

APP-006939

**LAND RECLAMATION AND BERTH 9 MODIFICATION  
PROJECT IN THE PORT OF WALVIS BAY, ERONGO  
REGION**

**Minutes, Representations, Objections and  
Comments**



March 2026

## Comments and Responses Table

### E-Mail Correspondence Received E-Mail Correspondence Received – Public Notification Period

**Note:** E-mails received solely for the purpose of registration as an I&AP are not included in the comments and responses table. Comments are presented as received with no changes in typing or related errors. Contact details are redacted for privacy reasons.

Comments	Response
<b>From: Andre Burger, Neighbouring Resident</b> <b>Date: 02 January 2026</b>	
<p>As I and surrounding neighbours were affected by the previous port projects in the vicinity and as the nearest residential/business property (guest house Ana's Inn) I would like to register as an I&amp;AP in order to be kept updated on the proposed project and especially how noise pollution as well as the potential impact of vibration on our properties from piling etc. will be handled and mitigated.</p> <p>Pse contact Lindie and Martina at GodenFang next to me for registration as well.</p> <p>Kind Regards Andre Burger</p>	<p>Your email is well received and you will be registered for the project.</p> <p>@ Lindie and Martina, do you wish to register for the project?</p>
<b>From: Patrick Kohlstaedt, Manica Group Namibia</b> <b>Date: 06 March 2026</b>	
<p>We would like to make a socioeconomic remark:</p> <p>We have seen other ports, where such infrastructure is developed and more specifically operated by single entities on an exclusive basis.</p> <p>That removes all competition and creates a high price and low performance environment for the users.</p> <p>In the Namibian and Walvis context, there are various operators who can perform this work, with or without Namport's operational involvement.</p> <p>That creates a sustainable environment for the port ecosystem and its users.</p> <p>We remain available for additional input at the appropriate time, based on your guidance.</p>	<p>Your email is well received and communicated to Namport.</p>

## E-Mail Correspondence Received – Public Review of EIA/EMP Period

**Note:** E-mails received solely for the purpose of registration as an I&AP are not included in the comments and responses table. Comments are presented as received with no changes in typing or related errors. Contact details are redacted for privacy reasons.

<p><b>From: Alexandre Reali, Terminal Investments Namibia</b>  <b>Date: 11 March 2026</b></p>	
<p>Reference is made to your correspondence concerning the proposed adaptations to a berth within the Port of Walvis Bay. TIN confirms receipt thereof and takes note of NAMPORT's plans in this respect.</p> <p>TIN wishes, however, to formally express its concerns regarding the potential impact of the proposed modifications on the hydrodynamic behaviour and operational conditions within the port basin, particularly considering the already known surge phenomenon affecting this area.</p> <p>TIN notes that the introduction of a change in quay wall (installation of a sheet pile retaining wall) or other hard boundary may alter the wave behaviour in the basin by increasing its closed and reflective character. This may result in increased wave reflection and constructive interference in the vicinity of Berths 10/11, the current revetment installed currently provides a certain degree of buffering. In addition, the proposed changes may affect the resonance characteristics of the basin and reduce the existing dampening effect of the open water area, with the risk of aggravating the present surge conditions.</p> <p>TIN is not in a position to quantify the extent of such impact based on the information currently available to it and therefore assumes that NAMPORT has duly assessed these effects through a dedicated hydraulic or numerical model.</p> <p>Without prejudice to the above, TIN would recommend that, should the project proceed, the new surface be designed with energy-absorbing capacity to the extent reasonably possible, to avoid worsening the prevailing conditions in this part of the port.</p> <p>TIN accordingly wishes to place on record its reservations regarding the proposed changes and their potential impact on berths 10 &amp; 11, vessel motions, and terminal operations within its concession area.</p>	<p>The answer to this will not be known until such time that the engineering, procurement, and construction (EPC) contractor has been appointed, since the EPC contractor will have to design the works and do downtime assessment studies upfront.</p> <p>One of the criteria in the final tender document will be that the EPC contractor must come up with a solution that will minimize any downtime to the berth itself and surrounding berths. This can be achieved with various methods, even with a sheetpile, since the sheetpile in this project is behind the existing jetty and it might still have a rock revetment in front of it, which will serve to absorb some wave energy.</p> <p>Other contractors will not opt for a sheetpile at all, so it is something the EPC contractor must design and propose to us. The EPC contractor's detailed modelling might also show that downtime will not at all be affected by a solid sheetpile wall.</p>
<p><b>From: Andre Burger, Neighbouring Resident</b>  <b>Date: 18 March 2026</b></p>	
<p>Thank you for a well compiled report.</p> <p>Although I did not manage to study it in detail, I'm satisfied to note that my/other residents' concerns have been noted and addressed and some mitigation measures proposed.</p> <p>As mentioned :</p> <ol style="list-style-type: none"> <li>1. Trucks, hauling fill material and others, along 5th rd should be restricted to daylight hours (plus avoiding congestion at the WBay Primary school and one opposite during drop-offs and collection times).</li> <li>2. Piling and other noise generating activities should also to be restricted to non-sleeping hours i.e not allowed after 21h00 to 07h00 : It was a big nuisance previously.</li> <li>3. I intend to measure my existing house and boundary wall cracks/deflections prior to construction in order to compare</li> </ol>	<p>Comments noted and communicated to Namport.</p>

during/afterwards for possible claims in that regard from piling and other resultant vibrations.

4. The movement of passengers/travel operators during passenger liner season through the gate should be addressed/coordinated (perhaps I missed it?).