

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

[BID: ESIA Study](#)

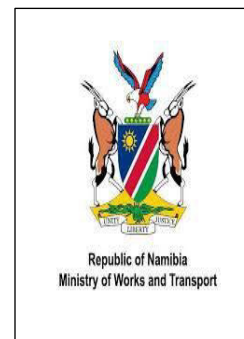


BACKGROUND INFORMATION DOCUMENT (BID)

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE (8KM), KUNENE REGION, NAMIBIA.

PROJECT PROPONENT:

Ministry of Works and Transport
6719, Bell Street, Snyman Circle, Ausspanplatz
Private Bag 13341
Windhoek
Namibia



ENVIRONMENTAL ASSESSMENT CONSULTANT:

ENVIROPLAN CONSULTING CC
Unit 19 Reinush Courts, Rocky Crest
PO Box 81042, Olympia
Telephone: +264 813634904
info@enviroplanconsult.com



1 PROJECT BACKGROUND

“Access roads are crucial for connecting remote areas, facilitating construction and other projects, and supporting economic activities by improving transportation, accessibility, and safety” A I. The Ministry of Works and Transport have identified need to develop an access gravel road from **Okatumba** settlement off **C43 Road to Otuni village**. It is under **Opuwo Rural constituency**’s area of jurisdiction and approximately 8 km. The proposal intends to improve the accessibility to health, socio and economic amenities. Opuwo Rural constituency sits on 25, 758 square kilometres of land and C34 road can be used to explore the **Kaokoveld desert** and has a population of 14 850. Economic activity in this area is centred on communal livestock farming, tourism and integrated wildlife management. Otuni is located approximately 60 km from Opuwo along the C43 road to Seisfonten. The village has been previously under privileged from network coverage, health and social welfare and development.

Otuni village has the potential of becoming the mining hub of the Kunene region with the plans to establish a copper processing plant. Other potential areas are tourist facilities, butchery and tannery factory, etc.

The proposed access road came into consideration after the Kunene regional council and Opuwo Rural constituency raised concerns over the accessibility to newly established rural constituency office, Otuni clinic and primary school. These amenities offer a very vital social and economic benefits to the community and the region of Kunene which seems side-lined when comes to development. Roads within the region are mostly gravel and fairly good during when it comes to maintenance. The need to establish a gravel access road was an issue which was notably a hindrance to accessibility mostly during rainy seasons whereby the existing paths were making the road users a very bad experience when visiting the mentioned services.

1.1 Why an Environmental and Social Impact Assessment (ESIA) Study

As per the requirements of the Namibian environmental legislation (Environmental Management Act (No. 7 of 2007 and the Environmental Impact Assessment Regulations of 2012), an EIA is required to obtain an Environmental Clearance Certificate from the Ministry of Environment,

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

[BID: ESIA Study](#)

Forestry and Tourism (MEFT) before the project can proceed. This is because under the 2012 Environmental Impact Assessment (EIA) Regulations of the Environmental Management Act (EMA) No. 7 of 2007. It is a listed activity that may not be undertaken without an Environmental Clearance Certificate (ECC). This activity is listed under the following relevant sections:

Table 1: Listed Activities -Environmental Management Act No. of 2007

| | |
|---|--|
| 3: Mining and Quarrying Activities 3.3 Resource extraction, manipulation, conservation and related activities | 10: Infrastructure 10.1 The construction of- (b) public roads |
|---|--|

In this respect EnviroPlan Consulting have been appointed to carry out an Environmental Assessment study to obtain an environmental clearance certificate as per the requirements by the Ministry works and transport as well as the Ministry of Environment, Forestry and Tourism in terms of the proposed infrastructural development activities. During the construction phase the following materials will be required: Road construction materials will be extracted from new and existing borrow pits. Raw water abstraction from nearby water sources and other potential water sources will be determined.

The study will incorporate biophysical, ecological and socio-economic baseline investigations relating to the proposed project.

1.2 Aims & Objectives of the ESIA Process

The aims of this EIA:

- To comply with Namibia's Environmental Assessment Policy, Environmental Management Act (No. 7 of 2007) with its 2012 EIA Regulations and to;

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

BID: ESIA Study

- Consult all relevant stakeholders, interested and affected parties such as The, traditional leadership (Opuwo Rural Constituency), Ministry of Environment Forestry and Tourism and Otuari residents to ensure that their inputs are considered;
- To set up a grievance coordination system.
- To identify Environmental and Social safeguards and concerns prior to project implementation.
- To assess the significance of issues and concerns raised;
- Review the legal and policy framework and its relevance to this project;
- To determine the environmental and social impacts of the development and assess site suitability.
- To identify all environmental and social sensitivities that may be affected by the proposed development and monitoring requirements during construction thereto.
- Develop a clear, concise and practical Environmental and Social Management Plan (ESMP) which includes recommendations and methods to minimize the identified negative environmental impacts of the proposed project.
- To institute processes for Environmental monitoring and management for compliance to the developed Environmental and Social Management Plan.

1.3 PROJECT LOCATION

The proposed project will occur in Otuari a small village in Kunene region. It is under the Opuwo Rural constituency's area of jurisdiction. All burrow pits to be identified and rehabilitated will be within the rural constituency's area of influence. This constituency sits on 25, 758 square kilometres of land and has a population of 14 850. Economic activity in this area is centred on communal livestock farming and conservancies. Otuari is located approximately 65 km from Opuwo along the C43 road to Seisfontein. Almost the entire Kunene Region is characterized by Conservancies and Otuari village is within the Ombujokanguindi Conservancy.

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

BID: ESIA Study

Table 2 below shows the proposed site coordinates.

Table 2: Project site coordinates (8km Access Road off C43 road Okatumba to Otuni village)

| Point number | Latitude | Longitude |
|--|------------|-----------|
| Starting point- Point 1 | -18, 57291 | 13,72089 |
| Point 2 - Proposed route | -18, 57304 | 13, 71242 |
| Point 3 - Alternative route | -18, 57091 | 13, 71168 |
| Point 4 - Alternative and proposed meet with existing track road | -18, 57332 | 13, 70496 |
| Point 5 – Access to shopping Centre | -18, 56688 | 13, 67833 |
| Point 6 – Opuwo rural constituency offices | -18, 56359 | 13, 67582 |
| Point 7 – Primary school | -18, 56309 | 13 67851 |
| Point 8 – Clinic | -18, 56179 | 13, 67921 |

Figure 1 overleaf shows the proposed site Map.

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

[BID: ESIA Study](#)

Figure 1: Proposed project site Map



2 PROJECT DESCRIPTION

Road as an infrastructural development project will trigger activities in various phases. For this EIA, the phase-based activities were categorized to enable impact assessment and analysis. The different project sections are as follows:

2.1.1. Construction Phase (Site Preparation)

Access agreements will guide the working relationship between local authorities and construction team. The contractor will undertake initial site visits to identify appropriate sites for the establishment of field camps. The field camps are for the safe keep of the construction equipment and vehicles before use. Site preparation activities will begin once surface drainage and ground water conditions are understood. The project proponent will highlight all ecological sensitive areas jointly with conservancy committee and off site borrow pits to be identified and rehabilitated as per Environmental and Social Management Plan (ESMP) design.

Land clearing: small land parcels will be cleared for the establishment of base or field camps and staging areas. Proponent shall ensure that areas identified are those that present minimal disturbance to the natural environment and wildlife.

Creation of access routes and haul tracks: Apart from the existing roads network leading to target areas, additional tracks (extensions from existing roads) may be created. Additional roadways may be considered for the purposes of accessing target sites. Where deemed necessary, graveling, and compaction of vehicle track's surfaces may be considered to allow for less track maintenance and seam less flow of traffic.

Fencing: Where deemed feasible, fences will be erected around field camps and target areas. Fencing will serve to keep out livestock from target sites.

2.1.2. Operational Phase

The operational phase will be characterized by day to day use of the access road. After the completion of the construction phase the contractor has to make sure to do the following:

Site Rehabilitation: Dug out trenches will be back filled with waste rock (gangue). Stockpiled top soil will be returned to the backfilled areas. Sites will also be re-vegetated and returned to a pre-construction state. Rehabilitation will be done concurrently with the project development.

Water requirements: Water will be sourced from existing boreholes. About 100,000 liters (80 m³) per day would be required. This amount of water is aimed at suppressing dust around tipping areas and vehicle tracks. Approximately 400 liters of domestic water will be needed per day.

Waste management: Waste material generated will be in the form of rock material (non-mineral) and derived from trenching activities. Insignificant amounts of domestic waste will be generated by the mining team. Domestic or general waste will be transported out of the project site. There are no licensed waste disposal sites in the project area.

Sewage Management: During construction, sufficient portable chemical toilets will be provided for workers and appropriately emptied according to their manufacturer's operational standards and legislated occupational sanitary provisions. Licensed waste contractors will provide sewage removal services.

Construction equipment, Materials and Services:

Construction equipment will be sourced from contractors proximate to the project site. Where essential, equipment deemed will need to be sourced from elsewhere in the country and/or abroad as per the required and approved operating standards.

Labor sourcing: long term and short-term employment opportunities will be created during the duration of construction activities. Semi and non-skilled work will be made available to locals.

Housing: Personnel will be accommodated at an identified camp area. Before use of a camp, an environmental risk assessment will be conducted and submitted together with the biannual report of the mining activities.

2.1.3. Decommissioning/Closure of the construction Phase

This phase will involve the removal of equipment and dismantling of facilities and safe closure. All trenches/ borrow pits will be backfilled. The surface affected by road construction activities will be rehabilitated and re-vegetated in accordance with applicable standards

2.1.4. Environmentally sensitive areas identified

All Environmental sensitive areas will be identified.

3 THE PUBLIC PARTICIPATION PROCESS AND CONSULTATION

The Public Participation Process (PPP) is an integral part of the Environmental and Social Impact Assessment process by providing for a platform to all Interested and Affected Parties (I&APs) to obtain information about the proposed project, to review project documentation, to provide input and voice any concerns concerning the project.

A public meeting will be conducted and this meeting will avail an opportunity to comment, ask questions and raise any concerns regarding the project implementation. All comments will be recorded and considered in the Environmental Management Plan that will be submitted to the Ministry of Environment for review. In addition, conditions for environmental compliance monitoring will also be derived from the public meeting and stakeholders' recommendations.

3.1 Public Participation Modes: Consultation Meetings

This Public Consultation process forms an important component of the Environmental Assessment process. It is defined in the EIA Regulations (2012), as a "process in which potential interested and affected parties are given an opportunity to comment on, or raise issues relevant to, specific matters". As a Stakeholder or I&AP, you can participate through the following:

- **Providing comments and concerns and or suggestions in response to the newspaper adverts, public printed notices and in the public consultation meetings,**
- **A public meeting will be conducted on site (Otuani village). All registered and affected parties are welcome to meet with the local community on a date to be announced.**

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

BID: ESIA Study

- I&APs and identified stakeholders are welcome to raise their opinions within the registration period not later than the 30th March 2025. To register or request documents submit your details in writing to the Environmental Consultant.

4 POTENTIAL ENVIRONMENTAL ASPECTS AND SOCIAL IMPACTS

POTENTIAL PROJECT IMPACTS

| POTENTIAL IMPACTS | ASSESSMENT TO BE UNDERTAKEN |
|---|---|
| NEGATIVE IMPACTS | |
| Land Use Change (Aesthetic value) | Baseline Assessment and Sensitive Receptors Mapping |
| Impacts on fauna and Flora | Vertebrate fauna (wildlife) and flora (vegetation) baseline assessment. |
| Impacts on surface and groundwater resources (abstraction, discharge and spillages) | Surface and Groundwater Assessment |
| Waste generation | Baseline assessment |
| Culture, heritage and archeological impacts | Baseline assessment |
| Health and Safety hazards | Baseline assessment |
| Displacement of properties | Displacement, Resettlement and Compensation Plan |
| Cumulative impacts of the project Operation | Construction Environmental Compliance Monitoring and Reporting |
| POSITIVE IMPACTS | |
| Road infrastructure development | Temporary employment creation |
| Boost in local economy and investment capacity | Improved traffic safety |

5 Environmental and Social Impact Assessment

5.1 Environmental and Social Impact Assessment reporting

After the baseline assessment to identify the potential impacts relevant to the assessment/study has been completed, an Environmental Scoping Report (ESR) will be compiled. The extent or depth of assessment will be (based on legislative requirements, international conventions, expert knowledge and public involvement). To identify alternative solutions that avoid, mitigate or compensate adverse impacts on biodiversity (including the option of not proceeding with the development). The ESR will include the findings of alternative designs or project route(s) which avoid the impacts, as well as safeguards and incorporating grievance coordination mechanisms in the design of the project, or providing compensation for adverse impacts.

The ESR will also detail proposed mitigation options for all identified impacts. The final ESR with inputs from relevant government authorities will be shared with public, I&APs and stakeholders for review and commenting.

The finalised ESR will determine the need for further specialist assessments, and where there is no need for further assessments (Specialists) a detailed practical and concise ESMP will be developed.

5.2 Environmental and Social Management Plan

Environmental and Social Management Plan (ESMP) is a tool utilised to mitigate and/ or enhance the potential impacts of the proposed project/ activity. Therefore, a project specific and practical Environmental and Social Management Plan (ESMP) will be developed by Environmental Assessment Practitioner after the consultation and public participation process. The objective of the ESMP will be to ensure compliance with the EMA No. 7 of 2007, AfDB Environmental and Social Safeguards, Equator Principles, the IFC Performance Standards on Environmental and Social Sustainability.

To ensure that the ESMP is effectively implemented and full compliance of the ESMP, an Environmental Control and Monitoring (ECM) will also be developed

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

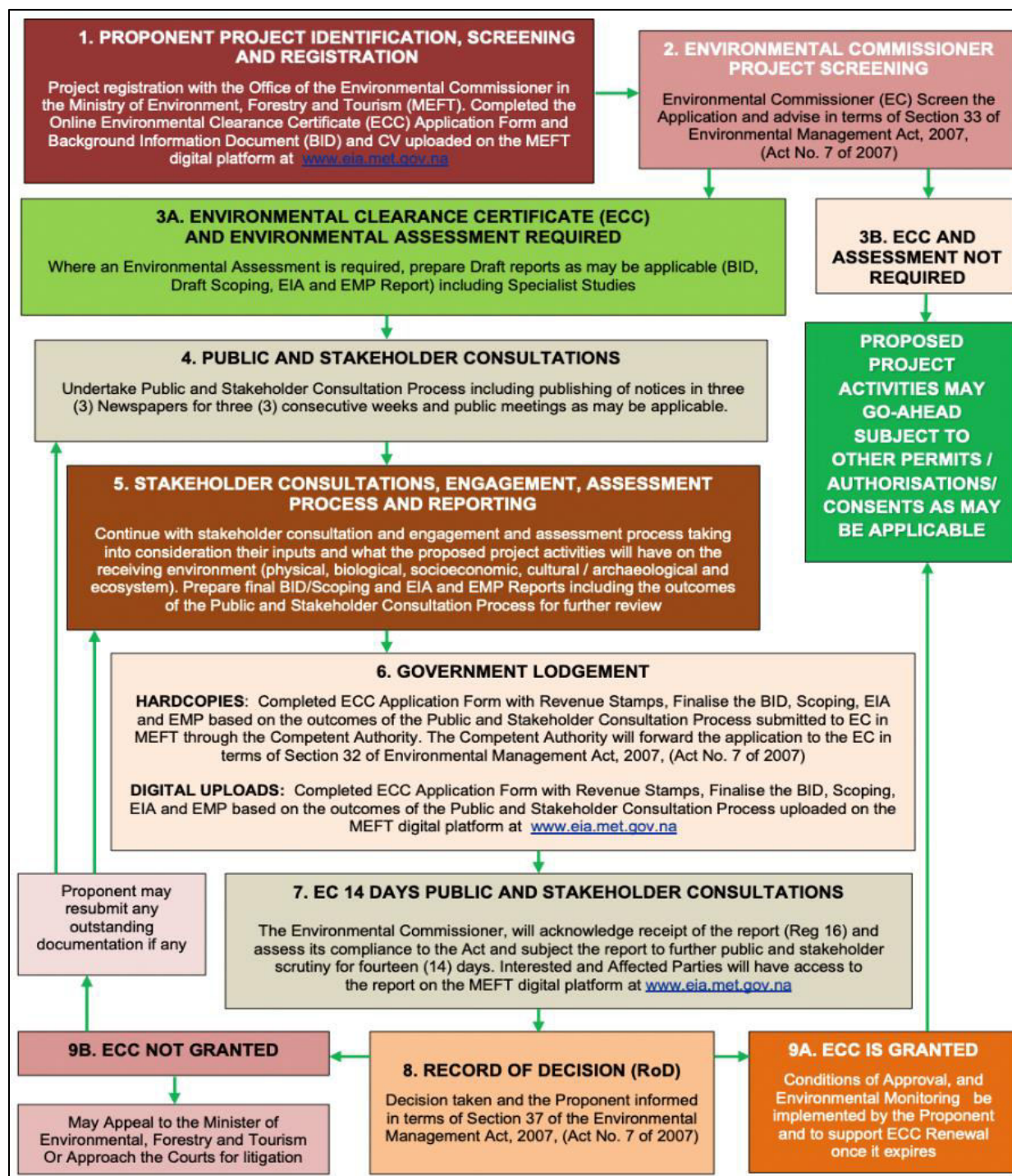
[BID: ESIA Study](#)

The final ESR/ESIA Report, ESMP and specialist assessment reports (if any) will be submitted to the Environmental Commissioner at the Ministry of Environment, Forestry & Tourism (MEFT). The process of the ESIA process (or simply EIA process in Namibia) is presented in **Figure overleaf**.

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

[BID: ESIA Study](#)

Figure 2: The EIA Process in Namibia to be followed for the project ESIA Study



ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) FOR THE PROPOSED CONSTRUCTION AND OPERATION OF AN 8KM ACCESS GRAVEL ROAD FROM MR124 (C43) OKATUMBA TO OTUANI VILLAGE, KUNENE REGION, NAMIBIA.

[BID: ESIA Study](#)

5.3 Mode of Communication for Participation and Submitting Comments

Should you wish to send us your inputs, concerns and/or comments to be considered in the ESIA Report, please send them to EnviroPlan Consulting in writing **on or before the 30th of March 2025** using the contact details below?

Contact:

Enviroplan Consulting

Phone: +264 814 087 482

Email: info@enviroplanconsult.com/ talent@enviroplanconsult.com

SHASHI CONSULTING ENGINEERS CC

Address: PO Box 24285

Windhoek, Namibia

Tel: +264 81 326 6554

e-mail: shashi.consult@gmail.com/ shalishikongo@gmail.com