Hy verduidelik die koste verbonde aan hierdie sportkode is beter as fisiese renne. “Mense is altyd verbaas as jy nie die duurste kit het nie, maar jy het nie die duurste nodig om te begin nie, so die intreevlak is meer bereikbaar,” verduidelik hy.

Hy glo egter dat Namibiese renjaers met die nodige finansiële ondersteuning hul stempel op die internasionale verhoog kan afdruk.

“As hulle die ondersteuning het, kan hulle dit doen. Selfs in Suid-Afrika is dit redelik skaaflik, maar op daardie vlak gaan jy geld nodig hê,” sê hy.



Adriaan Nel tydens die FIA se Motorsportpele in Spanje verlede jaar. FOTO VERSKAF

DEEL PASSIE

Adriaan het tans drie plaaslike renstelkampioenskappe sowel as twee renmotornabootser-kampioenskappe agter sy naam en hoop om sy passie met die jeug te deel deur ren-

motornabootsers in skole beskikbaar te stel.

“Dit sal moeilik wees om dit in byvoorbeeld staatskole te laat werk omdat daar so baie is,” verduidelik hy.

Hy besit ook ’n renstelspan wat aan die Namibiese renstelkampioenskappe deelneem.

Adriaan het sy loopbaan in 2009 op die ouderdom van nege in renstelrenne begin en het twee jaar later in 2011 sy eerste nasionale kampioenskap gewen. Die volgende jaar het hy in die junior Max-klas aan die Zwartkops-klubkampioenskap in Suid-Afrika deelgeneem en derde geëindig.

Daarna het hy by CRG Suid-Afrika as ’n fabriekrenjaer aangesluit. Oor die volgende twee jaar het hy by CRG Suid-Afrika ontwikkel van ’n agterste merker tot ’n mededinger in die voorste groep by die SA nasionale kampioenskappe.

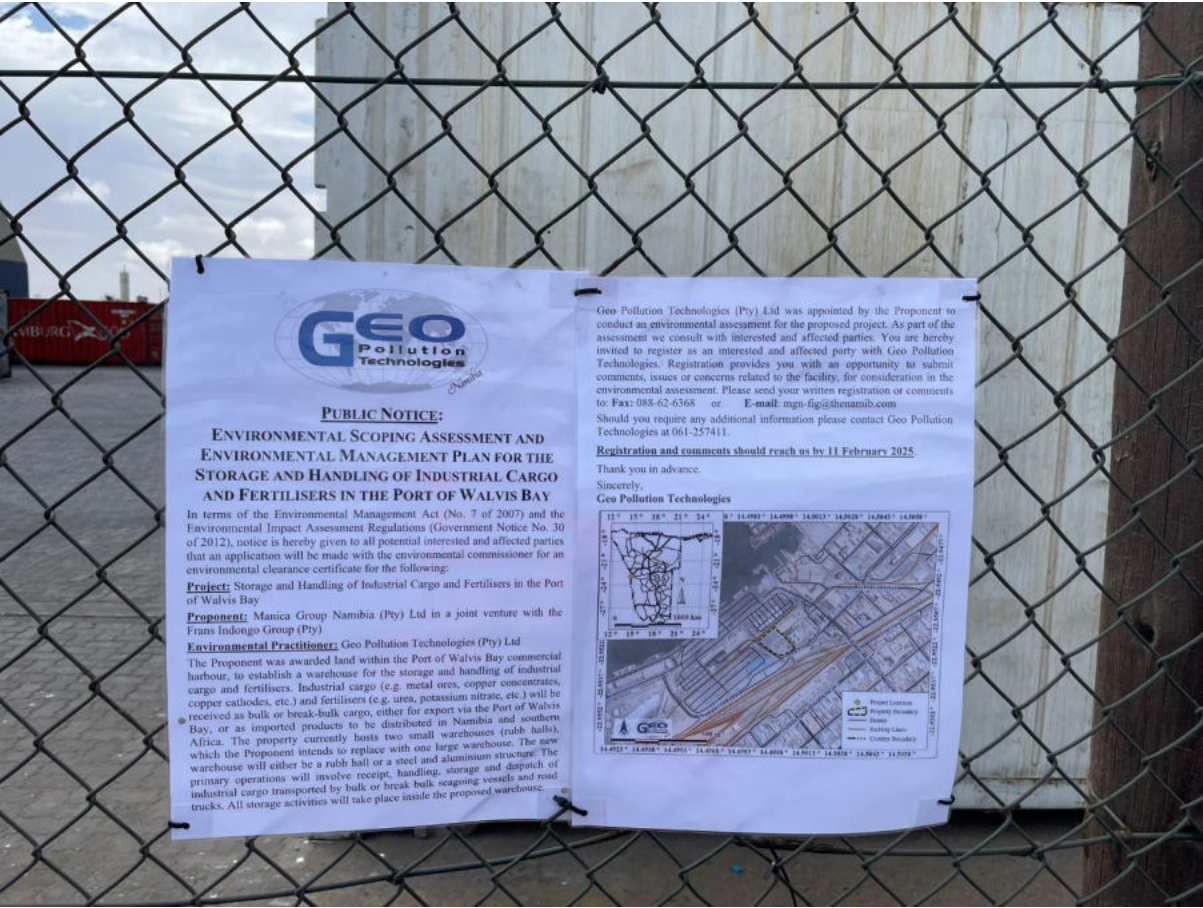
Hy het in 2013 ’n aanbod ontvang om aan die Formule Asië-reëls deel te neem, maar kon weens ’n gebrek aan finansiële steun nie die geleentheid aangryp nie.

Sedertdien het hy aan e-renne begin deelneem en het twee keer die Namian-geleentheid, wat deur die Namibiese Elektroniese Sportfederasie (NESA) aangebied word in 2022 en 2023 gewen.

Hy het ook in 2023 die Namibiese e-sport kampioenskap gewen.

— irene-mari@nmh-hub.com.na

Site Notice



Appendix B: Consultant's Curriculum Vitae

ENVIRONMENTAL SCIENTIST**André Faul**

André entered the environmental assessment profession at the beginning of 2013 and since then has worked on more than 240 Environmental Impact Assessments including assessments of the petroleum industry, harbour expansions, irrigation schemes, township establishment and power generation and transmission. André's post graduate studies focussed on zoological and ecological sciences and he holds a M.Sc. in Conservation Ecology and a Ph.D. in Medical Bioscience. His expertise is in ecotoxicological related studies focussing specifically on endocrine disrupting chemicals. His Ph.D. thesis title was The Assessment of Namibian Water Resources for Endocrine Disruptors. Before joining the environmental assessment profession he worked for 12 years in the Environmental Section of the Department of Biological Sciences at the University of Namibia, first as laboratory technician and then as lecturer in biological and ecological sciences.

CURRICULUM VITAE ANDRÉ FAUL

Name of Firm	:	Geo Pollution Technologies CC.
Name of Staff	:	ANDRÉ FAUL
Profession	:	Environmental Scientist
Years' Experience	:	24
Nationality	:	Namibian
Position	:	Environmental Scientist
Specialisation	:	Environmental Toxicology
Languages	:	Afrikaans – speaking, reading, writing – excellent English – speaking, reading, writing – excellent

EDUCATION AND PROFESSIONAL STATUS:

B.Sc. Zoology/Biochemistry	:	University of Stellenbosch, 1999
B.Sc. (Hons.) Zoology	:	University of Stellenbosch, 2000
M.Sc. (Conservation Ecology)	:	University of Stellenbosch, 2005
Ph.D. (Medical Bioscience)	:	University of the Western Cape, 2018

First Aid Class A	EMTSS, 2017, OSH-Med 2022
Basic Fire Fighting	EMTSS, 2017, OSH-Med 2022

PROFESSIONAL SOCIETY AFFILIATION:

Environmental Assessment Professionals of Namibia (Practitioner)

AREAS OF EXPERTISE:

Knowledge and expertise in:

- ◆ Water Sampling, Extractions and Analysis
- ◆ Biomonitoring and Bioassays
- ◆ Biodiversity Assessment
- ◆ Toxicology
- ◆ Restoration Ecology

EMPLOYMENT:

2013-Date	:	Geo Pollution Technologies – Environmental Scientist
2005-2012	:	Lecturer, University of Namibia
2001-2004	:	Laboratory Technician, University of Namibia

PUBLICATIONS:

Publications:	5
Contract Reports	+240
Research Reports & Manuals:	5
Conference Presentations:	1