

**ENVIRONMENTAL SCOPING ASSESSMENT AND ENVIRONMENTAL
MANAGEMENT PLAN FOR THE CONSTRUCTION AND OPERATIONS OF A
TRUCK PORT ON FARM 38 WALVIS BAY**

BACKGROUND INFORMATION DOCUMENT



Prepared by:



Prepared for:



September 2025

1 INTRODUCTION

NKNO Fuels Namibia (Pty) Ltd (the Proponent) plans to construct and operate a truck port on a portion of Farm 38, Walvis Bay, Erongo Region (Figure 1). The facility will focus on the storage and dispensing of diesel fuel to trucks in transit between Walvis Bay and their destinations across Namibia and the wider southern African region. In addition to fuel storage, the site will provide secure truck parking, driver rest areas, ablution facilities, and supporting infrastructure required for long-haul transport operations.

NKNO Fuels appointed Geo Pollution Technologies (Pty) Ltd (GPT) to undertake an environmental assessment for the construction and operations of the truck port. The environmental assessment is required in order to apply for an environmental clearance certificate (ECC) for the construction and operations of the facility. The ECC application will be made in terms of the Environmental Management Act, Act No. 7 of 2007 (EMA). A scoping environmental impact assessment (EIA) report and an environmental management plan (EMP) are proposed to be submitted to the Ministry of Environment, Forestry and Tourism's Department of Environmental Affairs (DEA) in support of an application for an ECC. The environmental assessment will include all construction (including upgrades and maintenance) and operational activities associated with the project.

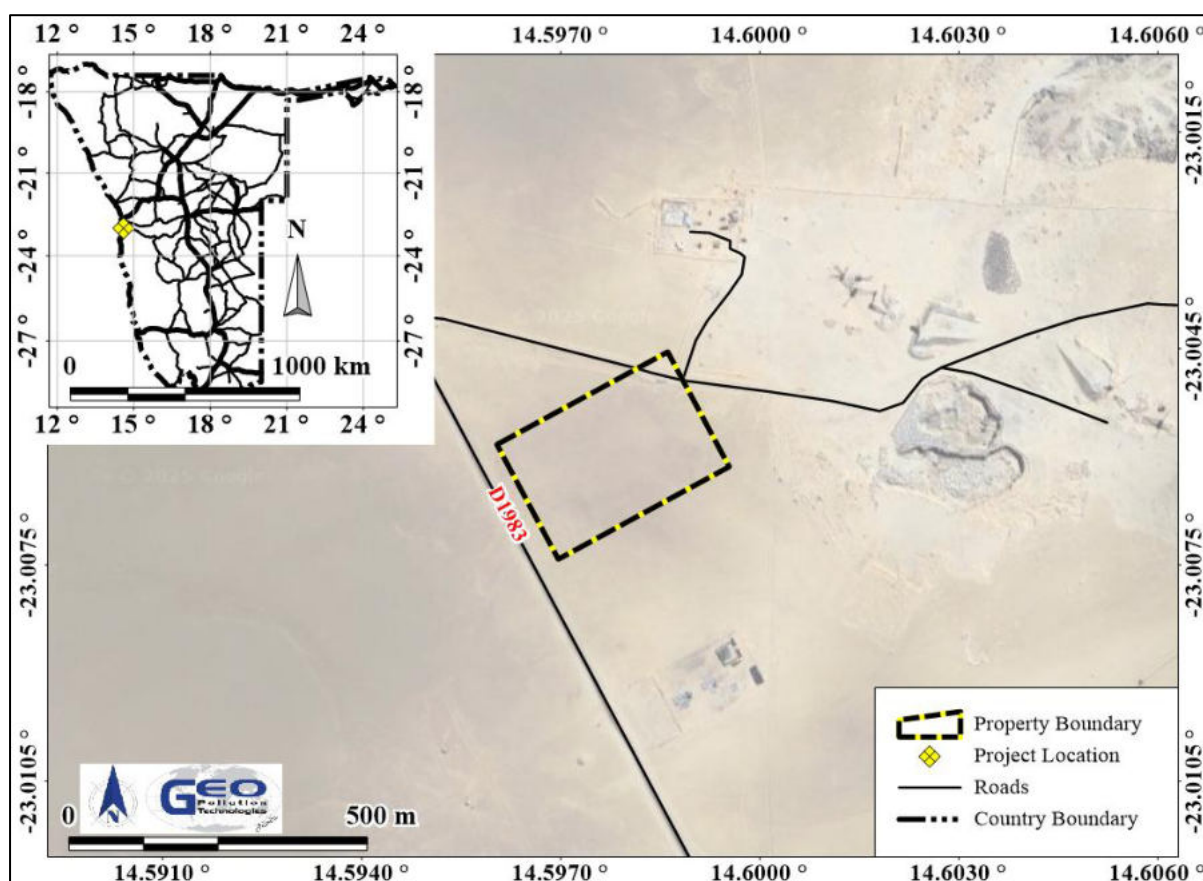


Figure 1 Project location

2 PURPOSE OF THE BID

With this background information document (BID), GPT aims to provide information to, and interact with, authorities and interested and affected parties (IAPs) regarding the project and the environmental assessment process. IAPs are therefore invited to register with GPT to:

- Be officially included in the list of registered IAPs for the project.
- Request additional information and clarifications.

- ◆ Provide information relevant to the project which should be taken into account in the assessment of impacts.
- ◆ Share any comments, issues or concerns related to the project.
- ◆ Review and comment on the EIA, EMP and any other related submissions made to the DEA.

3 PROJECT DESCRIPTION

Activities which are considered for the environmental assessment are divided into the following phases: planning, construction, operational and decommissioning phases. A brief outline of expected activities for each phase is detailed below.

3.1 PLANNING PHASE

While planning for construction, operations, and decommissioning of the facility, it is the responsibility of the 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 risk are minimised. Typical planning activities include:

- ◆ Obtain permits and approvals from local and national authorities.
- ◆ Ensure compliance to land use rights.
- ◆ Appoint a health, safety and environmental coordinator or similar to implement the EMP.
- ◆ Provide for a fund to cater for environmental incidents such as pollution clean-up and ecological restoration if ever required.
- ◆ Ensure all appointed contractors and employees enter into agreements which includes the EMP.
- ◆ Establish and / or maintain a reporting system to report on aspects of construction, operations and decommissioning as outlined in the EMP and as required by the DEA.

3.2 INFRASTRUCTURE AND CONSTRUCTION

The proposed truck port will be constructed on Lease 32 of Farm 38, Walvis Bay. The property measures 6 ha, with 3 ha to be developed during the initial phase and the remaining 3 ha reserved for future expansion to provide additional parking as required. The facility will include above-ground diesel storage tanks, a refuelling forecourt with dispensing islands, 49 truck parking bays, driver rest areas, ablution facilities, offices, and security features. Refuelling will take place on impermeable surfaces. All infrastructure will be constructed in accordance with the South African National Standards (SANS) as prescribed by Namibian legislation, ensuring safety and environmental protection throughout the facility.

During operations, routine maintenance and upgrades will be undertaken as required, including painting, replacement of damaged infrastructure and other minor works. Any major alterations or future expansions will be subject to the necessary approvals from the competent authorities.

3.3 OPERATIONAL PHASE

Normal operations associated with the truck port will include the receipt of diesel from road tankers, storage of fuel in above-ground bulk tanks, and dispensing of fuel to trucks at the refuelling forecourt. Daily activities will include routine fuel reconciliations, site cleaning, and general upkeep of infrastructure. Driver rest areas, ablution facilities, offices, and security services will also form part of the facility, providing essential support to long-haul transport operations.

3.4 DECOMMISSIONING PHASE

Decommissioning of the entire facility is not foreseen during the validity of the ECC. Decommissioning will however be assessed, since activities like the removal of old infrastructure during construction and maintenance activities or upgrades form part of decommissioning. Where decommissioning occur, rehabilitation of the area may be required. Decommissioning will entail partial or complete removal of all infrastructure, including buildings and underground infrastructure. After decommissioning, any pollution present on the site must be removed or remediated.

3.5 PRELIMINARY IDENTIFIED IMPACTS

During the preparation of the EIA and EMP, all components of the environment will be considered. However, only those components which are, or may be, significantly impacted, or are deemed to be sensitive, will be assessed. These include the following:

- ◆ Human component (employee and visitor health and safety).
- ◆ Infrastructure (aesthetics, fire, integrity, etc.).
- ◆ Neighbours (dust, noise, aesthetics, waste, traffic).
- ◆ Groundwater, surface water and soil (chemical and hydrocarbon spills, effluent generation and disposal, general waste, etc.).
- ◆ Ecosystem and biodiversity (dust, spilled product, pollutants).
- ◆ Social and cultural aspects (demographic processes, sense of place, community services etc.).
- ◆ Economic characteristics (revenue generation, employment, training, skills, revenue).

4 PUBLIC CONSULTATION

Geo Pollution Technologies invites all IAPs to provide in writing, any issues and suggestions regarding the project. This correspondence must include:

- ◆ Name and surname
- ◆ Organisation represented or private interest
- ◆ Position in the organisation
- ◆ Contact details
- ◆ Any direct business, financial, personal or other interest which you may have in the approval or refusal of the application

All contributions by IAPs become public knowledge and will be circulated along with the reports as per the EMA requirements. The comments, inputs and suggestions will also be submitted to the DEA along with how any issues have been addressed in the EIA. The public participation process will remain ongoing during the environmental assessment. However, all comments and concerns should be provided timeously to ensure incorporation into the final report. The deadline for submission of comments will be communicated to all registered IAPs.

For any additional information the project team may be contacted at:



Your Rights as an IAP according to the Environmental Management Act, No7 of 2007, Government Notice No 30 (Environmental Impact Assessment Regulations)

Section 23.

- (1) A registered interested or affected party is entitled to comment in writing, on all written submissions made to the Environmental Commissioner by the applicant responsible for the application, and to bring to the attention of the Environmental Commissioner any issues which that party, believes may be of significance to the consideration of the application, as long as -*
 - (a) comments are submitted within 7 days of notification of an application or receiving access to a scoping report or an assessment report;*
 - (b) the interested and affected party discloses any direct business, financial, personal or other interest which that party may have in the approval or refusal of the application.*
- (2) Before the applicant submits a report compiled in terms of these regulations to the Environmental Commissioner, the applicant must give registered interested and affected parties access to, and an opportunity to comment in writing on the report.*
- (3) Reports referred to in sub regulation (2) include*
 - (a) scoping reports;*
 - (b) scoping reports amended and resubmitted;*
 - (c) assessment reports; and*
 - (d) assessment reports amended and resubmitted.*
- (4) Any written comments received by the applicant from a registered interested or affected party must accompany the report when the report is submitted to the Environmental Commissioner.*
- (5) A registered interested or affected party may comment on any final report that is submitted by a specialist reviewer for the purposes of these regulations where the report contains substantive information which has not previously been made available to a registered interested or affected party.*

Section 24:

The applicant responsible for an application must ensure that the comments of interested and affected parties are recorded in reports submitted to the Environmental Commissioner in terms of these regulations, and comments by interested and affected parties on a report which is to be submitted to the Environmental Commissioner may be attached to the report without recording those comments in the report itself.