



ANNEXURE 1

FORMS

Form 1

REPUBLIC OF NAMIBIA

ENVIRONMENTAL MANAGEMENT ACT (No. 7 of 2007)

(Section 32)

APPLICATION FOR ENVIRONMENTAL CLEARANCE CERTIFICATE (ECC APP NO. 007110)

PART A: DETAILS OF APPLICATION

PROPONENT/APPLICANT'S INFORMATION:	ENVIRONMENTAL CONSULTANT'S INFORMATION:
Name (Person or Business): Ministry of Works and Transport Business Registration / Identity No.: N/A Correspondence Address: Private Bag 13341 Windhoek, Namibia Name of Contact Person: Mr. Job Haitula Position of Contact Person: Project Control Engineer Telephone No. +264 61 208 8758 / 208 52 78 Fax No: N/A E-mail Address: Job.Haitula@mwt.gov.na	Name (Person or Business): Serja Hydrogeo-Environmental Consultants cc Business Registration / Identity No: CC/2020/001/0007 Correspondence Address: P. O. Box 27318 Windhoek Name of Contact Person: Ms. Fredrika Shagama Position of Contact Person: Environmental Assessment Practitioner Telephone / Mobile No.: +264 (0) 81 749 9223 Fax No: Not Applicable E-mail Address: info@serjaconsultants.com / eias.public@serjaconsultants.com

PART B: SCOPE OF THE ENVIRONMENTAL CLEARANCE CERTIFICATE

1. THE ENVIRONMENTAL CLEARANCE CERTIFICATE IS FOR:

The 'listed activities' that are relevant or related to the proposed activities are listed below:

INFRASTRUCTURE

-Listed Activity 10.2: the construction of the route determination of roads and the design of associated physical infrastructure, where –

- (a) It is a public road
- (b) The road reserve is wider than 30 meters; or
- (c) The road caters for more than one lane of traffic in both directions

Associated activities

Mining and quarrying activities for sand and gravel from borrow pits

-Listed Activity 3.1 The construction of facilities for any process or activities that require a license, right, or other forms of authorization, and the renewal of a license, right, or other forms of authorization, in terms of the Minerals (Prospecting and Mining Act), 1992.

-Listed Activity 3.2 Other forms of mining or extraction of any natural resources, whether regulated by law or not.

Water resources development – to supply the road construction

-Listed Activity 8.1: The abstraction of ground or surface water for industrial or commercial purposes.

2. DETAILS OF THE ACTIVITY(S) COVERED BY THE ENVIRONMENTAL CLEARANCE CERTIFICATE:

2.1 Title of Activity

Environmental Clearance Certificate (ECC) for the Proposed Construction of a Gravel Access Road (6km) from lipanda YaAmiti Settlement to Andreas Amushila Primary School (PS) in the Omusati Region

2.2 Location of Activity

The proposed access road will span a 6km distance, starting from the lipanda YaAmiti Clinic (passing between Oheke and Otshoogolo Villages) to Enkombo Village, where the Andreas Amushila Primary School is located. The road route falls within the Etayi Constituency, and a small portion of the road ends in the Elim Constituency, Omusati Region. The locality map is provided in the accompanying EIA Scoping Report and Environmental Management Plan (EMP).

2.3 Nature of Activity

The Proposed Construction of a Gravel Access Road (6km) from lipanda YaAmiti Settlement to Andreas Amushila Primary School (PS) in the Omusati Region

2.4 Scale and Scope of the Activity

The project scale is small as it will only cover a 6km distance. The proposed project activities will be implemented in 3 phases as summarized below (as detailed in the EIA Scoping Report):

The project will involve the upgrading of the existing sandy single-track from lipanda YaAmiti Settlement/Village, where the Clinic and Combined School are to Andreas Amushila Primary School. The access road aims to improve accessibility from lipanda YaAmiti Settlement and the Primary School. The proposed access road will span a 6km distance, starting from the lipanda YaAmiti Clinic (passing between Oheke and Otshoogolo Villages) to Enkombo Village, where the Andreas Amushila Primary School is located. The road route falls within the Etayi Constituency, and a small portion of the road ends in the Elim Constituency, Omusati Region. Furthermore, the road construction to gravel standards will address the problem of small pipe culverts and low-level water crossing structures, the widening of the road to increase capacity, and providing additional road structures where applicable.

In addition to the above, the road construction will also address the erosion aspects through the drainage systems to be designed. Road construction materials from borrow pits with quality material sites, as well as sources of nearby raw and fresh water from the area.

Road Design and Planning

The road construction will commence upon completion of the project design by Caldera Consulting Engineers cc, who will administer the construction contract and supervise the construction works. Furthermore, other activities associated with gravel road construction include the abstraction of road construction materials from one or two borrow pits along the proposed route, as well as the provision of water supply for construction along the road route.

The road is currently a single-track pathway of sand, making travel difficult during the rainy season, particularly for small vehicles (non-four-wheel-drive vehicles). Thus, upgrading the existing route to a gravel road is necessary so that the road will serve the purpose of:

- Improving access to services between lipanda YaAmiti Clinic and Combined School and Andreas Amushila Primary School,
- Improving rural and regional accessibility, and
- Reducing road user costs.

The project will involve inter alia the following:

- Upgrading of the sandy single-track roadway to gravel road standards,
- Provision of and Improvement of drainage facilities and features,
- Establishment of the 30m road reserve.

The planning and design phase of the proposed gravel road is guided by national standards and environmental regulations. This phase involves route selection, topographical surveys, the EIA Study, and the design of road alignments, drainage systems, and gravel-layer thickness.

Community consultation and stakeholder engagement (as part of the EIA) are also key components to ensure minimal disruption and sustainable development. It is also during this phase that the administrative documentation, including the tendering process for the construction phase, is prepared. Some of the key design aspects are as follows.

The components of the project to be carried out by Caldera Consulting Engineers, as predetermined in the Terms of Reference, may be summarised as follows:

- The detailed engineering design, including consultation, data collection, survey, geotechnical and materials investigation and testing, pavement design, geometric design, structural and drainage design, tender documentation
- Administration of the tender process
- Contract administration and site supervision of the construction phase.

The upgrade from the single-track sandy road to gravel standard warrants a reconsideration of the geometric standards to accommodate and comply with the upgraded operating speeds of up to 100km/h and all associated implications. The EIA study also aims to assess the road's existing condition, identify areas of concern, and generate alternative solutions accordingly. As such, the engineering, social, economic, and environmental aspects related to the proposed upgrade will be investigated to provide sufficient and accurate information.

Road furniture

The following road furnishings are considered for the proposed road upgrade:

- Fencing: New fences will be installed where impacted due to construction and relocated to establish the boundaries of the road reserve. Borrow pit areas will also need to be fenced for the protection of the public and animals as a once-off, and provision for this will be made in the bill of quantities.
- Road signs: Road signs will be installed (where necessary) will be installed along the road. The bulk of these signs will be required at major community centres and intersections. The positioning and design of all specified road signs will comply with the stipulations in the Roads Authority Road Traffic Signs Policy.
- Rest areas and pedestrian facilities: Rest areas will be constructed at intervals of at least 10km along the road. It is generally not required in rural areas that provision be made for pedestrians. In areas with heavy pedestrian traffic. However, crossing or traffic-calming signs may be installed in areas near schools and public service centres (health centres).
- Intersections and accesses: Standard RA access types are anticipated on this project.

Construction Phase

The construction phase will include clearing of vegetation along the demarcated road route and reserves, stripping topsoil, and shaping the roadbed.

The layers of gravel are sourced from approved borrow pits in the area, transported, spread, and compacted in layers. Culverts and side drains are installed to manage surface water, and signage and safety features are added. The environmental management plans (this EMRP) will be implemented and monitored throughout to minimize ecological and social impact.

Borrow Pits (BPs) for road construction works.

The road construction requires materials such as sand and gravel that will be sourced (extracted) from selected localities along the road route (between lipanda YaAmiti Settlement and Andreas Amushila Primary School). The exploration/survey and materials testing for the borrow pit to select suitable sites for borrow pit(s) for the road construction materials has commenced, and their preliminary locations have been determined. The selection of BP sites (upon confirmation of good materials) will be based on materials that meet the quality requirements for road construction.

It is important to note that the BPs will be on communal land (localities to be determined, whether on anyone's land or general communal land). Thus, the exploration, establishment, and utilisation of BP sites have been communicated with communities in the consultation meeting held on the 4th of March 2026 in Enkombo and lipanda YaAmiti Villages. The consent letters for the support of the project, as well as the establishment and utilization of the BPs in the area, have been issued by the Uukwambi Traditional Authority local Headmen (for lipanda YaAmiti, Enkombo, and Oheke Villages) and the headwoman for Otshoogolo Village. For any new BPs, where additional BPs may be required, and they would be inside someone's fence, compensation guidelines as per the Roads Authority and relevant government policies (National Compensation Policy) will be followed for implementation. This is to ensure that the affected landowners are compensated fairly and that the process and material extraction are done efficiently, safely, and amicably.

The full project description and project requirements (human resources, technology, equipment, etc.) are provided in detail in the EIA Scoping Report.

PART C: DECLARATION BY APPLICANT

I hereby certify that the particulars given above are correct and true to the best of my knowledge and belief. I understand the environmental clearance certificate may be suspended, amended, or cancelled if any information given above is false, misleading, wrong, or incomplete.



Signature of Applicant Full Name in Block letters

FREDRIKA SHAGAMA

Environmental Assessment Practitioner

Position

Serja Hydrogeo-Environmental Consultants

On behalf of the **Ministry of Works and Transport**

12 March 2026

Date