

BACKGROUND INFORMATION DOCUMENT (BID)

Environmental Impact Assessment (EIA) Study for the Proposed Development and Operations of a Ship Repair Facility (similar to the Syncrolift setup) and Associated Activities in Walvis Bay, Erongo Region - Application for an Environmental Clearance Certificate (ECC)

Proponent:

Kraatz (Pty) Ltd



Environmental Consultant:

**Serja Hydrogeo-
Environmental Consultants
CC (Serja HGE Consultants)**

February 2026

1 PROJECT BACKGROUND

Kraatz (Pty) Ltd, herein referred to as *Kraatz* or the *Proponent*, intends to develop, operate, and maintain a ship repair facility and associated activities on a consortium property in the Industrial Area of Walvis Bay Town in the Erongo Region. The 30,000m² (3-hectare) open property (project site) is located next to Hangan Seafood Company near the Walvis Bay Port, as shown on the locality map in Figure 1. Kraatz's development will focus mainly on ship repairs and maintenance (similar to the Syncrolift setup). However, due to the operations' dependency on the Syncrolift activities, operations would be very limited in what can be done, resulting in a loss of quite a significant amount of work, and thus, the Proponent proposes to target the market that exceeds the Syncrolift capacities.

Consequently, to the preceding paragraph, Proponent intends to set up for the oil and gas industry (for oil and gas equipment manufacturing), where it will need a large space for fabrication purposes. Hence, the consortium property will be perfect to service the oil industry, to manufacture steel components, and to perform ship repairs.

1.1 Need for an Environmental Clearance Certificate (ECC)

The project and its associated activities are listed activities in the Environmental Impact Assessment (EIA) Regulations (2012) of the Environmental Management Act (EMA) No. 7 of 2007 that need to be environmentally cleared by applying for and obtaining an ECC. Hence, the project activities need to be assessed and provided for in the project EIA Scoping Report and Draft Environmental Management Plan (EMP), respectively.

The listed activities that are relevant to the proposed project activities are as follows:

-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 9: Hazardous Substance Treatment, Handling, and Storage

*-Listed Activity 10.1: Infrastructure (and Port-related Activities). These entail the construction of ports, harbours, **shipyards**, jetties, slipways, or other **infrastructure below the high-water mark** (particularly listed activity 10.1 (e) any structure below the high-water mark of the sea.*

Furthermore, industrial and manufacturing activities such as metal fabrication, metal treatment, ship repair, or engineering works, as well as facilities for maintenance and repair of vessels, are also considered associated listed activities.

1.2 Application for an ECC

Subsequently, to comply with the EMA and its EIA Regulations and ensure environmental sustainability, the Proponent has appointed Serja Hydrogeo-Environmental Consultants CC (*Serja HGE Consultants*), independent environmental consultants (environmental assessment practitioners), to apply for the project ECC on their behalf.

An application for the ECC is being launched with the Ministry of Environment, Forestry and Tourism (MEFT)'s Department of Environmental Affairs and Forestry (DEAF) by Serja HGE Consultants. Upon screening of this Background Information Document (BID), Serja HGE Consultants will be required to prepare an EIA Scoping Report and Environmental Management Plan (EMP) in an application for the ECC. The required documents (EIA Scoping Report and EMP) will be submitted to the MEFT for evaluation and to consider issuing the ECC for the project.

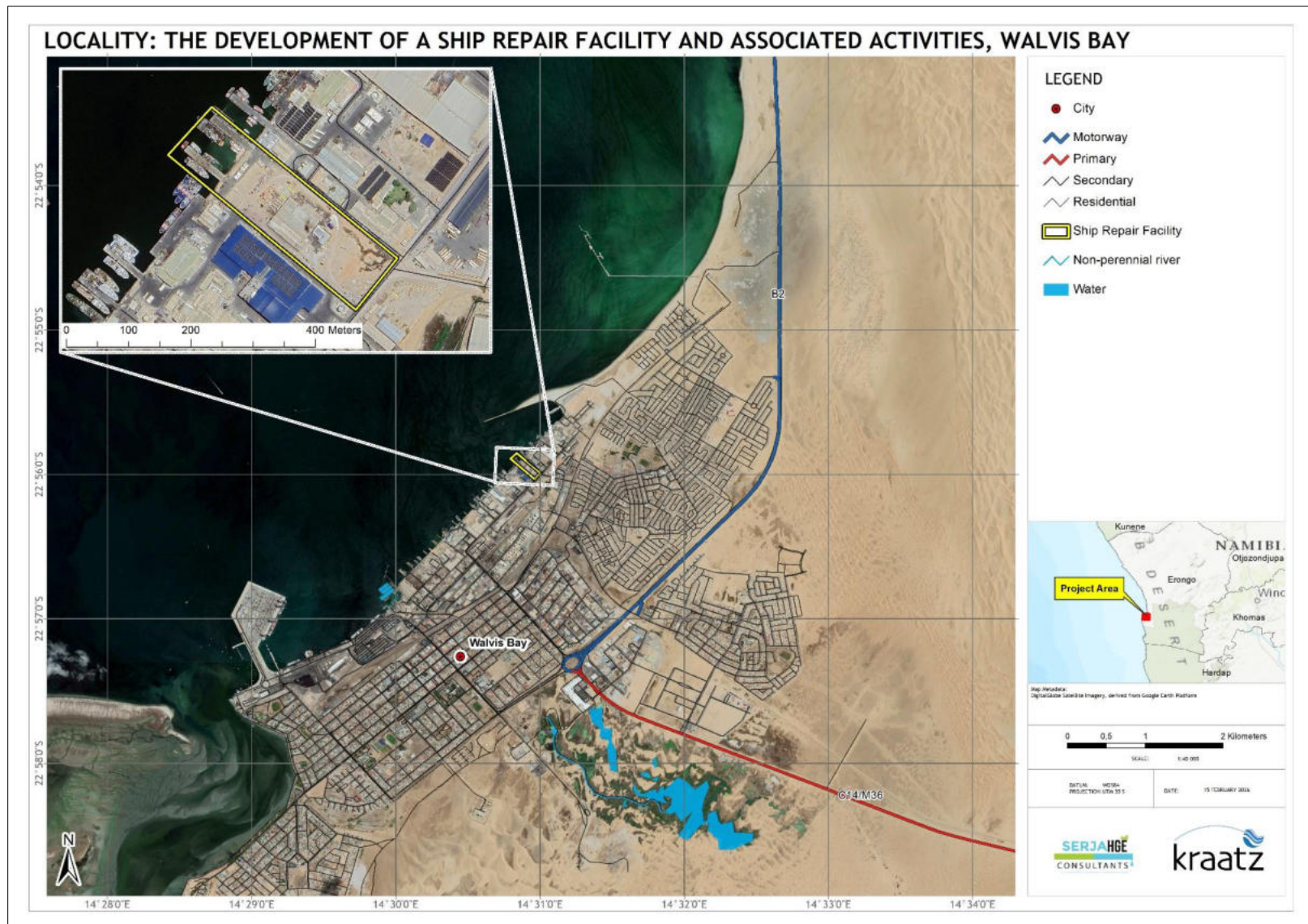


Figure 1: Locality map of the Ship Repair Facility and associated activities in Walvis Bay, Erongo Region

1.3 The Purpose of this document

It should be noted that this Background Information Document (BID) is not an Environmental Scoping Report nor an EMP, but a non-technical summary of the Project's environmental assessment.

The BID aims to share first-hand, summarized information about the proposed project activities. It also provides public guidance and a basis for their participation from the beginning of the environmental process, and registers as interested and affected parties (I&APs) who raise issues on the proposed activities. The information obtained from the I&APs will then form the basis of the EIA Scoping Report, and or EMP to help the MEFT in making an informed decision and consider the issuance of the ECC.

1.4 Project Need

The proposed development of the ship repair facility in Walvis Bay is required to meet the increasing demand for local, efficient, and environmentally compliant vessel maintenance and repair services associated with the port, fishing industry, logistics sector, and offshore oil and gas support activities.

Moreover, the existing site is constrained (limited) in space, limiting safe operations and efficient vessel handling. Not only does the limited site space limit operational efficiency, but it also hinders compliance with environmental and occupational health and safety requirements. Therefore, the development is necessary to improve operational capacity and reduce congestion within the facility. The facility development and operations will also significantly ease the flow of marine traffic, as vessels will no longer have to wait longer out at anchorage for available space, as repair turnarounds are faster.

Added to that, the installation of a ship lift (Syncrolift-type system) will enable vessels to be safely removed from the water and repaired on land, significantly reducing environmental risks linked to in-water repairs and potential marine pollution within the port area.

Essential ship repair activities, such as cutting, grinding, welding, grit blasting, and spray painting, are integral to vessel maintenance and corrosion protection. A dedicated blasting and spray-painting booth will be used to contain dust and emissions and enhance environmental control.

The Proponent plans to use the additional space on-site to support steel component manufacturing for oil and gas structures. This will strengthen Walvis Bay's role as a strategic maritime and offshore services hub, which contributes to local industrial growth. Not only does the oil and gas steel component manufacturing contribute to local industrial growth, but it also creates employment opportunities while ensuring activities are managed in accordance with environmental and safety standards.

2 PROJECT DESCRIPTION

According to the Proponent (2026), the project (facility) will involve two main components, namely:

1. Ship repair: Develop a ship repair facility (similar to the syncrolift setup). Kraatz is in an ongoing engagement with a supplier that specializes in these types of projects, which will design ship lift facilities. The ship lift will take vessels out of the water, and vessels will then be moved into positions on land, where maintenance and repairs will be done on-site. Once maintenance or repair work is done, the vessels will then be lowered back into the water.
It is important to note that the chains used for the lifting platform are a "grease-free" system; it does not use grease for lubrication, so it does not contaminate the ocean.
2. Oil and gas: The Proponent intends to use the same facility for the manufacturing of oil and gas equipment (steel structures).

2.1 The Main Activities on-site

The following are the main activities at the facility (typically for any ship repair facility) as provided by the Proponent's General Manager: Ship Repairs and Offshore Oil & Gas, 2026):

- Flame cutting of steel (oxygen and acetylene) – see Figure 2.
- Grinding of steel (Figure 3)
- Welding of steel (Figure 4)
- Building of scaffolding
- Propulsion overhaul (Figure 7)
- Engine overhaul (Figure 8).

Activities that will be under roof in an enclosure, upon setting up a grit blast and a paint booth to contain waste and pollution (all dust and paint particles), will include:

- Scrape vessel hulls clean of marine growth
- Wash with fresh water
- Grit blast of the steel hull (Figure 5). The use of a contained grit blasting and spray-painting booth improves air quality control.
- Paint of the steel hull (Figure 6).



Figure 2: A typical image of cutting with a flame torch



Figure 3: A typical image of grinding with a grinder



Figure 4: The typical welding process



Figure 5: The typical grit blasting process



Figure 6: The typical steel hull painting process

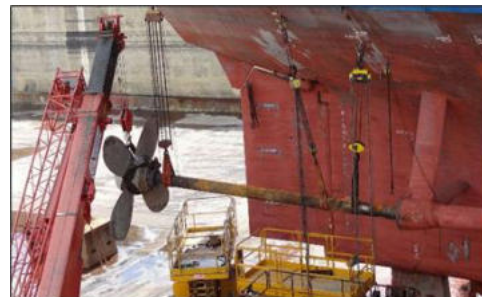


Figure 7: A typical image of propulsion works



Figure 8: Main Engine overhaul works

2.2 Operations Time

Most of the project operations are carried out from Monday to Friday (07:00 am to 17:00). However, there are some site areas (workstations) where work is conducted until 19:00 during the week. On weekends (Saturdays and Sundays) and Public Holidays, operations are from 07:00 am to 17:00 or sometimes up to 19:00. Although uncommon, there might be night shifts, whereby the project personnel will work typically from 19:00 to 01:00 am and then from 02:00 am to 07:00 am.

2.3 Resources and Services Infrastructure

2.3.1 Human resources

The current site operations employ between fifty (50) and one hundred (100), which is based on the project's human resources needs.

It is anticipated that during the proposed expansion to the site activities (to include oil and gas equipment manufacturing), the number of employees will be between ninety (90) and one hundred and twenty (120). This will also depend on the actual project needs for human resources on the ground, but it is also anticipated that if there will be work on several vessels in parallel, the number of employees will be significantly higher than 120, thus generating more job opportunities.

2.3.2 Workers' accommodation

The project workers will be commuting from their homes in Walvis Bay and or Swakopmund, depending on where they prefer to live in the two towns.

2.3.3 Water supply

The Walvis Bay Municipality will supply the water for the project through the existing municipal water supply line. The water will be used for project activities, including human consumption (drinking), ablution facilities (washing and toilets), and cooling of equipment, as well as washing the ship's hull, tanks, and components. etc.

2.3.4 Fuel supply

Diesel will be used for machinery and equipment, and a fuel generator to ensure an uninterrupted fuel supply to the project.

Given that fact that the project is in a town, project vehicles will be refuelled and washed at the service stations and car wash points in Walvis Bay, respectively. Therefore, no on-site refuelling and washing of project vehicles.

2.3.5 Occupational health and safety

All project workers will be supplied with appropriate and adequate personal protective equipment (PPE) while carrying out project activities on-site.

In terms of first aid for minor injuries on duty, the site will also be equipped with a fully furnished first aid kit, and at least 2 project workers will be trained on first aid administration. For major injuries, the injured personnel will be transported to the health facilities in Walvis Bay for comprehensive care/treatment.

2.3.6 Accidental fire outbreaks

The site vehicles, offices, and machinery will be equipped with fire extinguishers in case of accidental fire outbreaks. The site will also be equipped with a dedicated quick-response fire unit that is on standby at all times during operations.

Furthermore, the fire management unit will be equipped with appropriate firefighting equipment (fire tenders, foam systems, and extinguishers) and trained specifically for marine and industrial fire scenarios. Added to that, the fire prevention and response measures will comply with NamPorts requirements, as well as relevant Namibian occupational health and safety regulations, and applicable international standards such as port fire safety and maritime regulations.

Given the nature of the proposed activities, which will involve the flame cutting works, clear emergency procedures, regular drills, coordination with the Port Authority as well as local emergency services, and strict control of hot works (welding, cutting, grinding) will be essential to ensure rapid containment of any fire incident and to minimize risks to personnel, vessels, and port infrastructure.

2.3.7 Waste Management (Solid Waste)

The different waste will be handled as follows:

-General and domestic waste (solid): All solid waste generated from the project activities will be sorted, temporarily stored on-site in designated waste containers, and later transported for disposal at the Municipality solid waste management facility.

-Hazardous waste: All vehicles, machinery, and fuel-consuming equipment will be provided with drip trays to capture potential fuel spills and waste oils. The waste fuel/oils will be carefully stored in a standardized container to be collected and managed by an appointed and experienced contractor in handling hazardous waste. It is anticipated that the contractor would dispose of hazardous waste at the nearest approved hazardous waste management facility in Walvis Bay.

-Scrap metals and woods: scrap metals and components from repairs, manufacturing, and maintenance activities will be stored at a designated area on-site for recycling, wherever possible.

For the materials that cannot be recycled and are not hazardous, they will be disposed of at the Walvis Bay Municipal Waste Facility.

-Human waste/sanitation: The project site will be equipped with flushing toilets for the workers and project-related visitors. The ablution toilets will be connected to the municipal sewer reticulation system for proper management and treatment.

3 POTENTIAL IMPACTS

The ship repair facility and oil and gas equipment manufacturing are associated with some impacts, both positive and negative, and these are as follows:

3.1 Positive impacts (benefits)

- Socio-economic development through direct and indirect employment opportunities (skilled and unskilled labour) for up to one hundred and twenty (120) people or possibly more.
- Skills development and technology transfer (technical skills) in marine engineering and fabrication.
- The additional ship lift facility at the Port will increase marine traffic for the Port, thus increasing revenue. This is a significant development because vessels will no longer have to wait longer out at anchorage for available space, as repair turnarounds are faster.
- Income generation to local businesses (companies/contractors) who will provide goods and services to the project.
- Contribution to regional and national economic and industrial growth.
- Enhancing Namibia's maritime and offshore service capacity (maritime and port services) in Walvis Bay.
- The improved local ship repair and maintenance capacity and the reduced vessel downtime improve operational efficiency within the port

equipment, as well as the reduction in the reliance on foreign ports.

- The additional component of steel manufacturing for oil and gas provides support to the offshore oil and gas sector. Thus, increasing local fabrication and maintenance capability for offshore structures.
- The repairing of ships on land (onshore), thus reducing the potential risk of water pollution (when repair works are done offshore).

3.2 Potential negative impacts

- Impact on marine ecology: the project activities' interaction with seawater during vessel lifting or launching can carry the risk of accidental spills (oils, fuels, paints), which can impact marine life at that point of the sea.
- Impact on air quality owing to dust and particulate emissions from cutting, grinding, and welding from grit blasting and spray painting (only if controls fail).
- Increased noise levels from heavy machinery, welding, blasting, and lifting operations. This may pose a nuisance (disturbance) to nearby port users (neighbours) and sensitive receptors.
- Environmental pollution (waste) by the generation of hazardous waste (spent grit, paint residues, oily rags, solvents), solid waste such as metal scrap, and general industrial waste.
- Soil and groundwater contamination owing to accidental or poor handling of fuel, oil, chemicals, temporary waste storage areas, as well as outdoor fabrication on-site.
- Occupational health and safety risks: improper handling of materials and equipment, or exposure of workers to fumes, noise, heat, and hazardous materials on-site.

The impact management and mitigation measures will be provided in the EMP for implementation.

4 EIA PROCESS STEPS

The following steps are followed for this EIA Study:

Step 1: Project initiation - compilation of the BID, ECC application, and registration at the DEAF, and development of the stakeholders list.

Step 2: Baseline assessment - Literature and legal review of applicable data sources.

Step 3: Ongoing Public Consultation as well as stakeholder engagements and facilitation (throughout the EIA process – from the 1st newspaper advert placement in the newspapers)

The EIA notifications (adverts) will be placed in two newspapers for two consecutive weeks in the *New Era* and *Market Watch*.

Step 4: Information sharing - Circulation of the BID to pre-identified stakeholders/I&APs (and EIA consultation letters to key stakeholders) and the public who request EIA registration.

Step 5: Site visit & assessment, stakeholder and community/public consultation meetings in Walvis Bay. Two consultation meetings will be held for the EIA Study (in Walvis Bay), as well as one-on-one interview sessions with neighbours to the project site.

Step 6: Compilation of the Draft EIA Scoping Assessment Report and Environmental Management Plan (EMP), and Review of documents.

Step 7: Final EIA Scoping Reporting and Submission of the Scoping Report and EMP to the Environmental Commissioner at MEFT for evaluation and consideration of the ECC.

Stage 8: Follow up with MEFT on the status of the evaluation of the submitted EIA documents and the decision on the ECC.

4.1 Comments submission and deadline for comments

All concerns, issues, and/or comments should be put **in writing** (email, short messages (SMS), WhatsApp) or handwritten letters, to be considered in the Scoping Report as well as in the Draft EMP/EMP.

Contact Person / Environmental Assessment Practitioner (EAP) for the EIA Study:

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The last date for registration as I&APs and or to submit comments, concerns, and issues is **Tuesday, 31 March 2026.**