

APP-006152

OPERATIONS OF A TRUCK PORT IN KATIMA MULILO, ZAMBEZI REGION

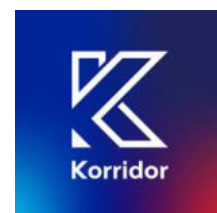
ENVIRONMENTAL MANAGEMENT PLAN




Prepared by:



Prepared for:

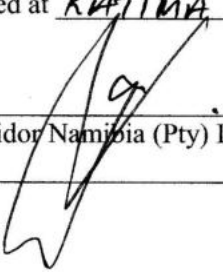


July 2025

Project:	OPERATIONS OF A TRUCK PORT IN KATIMA MULILO, ZAMBEZI REGION: ENVIRONMENTAL MANAGEMENT PLAN	
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Report Approval	 André Faul Conservation Ecologist	

I, JAN HARM VAN WYK, acting as representative of Korridor Namibia (Pty) Ltd, hereby confirm that the project description contained in this report is a true reflection of the information which the Proponent 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 and the report is hereby approved.

Signed at KATIMA MULILO on the 21st day of JULY 2025.


Korridor Namibia (Pty) Ltd

2012/0267
Business Registration/ID No.

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1 BACKGROUND AND INTRODUCTION

Geo Pollution Technologies (Pty) Ltd was appointed by Korridor Namibia (Pty) Ltd (the Proponent) to apply for the renewal and transfer of their existing environmental clearance certificate (ECC-AP10323) for the continued operations of the Korridor Truck Port on erf 1328, Trans Caprivi Highway, Katima Mulilo, in the Zambezi Region (Figure 2-1). The truck port has been in operation for several of years, and the Proponent intends to continue supplying fuel to trucking industry traveling to and from neighbouring countries. Together with daily operations, some maintenance and upgrades are performed on a regular basis to ensure that the truck port remains compliant to industry standards, specifically South African National Standards (SANS) as prescribed by Namibian law. The forecourt area has three pump islands underneath a canopy. All surfaces where fuel is handled are covered with concrete connected to spill catchment pits draining to an oil water separator. Operations of the truck port include:

- ◆ Filling of the storage tanks with fuel from road transport tankers.
- ◆ Dispensing of fuel to customers.
- ◆ Tank dips and fuel volume reconciliation.
- ◆ General operational activities and maintenance procedures associated with the truck port.

To renew and transfer their existing ECC, this environmental management plan (EMP) was updated and will be submitted to the Ministry of Environment, Forestry and Tourism for approval.

The updated EMP will be used to apply for an environmental clearance certificate (ECC) in compliance with Namibia's Environmental Management Act (Act No 7 of 2007) (EMA).

2 SCOPE

The scope of this EMP, in compliance with the requirements of EMA, is to:

- ◆ Provide a brief overview of all components and operations of the truck port.
- ◆ Summarise the legal and regulatory framework within which the project operates.
- ◆ Identify potential impacts of the project on the environment.
- ◆ Identify a range of management actions which could mitigate the potential adverse impacts to acceptable levels.
- ◆ Provide sufficient information to the relevant competent authorities and the Ministry of Environment, Forestry and Tourism to make informed decisions regarding the truck port.

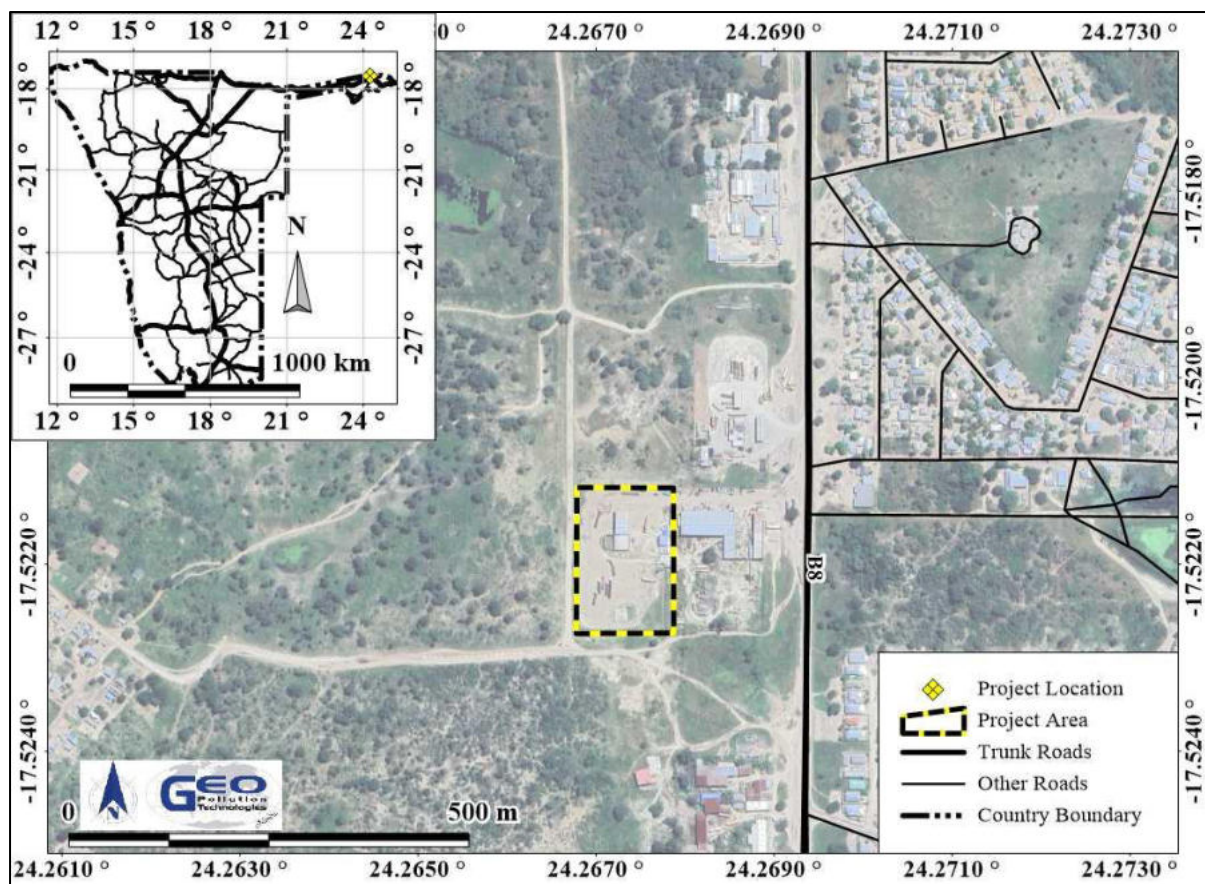


Figure 2-1 Project location

3 PROJECT DESCRIPTION

The truck port is an existing site that has been in operation for several years. As part of its current operations, maintenance occur on a regular basis, to ensure that the truck port continues to meet the required industry standards for safety and environmental protection.

The forecourt area host three pump islands with dispensers underneath a canopy. Fuel is supplied to the pump islands from the above ground storage tanks. All surfaces where fuel is handled are covered with concrete spill control slabs with spill catchment pits draining to an oil water separator. See Table 3-1 for the storage tank details. Firefighting equipment is present in the form of fire extinguishers, hose reels and sand buckets strategically placed throughout the area.

Buildings and infrastructure on site include offices and ablution facilities. The premises is serviced with water from the Town Council of Katima Mulilo and electricity from Nored.

Operations of the truck port entail receipt of diesel by means of tanker trucks, storage of fuel in the aboveground storage tanks, and the dispensing of the fuel by pump attendants in the forecourt area. Daily tasks include cleaning and maintenance of the site, administrative tasks, daily tank dips, as well as fuel volume reconciliations to detect any product losses and to ensure timely fuel delivery requests.

Table 3-1 Storage tanks details

	T1	T2	T3
Product	Diesel	Diesel	Diesel
Capacity (m³)	46	46	46
Aboveground / Below Ground	Aboveground	Aboveground	Aboveground
Material	Steel	Steel	Steel
Spill Control	Concrete Surface Connected to Oil Water Separator	Concrete Surface Connected to Oil Water Separator	Concrete Surface Connected to Oil Water Separator
Filler Point No.	FP 1	FP 2	FP 3

4 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 in Table 4-1 to Table 4-3 govern the environmental assessment process in Namibia and/or are relevant to the truck port.

Table 4-1 Namibian law applicable to the truck port

Law	Key Aspects
The Namibian Constitution	<ul style="list-style-type: none"> ◆ Promote 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 ◆ Promote sustainable management of the environment and the use of natural resources ◆ Provide a process of assessment and control of activities with possible significant effects on the environment

Law	Key Aspects
Environmental Management Act Regulations Act No.7 of 2007, 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 ◆ Provide Environmental Impact Assessment Regulations
Petroleum Products and Energy Act Act No. 13 of 1990, Government Notice No. 45 of 1990	<ul style="list-style-type: none"> ◆ Regulates petroleum industry ◆ Makes provision for impact assessment ◆ Petroleum Products Regulations (Government Notice No. 155 of 2000) <ul style="list-style-type: none"> ○ Prescribes South African National Standards (SANS) or equivalents for construction, operation and decommissioning of petroleum facilities (refer to Government Notice No. 21 of 2002) ◆ Used Mineral Oil Regulations (Government Notice No. 48 of 1991) <ul style="list-style-type: none"> ○ Regulations relating to the purchase, sale, supply, acquisition, possession, disposal, storage, transportation, recovery and re-refinement of used mineral oil
Water Resources Management Act Act No. 11 of 2013, Government Notice No. 269 of 2023	<ul style="list-style-type: none"> ◆ Provide 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"> ◆ Define 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

Table 4-2 Relevant multilateral environmental agreements for Namibia and the development

Agreement	Key Aspects
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
Convention on Biological Diversity, Rio de Janeiro, 1992	<ul style="list-style-type: none"> Under article 14 of The Convention, EIAs must be conducted for projects that may negatively affect biological diversity

Table 4-3 Standards or codes of practise

Standard or Code	Key Aspects
South African National Standards (SANS)	<ul style="list-style-type: none"> The Petroleum Products and Energy Act prescribes SANS standards for the construction, operations and demolition of petroleum facilities SANS 10131:2004 Above – ground storage tanks for petroleum products SANS 10089-3:2010 is specifically aimed at storage and distribution of petroleum products at fuel retail facilities and consumer installations <ul style="list-style-type: none"> Provide requirements for spill control infrastructure

The fuel retail truck port is listed as an activity requiring an ECC 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.” (The truck port stores and handles hazardous substances in the form of fuel.)
- 9.2 “Any process or activity which requires a permit, licence or other form of authorisation, or the modification of or changes to existing facilities for any process or activity which requires an amendment of an existing permit, licence or authorisation or which requires a new permit, licence or authorisation in terms of a law governing the generation or release of emissions, pollution, effluent or waste.” (The truck port stores and handles hazardous substances in the form of fuel which is permitted by the Ministry of Industries, Mines and Energy.)
- 9.4 “The storage and handling of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic meters at any one location.” (Total storage capacity for fuel is 138 m³).
- 9.5 “Construction of filling stations or any other truck port for the underground and aboveground storage of dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin.” (The truck port is a truck port that stores diesel above ground.)

5 ENVIRONMENTAL MANAGEMENT PLAN

The EMP provides management options to ensure impacts of the truck port are 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 operations of the truck port. All personnel taking part in the operations of the truck port 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 operations, maintenance and possible decommissioning of the truck port,
- ◆ to prescribe the best practicable control methods to lessen the environmental impacts associated with the truck port,
- ◆ 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.

5.1 IMPLEMENTATION OF THE EMP

The sections below outline the management of the environmental elements that may be affected by the different activities. Impacts addressed and mitigation measures proposed are seen as minimum requirements which have to be elaborated on. Delegation of mitigation measures and reporting activities should be determined by the Proponent and included in the EMP. The EMP is a living document that must be prepared in detail, and regularly updated, by the proponent as the project progress and evolve.

The EMP and ECC must be communicated to the site managers. A copy of the ECC and EMP should be kept on site. All monitoring results must be reported on as indicated. Reporting is important for any future renewals of the ECC and must be submitted to the Ministry of Environment, Forestry and Tourism. Renewal of ECC will require six monthly reports based on the monitoring prescribed in this EMP.

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

5.1.1 Planning

During the phases of planning for construction (upgrades, maintenance etc.) continued operations and possible future decommissioning of the truck port, 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 operations of the truck port are in place and remains valid. This includes the petroleum products licence.
- ◆ 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 (HSE) coordinator to implement the EMP and oversee occupational health and safety as well as general environmental related compliance at the site.
- ◆ Have the following emergency plans, equipment and personnel on site, where reasonable, to deal with all potential emergencies:
 - EMP, risk management, mitigation, emergency response plan and HSE manuals
 - Adequate protection and indemnity insurance cover for incidents;
 - Comply with the provisions of all relevant safety standards;
 - Procedures, equipment and materials required for emergencies.

- ◆ If one has not already been established, establish and maintain a fund for future 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 bi-annual reporting system to report on aspects of operations, maintenance and decommissioning as outlined in the EMP.
- ◆ Submit bi-annual reports to the MEFT to allow for environmental ECC renewal after three years. This is a requirement by MEFT.
- ◆ Appoint a specialist environmental consultant to update the EMP and apply for renewal of the ECC prior to expiry.

5.1.2 Revenue Generation and Employment

Continued operations and maintenance of the truck port relies on employment. Skilled and unskilled labourers are employed or contracted for various tasks of operations and maintenance. Unskilled labour may be sourced locally while it is expected that skilled contractors within Namibia will be used for specialised work. The presence of the truck port therefore contributes to employment creation in the skilled and unskilled labour sector. Retailing of fuel contributes to revenue generation which is paid to the national treasury while also contributing to the local economy in terms of increased spending power of employees as well as the sourcing of goods and services.

Desired Outcome: Contribution to national treasury and provision of employment to local Namibians.

Actions

Enhancement:

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

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

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

5.1.3 Skills, Technology and Development

During operations of the truck port, training is provided to a portion of the workforce to be able to perform their duties according to the required standards. Skills are transferred to an unskilled workforce for general tasks. Development of people and technology are key to economic development of the town, region and nationally.

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

Actions

Enhancement:

- ◆ If the skills exist locally, contractors and employees must first be sourced from the town, region, and then nationally. Deviations from this practice must be justified.
- ◆ Skills development and improvement programs to be made available as identified during performance assessments.
- ◆ Employees to be informed about parameters and requirements for references upon employment.

Responsible Body:

- ◆ Proponent

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 reports on all training conducted.

5.1.4 Demographic Profile and Community Health

The truck port relies on labour for operations. The scale of the project is limited and it is not foreseen that it has or will in future create a change in the demographic profile of the local community. Exposure to factors such as communicable disease like HIV/AIDS as well as alcoholism / drug abuse are often associated with the trucking industry (i.e. fuel deliveries). Spills and leaks may present risks to members of the public especially if groundwater is polluted.

Desired Outcome: To prevent the in-migration and growth in informal settlements and to prevent the spread of diseases such as HIV/AIDS.

Actions:

Prevention:

- ◆ Employ only local people from the area, deviations from this practice should be justified appropriately.
- ◆ Adhere to all national and municipal by-laws relating to environmental health and sanitation requirements.

Mitigation:

- ◆ Educational programmes for employees on HIV/AIDs and general upliftment of employees' social status.
- ◆ Appointment of reputable contractors.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Truck port 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.

5.1.5 Fuel Supply

The truck port contributes to ensuring a reliable and convenient supply of fuel to mainly the transport industry. The renewal of the ECC will aid in ensuring the supply remains uninterrupted.

Desired Outcome: Ensure a secure fuel supply remains available.

Actions

Mitigation:

- ◆ Ensure compliance to the petroleum regulations of Namibia which specify adherence to SANS standards for fuel retail facilities.
- ◆ Proper management to ensure constant supply.
- ◆ Record supply problems and take corrective actions.
- ◆ Communicate any fuel shortages and expected delays in supply at a visible location on site.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Record supply problems and corrective actions taken and compile a bi-annual summary report.

5.1.6 Traffic

The presence of the truck port increase traffic flow in the area. This may increase the risk of incidents and accidents especially during the fuel deliveries and when trucks turn off from the trunk road to refuel. Construction activities (upgrades) may result in temporary traffic impacts as a result of large vehicles accessing the site for delivery and collection of equipment and machinery.

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

Actions

Prevention:

- ◆ Erect clear signage regarding access and exit points at the truck port.
- ◆ Tanker trucks collecting and delivering fuel should not be allowed to obstruct any traffic.

Mitigation:

- ◆ If any traffic impacts are expected, traffic management should be performed.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

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

5.1.7 Health, Safety and Security

Activities associated with the construction and operational phases relies on human labour and therefore will expose them to health and safety risks. Health and safety risk associated with the construction activities include excavations and demolitions falling from heights and moving vehicles. Handling of hazardous chemicals (inhalation and carcinogenic effect of some petroleum products), will pose the main risks to employees during the operational phases. Security risks will be related to unauthorized entry, theft and sabotage.

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: colour coding of pipes, operational safe, safe work and medical procedures, permits to work, emergency response plans, housekeeping rules, MSDS's and signage requirements (PPE, flammable etc.).
- ◆ All health and safety standards specified in the Labour Act should be complied with.
- ◆ Clearly label dangerous and restricted areas as well as dangerous equipment and products, especially during the construction phase.
- ◆ Equipment on site must be locked away or placed in a way that does not encourage criminal activities (e.g. theft).
- ◆ Provide all employees with required and adequate personal protective equipment (PPE).
- ◆ Ensure that all personnel receive adequate training on operation of equipment/handling of hazardous substances.
- ◆ Implementation of maintenance register for all equipment and fuel / hazardous substance storage areas.
- ◆ Selected personnel should be trained in first aid and a first aid kit must be available on site. The contact details of all emergency services must be readily available.
- ◆ Security procedures and proper security measures must be in place to protect workers and clients.
- ◆ 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.

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

Data Sources and Monitoring:

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

5.1.8 Fire

Construction and operational activities may increase the risk of the occurrence of fires. The facility will only store diesel which is not as flammable as more volatile fuels.

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.
- ◆ Firefighting equipment must be maintained and regularly serviced.
- ◆ Regular personnel training (firefighting, fire prevention and responsible housekeeping practices).
- ◆ Ensure all chemicals that may be stored or used on site (e.g. cleaning materials, paints, solvents, etc) are stored strictly according to MSDS and SANS instructions. This include segregation of incompatible products.
- ◆ 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.
- ◆ For fuel storage, special note must be taken of the regulations stipulated in sections 47 and 48 of the Petroleum Products and Energy Act, 1990 (Act No. 13 of 1990) and SANS standards for operation and maintenance of the truck port.

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

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 report should be compiled bi-annually of all incidents reported. The report should contain dates when fire drills were conducted and when fire equipment was tested and training given.

5.1.9 Air Quality

The operational phase release fuel vapours into the air during refuelling of bulk storage tanks as well as at dispensing points. Prolonged exposure may have carcinogenic effects. Construction and refurbishment activities may cause dust where soil surfaces are exposed.

Desired Outcome: To prevent health impacts related to reduced air quality.

Actions

Mitigation:

- ◆ Employees should be informed about the dangers of fuel vapours.
- ◆ Vent pipes must be properly placed as per SANS requirements.
- ◆ Dust masks should be provided to employees where dust impacts are expected and dust suppression by means of water implemented.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Any complaints received regarding fuel vapours or dust should be recorded with notes on action taken.
- ◆ All information and reporting to be included in a bi-annual report.

5.1.10 Noise

Noise pollution may be generated due to heavy vehicles accessing the site to offload fuel or refuel. Construction and refurbishment activities may result in a temporary increase in noise levels.

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

Actions

Prevention:

- ◆ Follow Health and Safety Regulations of the Labour Act and World Health Organisation (WHO) guidelines on maximum noise levels (Guidelines for Community Noise,1999) to prevent hearing impairment and a nuisance at nearby receptors.
- ◆ All machinery must be regularly serviced to ensure minimal noise production.
- ◆ Manage noise caused by clients including loud music.

Mitigation:

- ◆ Hearing protectors as standard PPE for workers in situations with elevated noise levels.

Responsible Body:

- ◆ Proponent

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.

5.1.11 Waste production

Waste is produced during the operational phase. Waste includes hazardous waste associated with the handling of hydrocarbon products and servicing of vehicles. Maintenance waste may include building rubble and discarded equipment contaminated by hydrocarbon products. Contaminated soil and water is considered as hazardous waste. Domestic waste will be generated by the truck port and related operations. Waste presents a contamination risk and when not removed regularly may become a fire hazard.

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 waste storage facilities are available.
- ◆ Ensure waste cannot be blown away by wind.
- ◆ Prevent scavenging (human and non-human) of stored waste.

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 town council regarding waste and handling of hazardous waste.

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/truck port.
- ◆ 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.

5.1.12 Ecosystem and Biodiversity Impact

The site has previously been developed and is mostly devoid of vegetation. The nature of the operational activities is such that the probability of creating a habitat for flora and fauna to establish is low. Ecosystem or biodiversity impacts are mostly associated with pollution of the environment.

Desired Outcome: To avoid pollution of, and impacts on, the ecological environment.

Actions.

Prevention:

- ◆ Educate all contracted and permanent employees on the value of biodiversity.

Mitigation:

- ◆ Contain construction material and activities on site.
- ◆ Report any extraordinary animal sightings to the MEFT.
- ◆ Mitigation measures related to 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 truck port should be avoided where possible.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Any ecologically significant events or sightings to be included in a bi-annual report.

5.1.13 Groundwater, Surface Water and Soil Contamination

Operations entails the storage and handling of various hydrocarbons (such as diesel and lubricants). Such material may contaminate surface water, soil and groundwater. Contamination may either result from failing storage facilities and reticulation, or spills and leaks associated construction activities and with fuel handling such as overfills and spills.

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

Actions

Prevention:

- Spill control structures and procedures must be in place according to SANS standards or better and connection of all surfaces where fuel is handled, with an oil water separator.
- ◆ Surfactants (soap) should not be allowed to enter the oil water separator as this will decrease its efficiency.
- ◆ All fuelling should be conducted on surfaces provided for this purpose. E.g. Concrete slabs with regularly maintained seals between slabs.
- ◆ The procedures followed to prevent environmental damage during service and maintenance, and compliance with these procedures, must be audited and corrections made where necessary.
- ◆ Proper training of operators must be conducted on a regular basis (fuel handling, spill detection, spill control).

Mitigation:

- ◆ Any spillage of more than 200 l must be reported to the Ministry of Industries, Mines and Energy.
- ◆ Spill clean-up means must be readily available on site as per the relevant MSDS and all spills must be cleaned up immediately.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

- ◆ Daily tank inspections and dips to detect product loss due to leaks as soon as possible.
- ◆ A report should be compiled bi-annually of all spills or leakages reported. The report should contain the following information: date and duration of spill, product spilled, volume of spill, remedial action taken, comparison of pre-exposure baseline data (previous pollution conditions survey results) with post remediation data (e.g. soil / groundwater hydrocarbon concentrations) and a copy of documentation in which spill was reported to Ministry of Industries, Mines and Energy.

5.1.14 Visual Impact

This is an impact that not only affects the aesthetic appearance, but also the integrity of the truck port. The general upkeep and maintenance of the truck port will not only reduce any negative visual impacts, but also ensure the longevity of the structures and buildings. Proposed upgrades will have a positive visual impact.

Desired Outcome: To minimise aesthetic impacts associated with the truck port and prevent lighting from being a visual disturbance.

Actions

Mitigation:

- ◆ 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.
- ◆ Lighting should be directed towards the truck port and away from residents where possible.
- ◆ Minimum lighting necessary for operations to be used at night. The installation of auto-dimming lights when no movement is detected are desirable.

Responsible Body:

- ◆ Proponent

Data Sources and Monitoring:

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

5.1.15 Cumulative Impact

Possible cumulative impacts associated with the operational phase include increased traffic and noise in the area.

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

Actions

Mitigation:

- ◆ Addressing each of the individual impacts as discussed and recommended in the EMP would reduce the cumulative impact.
- ◆ Reviewing bi-annual 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 reports to determine the overall impact of the operational phase.

5.2 DECOMMISSIONING AND REHABILITATION

Decommissioning is not foreseen during the validity of the ECC. Decommissioning was however assessed. 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. Any pollution present on the site must be remediated. A soil conditions survey should be conducted to detect any hydrocarbon pollution and to implement remediation measures. 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 truck port and not dumped in the surrounding areas. Future land use after decommissioning should be assessed prior to decommissioning and rehabilitation initiated if the land will not be used for similar future purposes. The EMP for the truck port will have to be reviewed at the time of decommissioning to cater for changes made to the site and to implement guidelines and mitigation measures.

5.3 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; and
- ◆ Periodic (internal and external) audits and reviews of environmental performance and the effectiveness of the EMS.
- ◆ The EMP.

6 CONCLUSION

The truck port has a positive impact on mainly the transport industry. In addition to reliable and convenient fuel supply the truck port contributes to employment, skills transfer and training which in turn develops the local workforce. Regular upgrades and refurbishment will ensure the operations remain compliant with legislative requirements, and aid in securing a constant and reliable supply of fuel.

Negative impacts can successfully be mitigated. SANS standards relating to the petroleum industry and prescribed by Namibian law must be followed during all operations of the fuel retail truck port. Noise pollution should at all times meet Labour Act and WHO guidelines to prevent hearing loss and not to cause a 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 truck port or re-used or recycled where possible. Hazardous waste must be disposed of at an approved hazardous waste disposal site. Spill containment infrastructure is key in preventing pollution of the environment and includes drip trays and suitably surfaced areas where fuel is handled.

The EMP should be used as an on-site reference document for the operations of the truck port. 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) of the MEFT find that the impacts and related mitigation measures, which have been proposed in this report, are acceptable, a renewed 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.

Appendix A: 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 235 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 (Pty) Ltd.
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	:	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	+235
Research Reports & Manuals:	5
Conference Presentations:	1