

PUBLIC PARTICIPATION PROCESS FOR THE FOLLOWING PROJECT

DETAILED DESIGN, TENDER DOCUMENTATION, FOR THE  
UPGRADING TO BITUMEN STANDARDS OF MAIN ROAD 36 AND  
MAIN ROAD 31 FROM WALVISBAY TO MALTAHOHE VIA SOLITAIRE  
IN THE ERONGO, KHOMAS AND HARDAP REGIONS

# Newspaper Adverts – 21 October 2024 and 28 October 2024



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"ZERO DEATHS & SERIOUS INJURIES"**



Maandag 21 Oktober 2024

# Republikein

*Jou land. Jou mense. Jou nuus.*

**NS9**

**Leer is Mariana se groot passie**


► Aurelia Afrikaner

Op net wat is Mariana se groot passie...

**MOTORONGELUK EIS DRIE LEWENS**

► Nikanor Nangolo

Drie mense is dood en vier is in die hospitaal opgeneem ná 'n trompobotsing vroeg Saterdagoggend by...



Save the number  
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**Economic Indicators**

Exchange Rates Forward Cover

Currency	Spot	Currency	Spot	Currency	1M	3M	6M	12M
USD/NAD	17.613	NAD/AUD	0.084	USD/ZAR	17.543	18.236	19.137	18.972
EUR/NAD	19.077	NAD/NZD	0.093	EURO/ZAR	19.495	19.888	20.378	19.992
GBP/NAD	22.915	NAD/BWP	0.751	GBP/ZAR	23.154	23.626	23.81	23.035
NAD/CHF	0.047	NAD/JPY	7.869	ZAR/JPY	8.136	8.608	8.053	7.887

\*Effective rate (withholding tax still to be applied)

**DATE: 21/10/2024 - 11:11 AM**



## COMPANY NEWS IN BRIEF



**NETFLIX**

Gamers and visitors take a rest at the booth of Netflix during Europe's leading digital games fair Gamescom, which showcases the latest trends of the computer gaming scene in Cologne, Germany, August 21, 2019.

**NETFLIX BEATS INVESTOR FORECASTS IN EVERY MAJOR METRIC**

Netflix added more than five million customers in the third quarter, and eclipsed Wall Street's expectations on every major financial metric despite a new programming slate constrained by last year's strikes in Hollywood.

Sales for the period grew 15% to US\$9.83-billion, the company said in a shareholder letter on Thursday, while earnings increased to \$5.40/share. Analysts were predicting Netflix would add 4.52 million subscribers. Shares of Netflix have more than quadrupled



**FILE PHOTO:** Silhouettes of mobile users are seen next to a screen projection of Instagram logo in this picture illustration taken March 28, 2018. REUTERS/DADO RUVIC

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**-FIN24**

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For further information, and to register as an ISAP please contact:  
**Enviro Management Consultants Namibia**  
Contact: Ms. Maïke Pickett or Mr. Rian du Toit  
Fax: 088 626968 | Email: maïke@enviromcn.com

**BURSARIES APPLICATION 2025**



NamPower is committed towards the socio-economic development of Namibia and therefore invites applications for UNDER-GRADUATE bursaries for young Namibians who wish to pursue studies in SADC.

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Maandag 28 Oktober 2024

# Republikein

Jou land. Jou mense. Jou nuus.

## AFRIKAANS KOOK OP DIE VERHOOG



## Nog geen gronde vir pa se arres

Henriette Lamprecht  
Die Namibiese polisie wag

dogter by die skool in Hartenbos in Suid-Afrika gaan haal het en nie weer terug besorg het nie. Israel Maris, visioenre leier van Nations Revival Ministries en sake-man, is 'n Namibier, met sy ouers Willem en Edith wat op die plaas Arendsnes sowat 40 km noord van Kamanjab boer. Hy het sy neggejarige dogter Yalen op 14 Oktober by haar skool in Hartenbos.

MONDAY 28 OCTOBER 2024

Market Watch

Republikein Sun Allgemeine Zeitung 3



### Economic Indicators

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-FIN24

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Contact: Ms. Maïke Prickett or Mr. Rian du Toit  
Fax: 088 628988 | Email: maïke@enviromcn.com

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**BID NAME: Delivery Services (Windhoek)**  
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Please ensure the service adheres to the stipulated timelines and guarantees safe and timely delivery.

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**Levy:** NS 200-00 each

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**Contact Person:** Ms. Susana Hores  
Tel: +264 61 423 700, E-mail: Susana.Hores@rflaun.com.na

**Delivery Address:** RFLAUN, Reception, 1 Dellus Street, Windhoek West, Windhoek

**CLOSING DATE: Friday, 22 November 2024 at 16h30**

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**TODAY | UUTONI HANDS OVER 30 HOUSES AT OPUWO - P5**

Namibian **Sun** Tells it all

**NEWS**  
Ensure equal access to voting booths - Wakudumo **3**

**NEWS**  
NTB takes steps to attract US and Chinese travellers **4**

**SPORT WRAP**  
Lesotho puts Warriors' CHAN campaign at risk **1**

**MONDAY**  
28 OCTOBER 2024  
EDITION 17 NUMBER 209  
NS7  
9 771997 487600

**SHANINGWA BLASTS DETRACTORS**  
**Health concerns surround**  
**'Leaked' Suvaco VP**

**Botswana pushes for completion of Trans-Kalahari**

MONDAY 28 OCTOBER 2024

Market Watch

Republikein Sun Allgemeine Zeitung **3**



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TODAY | DRC POLICE STATION NEARS COMPLETION - PAGE 3

Namibian **Sun** Tells it all

NEWS Woman accused of leaking nude photos out on bail **3**

NEWS Court halts more mining activities impacting tourism **5**

SPORT WRAP  
Chula Chula takes Geingob Cup home **1**

MONDAY 21 OCTOBER 2024  
EDITION 17 | NUMBER 204  
NS7 9 771997 487600

82% OF VICTIMS ARE MEN  
**Suicide prevention tops**

'Poor planning' blamed for Rundu's

MONDAY 21 OCTOBER 2024

Market Watch

Republikein Sun Allgemeine Zeitung 3

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eliminated, we work hard to find other opportunities for impacted employees," the spokesman said. The Verge report did not specify the exact number of job cuts but mentioned that they were small. Meta also did not comment on the numbers.

Separately, the Financial Times reported that Meta fired another two-dozen staff in Los Angeles for allegedly using their daily US\$25 meal credits to instead buy household items including acne pads, wine glasses and laundry detergent. These terminations are separate from the team restructurings and took place last week, the FT report said. Meta declined to comment on the FT report. Meta has slashed around 21 000 jobs since November 2022 to keep costs low, with CEO Mark Zuckerberg calling 2023 the "Year of Efficiency". Meta shares have jumped more than 60% this year. -REUTERS



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MONTAG, 28. OKTOBER 2024

# Allgemeine Zeitung

SEIT 1916 108. JAHRGANG, NUMMER 209 ISSN 1560-9421

**AKTUELL MITTENDRIN FÜR DICH**

9 771560 942000

**Wasserstoff**  
Eine Alternative der Sauerstoffentwicklungsreaktion verspricht schnellere und billigere Produktion von Wasserstoff. Seite 2

**Unabhängig**  
Zehn Namibier wollten für die kommenden Präsidentschaftswahlen antreten, doch nur drei schafften es. Seite 3



**Drittes Mal**  
Patrick Lange hat sich zum dritten Mal den legendären Siegerkranz aufgesetzt und das noch in Rekordzeit. Seite 5

**Das Wetter**  
Windhoek ..... 13°/31°  
Walvis Bay ..... 12°/22°  
Weitere Werte und Vorhersage Seite 2

**64. OKTOBERFEST MIT KAPELLE UND SCHUHPLATTLERN**

**Verbraucherschutzgesetz in der Planung**

Windhoek (bw) • Das Ministerium für Industrie, Handel und Handel (MIT) plant seit längerem



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**Tender proposals:** One envelope - Technical and Financial Proposal

**Contact Person:** Ms. Susana Horaes  
Tel: +264 61 423 700, E-mail: Susana.Horaes@rflaun.com.na

**Delivery Address:** RFLAUN, Reception, 1 Delius Street, Windhoek West, Windhoek

**CLOSING DATE: Friday, 22 November 2024 at 16h30**

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MONTAG, 21. OKTOBER 2024

# AZ Allgemeine Zeitung

SEIT 1916 108. JAHRGANG, NUMMER 204 ISSN 1560-9421

**AKTUELL MITTENDRIN FÜR DICH**

**Klimaschutz**  
Robert Habeck unterstützt Unternehmen bei der Transformation zur Klimaneutralität. 15 Firmen sollen davon profitieren. Seite 2

**Enteignung**  
Die Affirmative Repositioning Partei hat ihr neues Wahlmanifest in vorgestellt. Die Landfrage steht im Vordergrund. Seite 5



**Bestmarke**  
Der Argentinier Lionel Messi hat sich in der amerikanischen Fußballliga gut eingelebt und einen Rekord gebrochen. Seite 5

**Das Wetter**  
Windhoek ..... 15° 31°  
Walvis Bay ..... 15° 25°  
Wasser-Weite und Nachtsicht: Sehen Sie

KUDU-KADAVER SICHER AUS ANGOLA



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**Economic Indicators**

Exchange Rates

Currency	Spot	Currency	Spot
USD/NAD	17.613	NAD/AUD	0.084
EUR/NAD	19.077	NAD/NZD	0.093
GBP/NAD	22.915	NAD/BWP	0.751
NAD/CHF	0.047	NAD/JPY	7.869

Forward Cover

Currency	1M	3M	6M	12M
USD/ZAR	17.543	18.236	19.137	18.972
EUR/ZAR	19.495	19.888	20.378	19.992
GBP/ZAR	23.154	23.626	23.81	23.035
ZAR/JPY	8.136	8.608	8.053	7.887

\*Effective rate (withholding tax still to be applied)

DATE: 21/10/2024 - 11:11 AM



**COMPANY NEWS IN BRIEF**



FILE PHOTO: Silhouettes of mobile users are seen next to a screen projection of Instagram logo in this picture illustration taken March 28, 2018. REUTERS/DADO RUVIC

**NETFLIX BEATS INVESTOR FORECASTS IN EVERY MAJOR METRIC**  
Netflix added more than five million customers in the third quarter, and eclipsed Wall Street's expectations on every major financial metric despite a new programming slate constrained by last year's strikes in Hollywood. Sales for the period grew 15% to US\$9.83-billion, the company said in a shareholder letter on Thursday, while earnings increased to \$5.40/share. Analysts were predicting Netflix would add 4.52 million subscribers. Shares of Netflix have more than quadrupled

Total copper production rose 4% to 476 000 tonnes, while copper prices rose 17%. This remains a major focus area for the group, which expects demand for the ductile and conductive metal to rise 70% by 2050. Copper is also seen as the major reason for its interest in Anglo American, with BHP abandon-

ing a R900 billion bid at the end of May, with UK law requiring it to wait until the end of October for another takeover bid. **-FIN24**

**JOB CUTS AT WHATSAPP AND INSTAGRAM**  
Meta Platforms is laying off employees across units including Instagram, WhatsApp and Reality Labs, The Verge

eliminated, we work hard to find other opportunities for impacted employees," the spokesman said. The Verge report did not specify the exact number of job cuts but mentioned that they were small. Meta also did not comment on the numbers. Separately, the Financial Times reported that Meta fired another two-dozen staff in Los Angeles for allegedly using their daily US\$25 meal credits to instead buy household items including acne pads, wine glasses and laundry detergent. These terminations are separate from the team restructurings and took place last week, the FT report said. Meta declined to comment on the FT report. Meta has slashed around 21 000 jobs since November 2022 to keep costs low, with CEO Mark Zuckerberg calling 2023 the "Year of Efficiency". Meta shares have jumped more than 60% this year. **-REUTERS**

**Notice of Environmental Impact Assessment**

The Roads Authority of Namibia (RA), appointed **Tulipamwe Consulting Engineers** to perform the consulting services for the following project:

**Detailed Design, Tender Documentation, for the Upgrading to Bitumen Standards of Main Road 36 and Main Road 31 from Walvisbay to Maltahöhe via Solitaire in the Erongo, Khomas and Hardop Regions**

Enviro Management Consultants Namibia was appointed to conduct the Environmental Impact Assessment and develop an Environmental Management Plan as required by the Environmental Management Act No 7 (2007) and associated Environmental Regulations for the road upgrades.

All Interested and Affected Parties (I&APs) are hereby invited to register their interest in the project as stakeholders, in terms of the environmental assessment process, and to give their input, comments or opinions regarding the intended road upgrades. These must be submitted in writing to Enviro Management Consultants by no later than the **18th of November 2024**.

**Public Consultation Meetings**

Date: Tuesday, 5 November 2024  
Time: 17:30  
Venue: NG Church Meersig Hall, Walvis Bay

Date: Wednesday, 6 November 2024  
Time: 16:00  
Venue: Solitaire

Date: Thursday, 7 November 2024  
Time: 16:00  
Venue: Rev. P. A Schmidt Primary School, Maltahöhe

For further information, and to register as an I&AP please contact:  
**Enviro Management Consultants Namibia**  
Contact: Ms. Maïke Pickett or Mr. Rian du Toit  
Fax: 088 626968 | Email: mail@enviromcn.com

**BURSARIES APPLICATION 2025**



NamPower is committed towards the socio-economic development of Namibia and therefore invites applications for UNDER-GRADUATE bursaries from young Namibians who wish to pursue studies in SADC.

**City of Windhoek**

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**Venue: Rev. P.A Schmidt Primary School, Maltahöhe**

For further information, and to register as an I&AP please contact:

***Enviro Management Consultants Namibia***

Contact: Ms. Maïke Prickett or Mr. Rian du Toit

Fax: 088 626968 | Email: [maïke@enviromcn.com](mailto:maïke@enviromcn.com)

## THE MINUTES OF THE MEETINGS:

### Detailed Design, Tender Documentation, for the Upgrading to Bitumen Standards of Main Road 36 and Main Road 31 from Walvisbay to Maltahohe via Solitaire in the Erongo, Khomas and Hardap Regions

#### **Meeting Minutes**

**Type of Meeting:** Public Consultation Meeting  
**Venue:** Rev. P.A Schmidt Primary School, Maltahohe  
**Date:** Thursday, 7 November 2024  
**Time:** 16h15 – 17h30

#### Agenda

1. Welcome – Rian du Toit
2. Project Team Introduction – Rian du Toit
3. Environmental Impact Assessment (EIA) Presentation – Rian du Toit
4. Technical Presentation – Ottilia Morkel
5. Need and Desirability – Johann Essmann
6. Q&A – all attendees
7. Closing – Rian du Toit

1. Welcome Rian du Toit

Mr. du Toit welcomed all attendees and thanked them for availing their time to attend this public consultation meeting.

2. Project and Project Team Introduction Rian du Toit

Mr. du Toit introduced the project team:

- Enviro Management Consultants (EMC) – Mr Rian du Toit & Ms Maike Prickett
- Tulipamwe Consulting Engineers (TCE) – Mr Clyde Besser & Ms Ottilia Morkel
- Roads Authority (RA) – Mr Beaven Sikanda, Mr Vernon du Preez, Mr Leste de Waal & Mr Johan Blaauw

### 3. EIA Discussion Rian du Toit, EMC

- For development projects there is a need for environmental investigations and management, we look at the environmental requirements and make sure that the project complies with the environmental legislation. We look at the following aspects:
  - *The Environment*
  - *The Construction*
  - *Environmental Impact Assessment (EIA)*
  - *Environmental Management Plan (EMP)*
- The environment is defined as bio-physical (water, soil, plants, etc), social, monetary and legislation.
- Rules and Regulations/Legislation:
  - **Constitution of Namibia**  
*Article 95 (1) of the Constitution of Namibia states that "The State shall actively promote and maintain the welfare of the people by adopting, inter alia, policies aimed at the ... "maintenance of ecosystems, essential ecological processes and biological diversity of Namibia and utilization of living natural resources on a sustainable basis for the benefit of all Namibians, both present and future..."*
  - **Environmental Management Act No.7 (2007)**  
*Namibia's Environmental Management Act was passed in parliament in December 2007. Among this is a list of activities that require an Environmental Impact Assessment.*
  - *The construction of roads is identified as a "Listed Activity" under the Environmental Law and therefore requires an environmental impact assessment process to obtain an ENVIRONMENTAL CLEARANCE CERTIFICATE (ECC).*
- Impacts defined – what we do and how that changes the environment (cause and affect).
  - *Building a road: what is needed to build the road (layer works, materials), how does that change the environment, during operation what are the positive or negative effects of the road on the environment*
- EIA defined
  - *Definition: "the process of identifying, predicting, evaluating and mitigating the biophysical, social, and other relevant aspects of development proposals prior to major decisions being taken and commitments made".*
  - *The purpose of the environmental impact assessment is to ensure that decision makers consider the environmental impacts when deciding whether or not to proceed with a project.*
- The EIA process is as follows:
  - *Determine if the project is a "listed activity"*
  - *Conduct the EIA process:*
    - *Submission of project to MEFT*
    - *Register project with MEFT*
    - *Develop a proposal (this includes stakeholder consultation)*

- *Consult the public/stakeholders to give their input (comments and concerns)*
      - *Consider the negative and positive impacts of projects*
      - *Present and submit EIA and application for Environmental Clearance Certificate (ECC)*
    - *Classification of proposal*
    - *Environmental Assessment (if significant impacts are identified) OR*
    - *No formal assessment (if no significant impacts are identified)*
    - *Conditions of approval from MEFT*
    - *Record of decision by MEFT*
    - *Appeal (in case of rejection)*
    - *Implementation of proposal (upon approval of ECC)*
    - *Monitoring of project (by environmentalist)*
    - *Auditing of project (by environmentalist)*
  - *ECC has conditions of approval and is valid for 3 years.*
- **Project Activities – What We Do**
  - *Linear project transecting various natural aspects (rivers, biomes, topography, etc.);*
  - *Construction of layer works;*
  - *Borrow pit excavation - obtaining material for construction; Clearing and grubbing of vegetation (We counted 77 borrow pits between Solitaire and Walvis Bay);*
  - *Cut and fill;*
  - *Movement of construction vehicles and people;*
  - *Camp setup - accommodation and plant*
  - *Use various resources such as water, fuel, and machines Surface water drainage structures.*
- **Impacts during construction**
  - *Generation of noise and dust;*
  - *Pollution risks – hydrocarbon and sewage (water/air/soil) Influx of people to the area – Socio-economic impacts Using resources (air/water/materials/oil/fuel);*
  - *Health and safety from workers and road users;*
  - *Change in land use (agricultural to roads / BPs) Alteration of surface water drainage patterns;*
  - *Impact on the bio-diversity (fauna and flora) Generation of waste impacting on the aesthetics of the environment.*
- **Impacts during operation**
  - *Better access for commercial vehicles/tourists/emergency services;*
  - *Reduction of dust - improved road safety;*
  - *Reduction of motor vehicle operating cost;*
  - *Possible loss - sense of place;*

- Possible increase in animal collisions (speed related);
- Lower road maintenance cost;
- Hindrance to game movement patterns;
- Littering alongside the road (increased traffic).
- The Environmental and Social Management Plan (ESMP) – (tells us how we are going to manage the environment):
  - The EMP is conditional to the applicable ECC.
  - The ESMP intends to bridge the gap between the EIA findings and the implementation of the project.
  - The ESMP detail actions to ensure compliance with regulatory bodies and further ensures that environmental performance is increased through mitigation measures on impacts as they occur.
  - Monitoring, auditing and taking corrective actions during implementation are crucial interventions to successfully implement the ESMP.
  - The ESMP is a contractual agreement between the Proponent (R.A) and the Contractor (including the sub-contractors / SMEs) and is conditional to the applicable Environmental Clearance Certificate.
- ESMP implementation on site
  - Our objective is:
    - To avoid/minimise/reduce the negative impacts and enhance the positive impacts.
    - We want to avoid – spillage, pollution (surface water/soil, etc), bad waste management practices, etc. Borrow pits must be left by the contractor in an acceptable condition.
  - Examples of good practices on site:





- The objective of an EIA is to maintain sustainability - a balance between development and conservation.
  - *EIA helps to achieve the principles of Integrated Environmental Management (IEM) into all decisions made which may have a significant effect on the environment;*
  - *The identification, prediction and evaluation of the actual and potential impacts on the environment with a view to minimize negative impacts and maximize the benefits of an activity, contributing to sustainability.*
- On the one hand we have the EIA to look at the impacts that this project will have and on the other hand we have the EMP which will become part of the contractor's contract which addresses the negative impacts to ensure that the negative impacts are avoided or mitigated by the contractor.

#### 4. Technical Discussion - Project Scope

Otilia Morkel, TCE

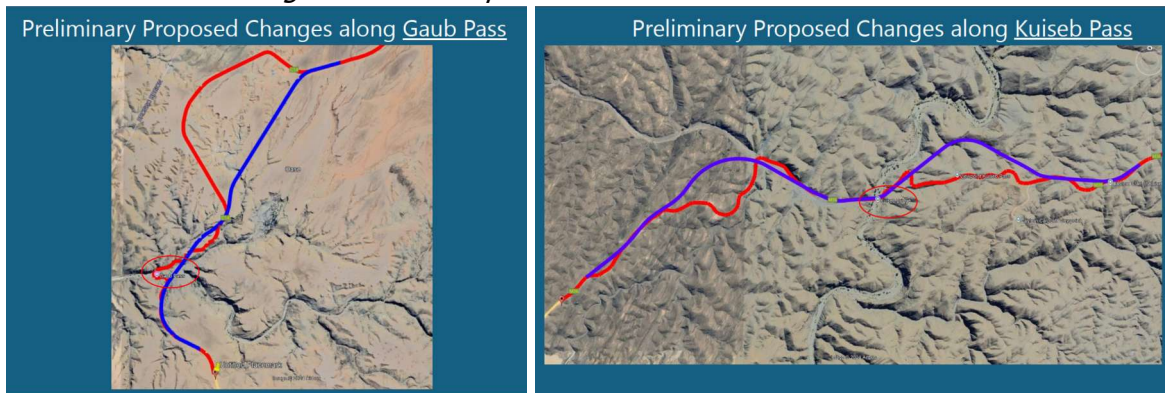
- Project Background
  - *The upgrading of the C14 (Walvis Bay to Maltahöhe via Solitaire) has been considered for quite some time. The Roads Authority of Namibia initially commissioned a feasibility study in June 2012. The study was conducted in July 2012 and May 2013.*
  - *The study carefully looked at all the road links, and after thorough investigation found that the link including the MR31 and MR36 (Walvis Bay to Maltahohe via Solitaire) is the most important link since it carries the most traffic, and it is found along a very important tourist area.*
- Specifications:
  - *Road length = 385km*
  - *Total road width = 11.4m*
  - *Width of travelled way = 7.4m*
  - *Road level = minimum of 400mm above adjacent ground level*
  - *Material = Gravel pavement layers with bitumen surfacing*
- New Alignment:
  - *The road will be designed for a speed of 120 km/h and will generally follow the existing*
  - *road. This is to minimize the following:*

- a) Cost
- b) Impact on adjacent properties
- c) Impact of new road footprint

- However, certain sections of existing road do not comply with minimum design standards for the required speed. Therefore, these sections must be re-aligned **to ensure safety is not compromised.**
- Some factors that dictate whether the existing alignment requires amendments include:
  - a) Maximum gradient (for heavy vehicles including loaded buses).
  - b) Sufficient sight distance to stop for obstructions in the road.
  - c) Sufficient sight distance to overtake another vehicle.

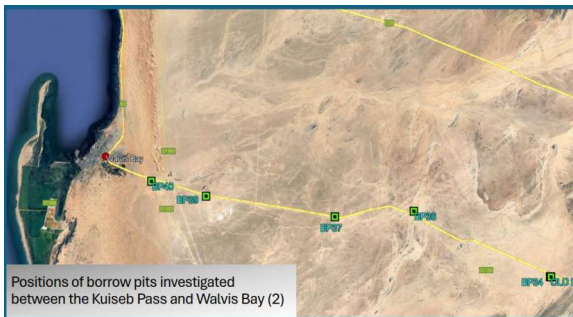
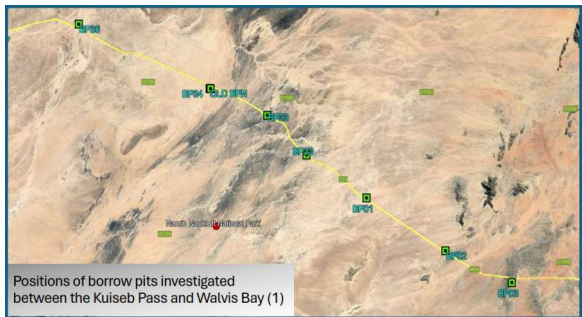
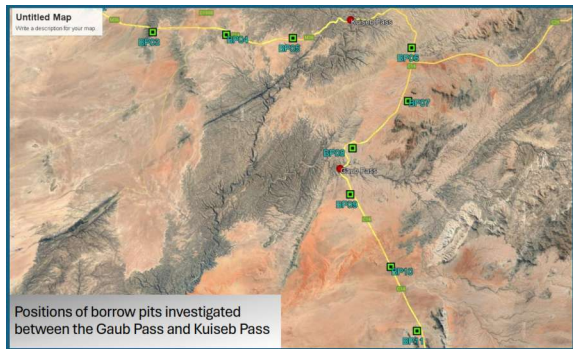
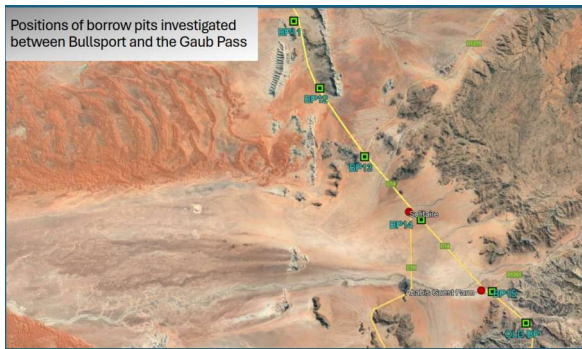
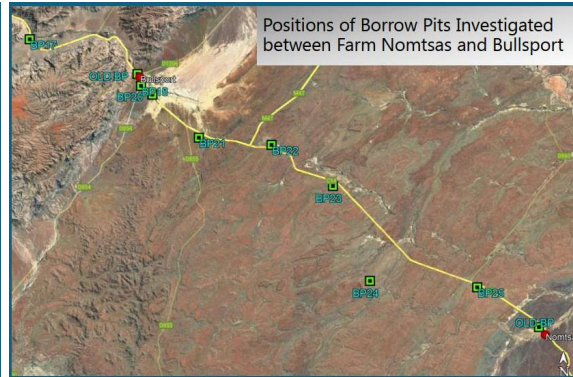
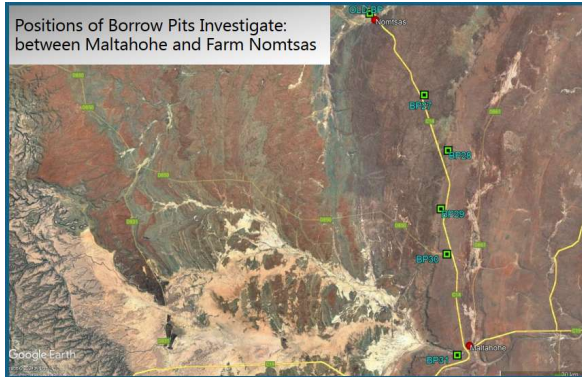
- Amendments to alignment:

- Sections of road that require significant changes includes the **Gaub Pass** and the **Kuiseb Pass.**
- Primarily due to steep gradients and substandard horizontal curves.
- Implementing lower operating speeds along the passes is advised but, the design must still ensure the safe operation of vehicles travelling at a higher speeds.
- The re-alignments are depicted:



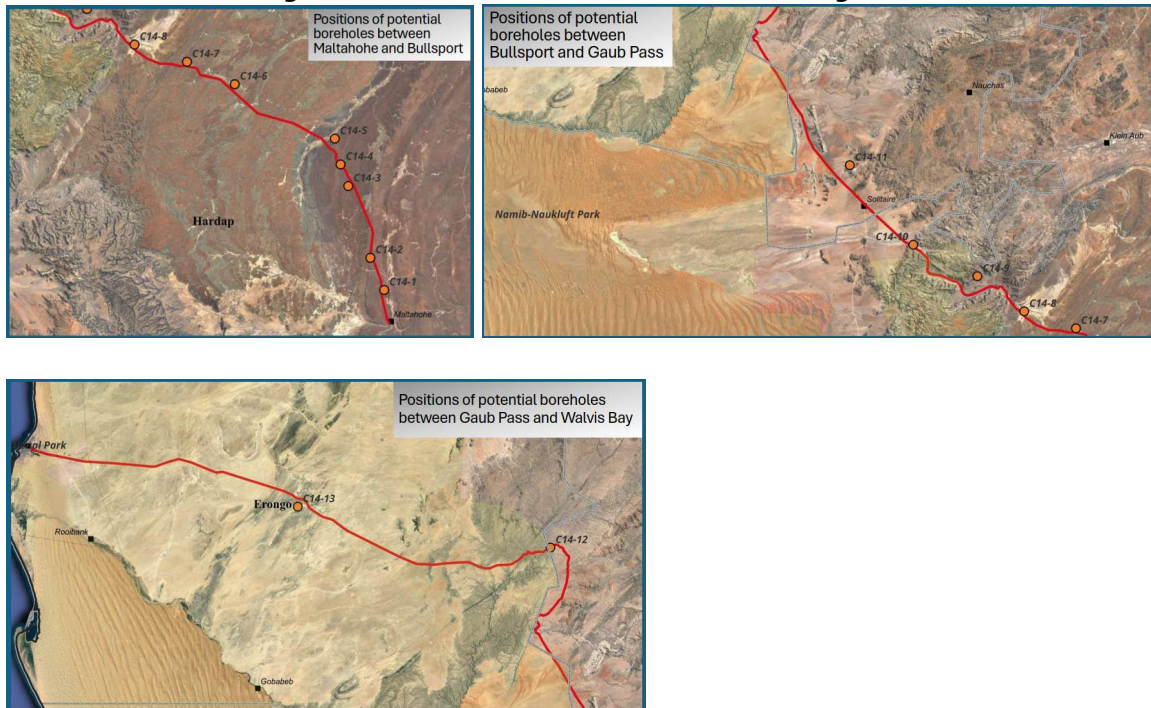
- Borrow Pits:

- An investigation was done to determine sources of road construction material in the area.
- During the investigation, 40 new borrow pits were identified.
- The borrow pits identified are shown:



- Construction Water:
  - *An investigation was done to determine sources of construction water*
  - *The target sites indicated below have been identified as potential borehole sites.*

- The quality and quantity of water is **still unknown** and will only be confirmed once boreholes have been drilled and tested.
- Construction water between Solitaire and Walvis Bay **is a concern**.
- Investigations for alternative sources from existing NAMWATER schemes are currently underway.



## 5. Need and Desirability

Vernon du Preez, RA

The Regional Manager for the Windhoek Maintenance District, Mr Vernon du Preez explained the importance and significance of this project in the context of road maintenance. The RA has 2 programs, one is **key** maintenance and the other periodic maintenance (replace the wearing course layer – borrow pits). The area that we maintain is from the Kuiseb Pass up to Maltahöhe and one of the main concerns that we have is that from Solitaire up to the Kuiseb Pass (in fact up to Walvis Bay) is that the available material is very poor, it has very low **plasticity** and does not bind and the other concern is the availability of construction water, we've had 3 boreholes which were all dry. In the context of our operations re-gravelling has to be done every 5 – 10 years, it is predicted that we lose between 15 – 30mm per annum of material (150mm layer during re-gravel). Imagine what this area is going to look like if we have to re-gravel every couple of years if we continue with the current unpaved road, it is just not sustainable. The other challenge that we have is that we need 300 – 350m<sup>3</sup> of water to re-gravel, we would have to pump water over very long distances (perhaps a

pipeline from Walvis Bay). From a maintenance point of view, it is not sustainable to continue with the gravel road in this area. The cost-benefit analysis for maintaining this road compared to upgrading to bitumen standard has been exceeded by far. Vehicle operating costs are much lower driving on a bitumen road compared to the gravel road. The cut-off of for vehicles per day to upgrade to Low Volume Seal is 150-200 vehicles per day, on this road we have an average daily traffic of approximately 300 vehicles per day.

Mr Beavan Sikanda the Project Control Engineer (PCE) of the Road Authority explained that a feasibility study was undertaken in 2012/2013 and the initial recommendation was to upgrade the road to low volume seal, however the scope has been changed to full bitumen standard. The project has been divided into 3 phases and the implementation is as follows: phase 1 is from the Kuiseb Pass to Solitaire, phase 2 is from Solitaire to Malthahöhe and phase 3 is from Walvis Bay to the Kuiseb Pass, this section is last due to the recent re-gravelling begin done on the road which will last a few more years. This schedule is dependent on the available finances.

## 6. Questions & Answers

**Q1 (Naftal Isaak):** We are very glad that this road is getting built.

**Q2 (Rian du Toit):** Please explain the employment options.

***Response (Beavan Sikanda):** The contractor will be bound by a contract to employ semi- and unskilled labour from the areas surrounding the project. Provision has been made for about 15% of the contract value for SME employment. The recruitment process will be handled through the Regional Governor's Office.*

**Q3 (Apaulus):** Another road that is very bad is the Beta to Solitaire road.

**Q4 (Community Member):** When does this project start?

***Response (Rian du Toit):** April/May 2025. The design must be finalized, tender documents need to be drawn up and a contractor needs to be appointed before the construction can start.*

**Q5 (Pricilla Blaauw):** SME should be prepared and get their documentation ready.

**Q6 (Rolene Richards):** The youth are here; their names should be given through to the Governor's Office.

**Q7 (Lasarus Blaauw):** I would like to point out that there is a Development Committee in Maltahöhe, when the contractor comes, they can contact us.

***Response (Rian du Toit):** Usually a Community Liasion Officer (CLO) is appointed for a contract to facilitate communication between the community and the contractor.*

**Q8 (Chairperson of the Schoolboard):** Thank you for coming, we have been waiting for this road for a long time. We have our own funded project to repair the road in front of Woerman Brock and the youth are assisting us there. We work closely with the Governor's Office.

7. Closing

Rian du Toit, EMC

Mr. du Toit thanked all attendees for making their time available to attend the meeting and for their valuable inputs.

8. Prayer



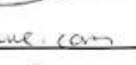
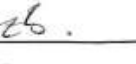

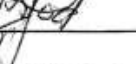
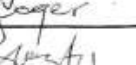
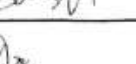
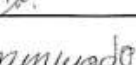
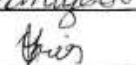
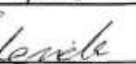
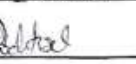
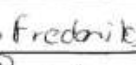


Community Member

**End of meeting 17:30**



Venue: Maltahöhe Date: 07/11/2024

Project: Upgrade to Bitumen Standards of MR36 and MR31

Name & Surname	Organisation	Designation	Cellphone	Email	Signature
L. JE WAM	R.A	ENG	0811620638	l.wam@ra.org	
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O. Morkel	Tulipamwe	ENG	0816971861	obila.morkel@tulipamwe.com	
Jakeses Sobobets.	Maltahöhe	Afrikaner	0814806891		
Polien Richard	C.D. Forum		0816510589		
KAREL JOD			0814099863		
HAREN JAKEN			0817995233		
Christine Engelbrecht		ENCL	0813226582		
Sanna Engelbrecht		ENG	0816961769		
M. Muzorongondo			0816472836		
Francois Vries	MDF.		0816676003	vriesfrancois@gmail.com	
Isak J. Fredericks	Maltahöhe	Eng	0817158352		
Clemens U.M. Glabitsh	R.A	Roads Inspector	0818832105		
Magdalena Fredericks	C.M.		0813942454		
Sanna Muzorongondo	community member		0813335619		

**Attendance Register**



Venue: P.A. Schmit Hall Date: 07-11-24  
Mataleke




Project: Upgrade to Bitumen Standards of MR36 and MR31

Name & Surname	Organisation	Designation	Cellphone	Email	Signature
Kebiner Mbaendani	Community member				K. Mbaendani
SARAZIS PRINS	Community member		081490848		[Signature]
Ganna Kooper	Community member		0813870818		[Signature]
Ganna Kooper	Member		None		[Signature]
APPOULUSUCHAP	Member		081204732		[Signature]
Lena L. Christiaan	Community member		0813091644		[Signature]
Jacobus Fredericks	Community member		083738780		[Signature]
Sofia Engelbrecht	Community member		0817617526		[Signature]
GERI ISACKS	C. MEMBER		0818557686		[Signature]
Lazarus Blaauw	Community		0814955621		[Signature]
Picilla Blaauw	Comm. Activist		0812819694		[Signature]
William M. Marcks	Comm. Member		0816683836		[Signature]
JAN SWARTBOOI	COM MEMBER		0812132412		[Signature]
Nicolette Blaauw	Com. member		08130174918		[Signature]
Lazarus Vry	Com. member		0814340589		[Signature]

Venue: Maitaköhe

Date: 07/11/2024

Project: Upgrade to Bitumen Standards of MR36 and MR31

Name & Surname	Organisation	Designation	Cellphone	Email	Signature
Royce Visser	C-member		0814340589		R/V X
Rino Engelbrecht	C-member		0816385236		R.Engelbrecht X
Braim Muzunguwa	C member		0816472880		
Samuel Jod	C-member		0814099863		 X ✓
Gideon Apitana	C member		0812168884		 X ✓
Immanuel Muzunguwa	C.M.		0813335618		I Muzunguwa X
Lazarus Lambert	C member		0812819694		 X
David Engelbrecht	C member		08181772882		D/E X

Venue: Mattahöhe Date: 07/11/2024

Project: Upgrade to Bitumen Standards of MR36 and MR31

Name & Surname	Organisation	Designation	Cellphone	Email	Signature
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Ruan du Preez	EMCN				<i>[Signature]</i>
V. Du Preez	RA	REG. ENG. MAN.	0811228244	dupreezvm@ra.org.na	<i>[Signature]</i>
M. Pickett	EMCN				<i>[Signature]</i>
W. Wehl	Plantation Hotel	OWNER	0812566333	wwehl@plantations.com.na	<i>[Signature]</i>
BEAVEN SIBANDA	RA	PCE	0811404077	sibanda@ra.org.na	<i>[Signature]</i>

**Detailed Design, Tender Documentation, for the Upgrading to Bitumen Standards  
of Main Road 36 and Main Road 31 from Walvisbay to Maltahohe via Solitaire in  
the Erongo, Khomas and Hardap Regions**

**Meeting Minutes**

**Type of Meeting:** Public Consultation Meeting  
**Venue:** Solitaire  
**Date:** Wednesday, 6 November 2024  
**Time:** 16h00 – 17h45

Agenda

8. Welcome – Rian du Toit
9. Project Team Introduction – Rian du Toit
10. Environmental Impact Assessment (EIA) Presentation – Rian du Toit
11. Technical Presentation – Clyde Besser
12. Need and Desirability – Vernon du Preez
13. Q&A – all attendees
14. Closing – Rian du Toit

9. Welcome Rian du Toit

Mr. du Toit welcomed all attendees and thanked them for availing their time to attend this public consultation meeting.

10. Project and Project Team Introduction Rian du Toit

Mr. du Toit introduced the project team:

- Enviro Management Consultants (EMC) – Mr Rian du Toit & Ms Maike Prickett
- Tulipamwe Consulting Engineers (TCE) – Mr Clyde Besser & Ms Ottilia Morkel
- Roads Authority (RA) – Mr Beaven Sikanda, Mr Vernon du Preez & Mr Leste de Waal

## 11. EIA Discussion Rian du Toit, EMC

- For development projects there is a need for environmental investigations and management, we look at the environmental requirements and make sure that the project complies with the environmental legislation. We look at the following aspects:
  - *The Environment*
  - *The Construction*
  - *Environmental Impact Assessment (EIA)*
  - *Environmental Management Plan (EMP)*
- The environment is defined as bio-physical (water, soil, plants, etc), social, monetary and legislation.
- Rules and Regulations/Legislation:
  - **Constitution of Namibia**  
*Article 95 (1) of the Constitution of Namibia states that "The State shall actively promote and maintain the welfare of the people by adopting, inter alia, policies aimed at the ... "maintenance of ecosystems, essential ecological processes and biological diversity of Namibia and utilization of living natural resources on a sustainable basis for the benefit of all Namibians, both present and future..."*
  - **Environmental Management Act No.7 (2007)**  
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- Impacts defined – what we do and how that changes the environment (cause and affect).
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- The EIA process is as follows:
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- **Project Activities – What We Do**
  - *Linear project transecting various natural aspects (rivers, biomes, topography, etc.);*
  - *Construction of layer works;*
  - *Borrow pit excavation - obtaining material for construction; Clearing and grubbing of vegetation (We counted 77 borrow pits between Solitaire and Walvis Bay);*
  - *Cut and fill;*
  - *Movement of construction vehicles and people;*
  - *Camp setup - accommodation and plant*
  - *Use various resources such as water, fuel, and machines Surface water drainage structures.*
- **Impacts during construction**
  - *Generation of noise and dust;*
  - *Pollution risks – hydrocarbon and sewage (water/air/soil) Influx of people to the area – Socio-economic impacts Using resources (air/water/materials/oil/fuel);*
  - *Health and safety from workers and road users;*
  - *Change in land use (agricultural to roads / BPs) Alteration of surface water drainage patterns;*
  - *Impact on the bio-diversity (fauna and flora) Generation of waste impacting on the aesthetics of the environment.*
- **Impacts during operation**
  - *Better access for commercial vehicles/tourists/emergency services;*
  - *Reduction of dust - improved road safety;*
  - *Reduction of motor vehicle operating cost;*

- *Possible loss - sense of place;*
- *Possible increase in animal collisions (speed related);*
- *Lower road maintenance cost;*
- *Hinderance to game movement patterns;*
- *Littering alongside the road (increased traffic).*
- The Environmental and Social Management Plan (ESMP) – (tells us how we are going to manage the environment):
  - *The EMP is conditional to the applicable ECC.*
  - *The ESMP intends to bridge the gap between the EIA findings and the implementation of the project.*
  - *The ESMP detail actions to ensure compliance with regulatory bodies and further ensures that environmental performance is increased through mitigation measures on impacts as they occur.*
  - *Monitoring, auditing and taking corrective actions during implementation are crucial interventions to successfully implement the ESMP.*
  - *The ESMP is a contractual agreement between the Proponent (R.A) and the Contractor (including the sub-contractors / SMEs) and is conditional to the applicable Environmental Clearance Certificate.*
- ESMP implementation on site
  - Our objective is:
    - *To avoid/minimise/reduce the negative impacts and enhance the positive impacts.*
    - *We want to avoid – spillage, pollution (surface water/soil, etc), bad waste management practices, etc. Borrow pits must be left by the contractor in an acceptable condition.*
  - Examples of good practices on site:





- The objective of an EIA is to maintain sustainability - a balance between development and conservation.
  - *EIA helps to achieve the principles of Integrated Environmental Management (IEM) into all decisions made which may have a significant effect on the environment;*
  - *The identification, prediction and evaluation of the actual and potential impacts on the environment with a view to minimize negative impacts and maximize the benefits of an activity, contributing to sustainability.*
- On the one hand we have the EIA to look at the impacts that this project will have and on the other hand we have the EMP which will become part of the contractor's contract which addresses the negative impacts to ensure that the negative impacts are avoided or mitigated by the contractor.

## 12. Need and Desirability

Vernon du Preez, RA

The Regional Manager for the Windhoek Maintenance District, Mr Vernon du Preez explained the importance and significance of this project in the context of road maintenance. The RA has 2 programs, one is **key** maintenance and the other periodic maintenance (replace the wearing course layer – borrow pits). The area that we maintain is from the Kuiseb Pass up to Maltahöhe and one of the main concerns that we have is that from Solitaire up to the Kuiseb Pass (in fact up to Walvis Bay) is that the available material is very poor, it has very low **plasticity** and does not bind and the other concern is the availability of construction water, we've had 3 boreholes which were all dry. In the context of our operations re-gravelling has to be done every 5 – 10 years, it is predicted that we lose between 15 – 30mm per annum of material (150mm layer during re-gravel). Imagine what this area is going to look like if we have to re-gravel every couple of years if we continue with the current

unpaved road, it is just not sustainable. The other challenge that we have is that we need 300 – 350m<sup>3</sup> of water to re-gravel, we would have to pump water over very long distances (perhaps a pipeline from Walvis Bay). From a maintenance point of view, it is not sustainable to continue with the gravel road in this area. The cost-benefit analysis for maintaining this road compared to upgrading to bitumen standard has been exceeded by far. Vehicle operating costs are much lower driving on a bitumen road compared to the gravel road. The cut-off of for vehicles per day to upgrade to Low Volume Seal is 150-200 vehicles per day, on this road we have an average daily traffic of approximately 300 vehicles per day.

Mr Beavan Sikanda the Project Control Engineer (PCE) of the Road Authority explained that a feasibility study was undertaken in 2012/2013 and the initial recommendation was to upgrade the road to low volume seal, however the scope has been changed to full bitumen standard. The project has been divided into 3 phases: phase 1 is from the Kuiseb Pass to Solitaire, phase 2 is from Solitaire to Malthahöhe and phase 3 is from Walvis Bay to the Kuiseb Pass, this section is last due to the recent re-gravelling begin done on the road which will last a few more years.

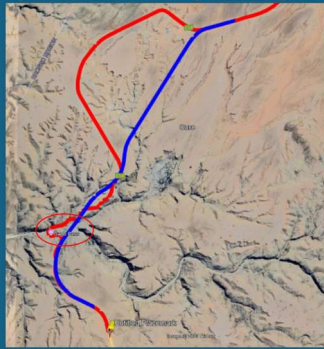
### 13. Technical Discussion - Project Scope

Clyde Besser, TCE

- Project Background
  - *The upgrading of the C14 (Walvis Bay to Maltahöhe via Solitaire) has been considered for quite some time. The Roads Authority of Namibia initially commissioned a feasibility study in June 2012. The study was conducted in July 2012 and May 2013.*
  - *The study carefully looked at all the road links, and after thorough investigation found that the link including the MR31 and MR36 (Walvis Bay to Maltahohe via Solitaire) is the most important link since it carries the most traffic, and it is found along a very important tourist area.*
- Specifications:
  - *Road length = 385km*
  - *Total road width = 11.4m*
  - *Width of travelled way = 7.4m*
  - *Road level = minimum of 400mm above adjacent ground level*
  - *Material = Gravel pavement layers with bitumen surfacing*
- New Alignment:
  - *The road will be designed for a speed of 120 km/h and will generally follow the existing*
  - *road. This is to minimize the following:*
    - a) *Cost*
    - b) *Impact on adjacent properties*
    - c) *Impact of new road footprint*
  - *However, certain sections of existing road do not comply with minimum design standards for the required speed. Therefore, these sections must be re-aligned **to ensure safety is not compromised.***

- *Some factors that dictate whether the existing alignment requires amendments include:*
  - a) *Maximum gradient (for heavy vehicles including loaded buses).*
  - b) *Sufficient sight distance to stop for obstructions in the road.*
  - c) *Sufficient sight distance to overtake another vehicle.*
- **Amendments to alignment:**
  - *Sections of road that require significant changes includes the **Gaub Pass** and the **Kuiseb Pass**.*
  - *Primarily due to steep gradients and substandard horizontal curves.*
  - *Implementing lower operating speeds along the passes is advised but, the design must still ensure the safe operation of vehicles travelling at a higher speeds.*
  - *The re-alignments are depicted:*

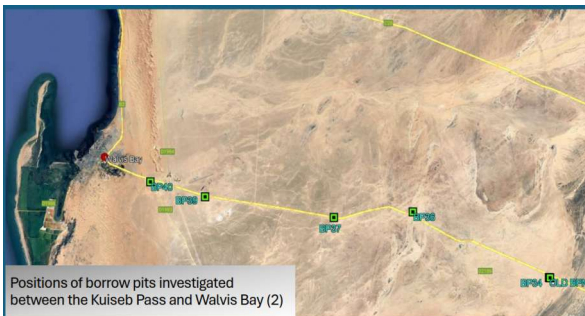
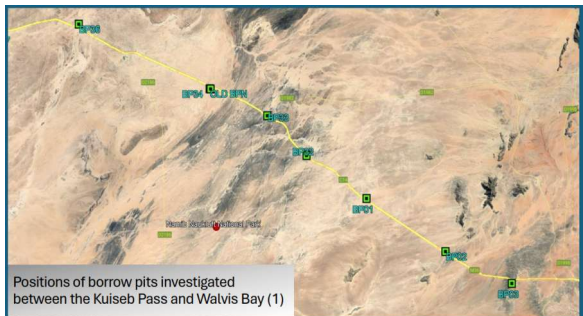
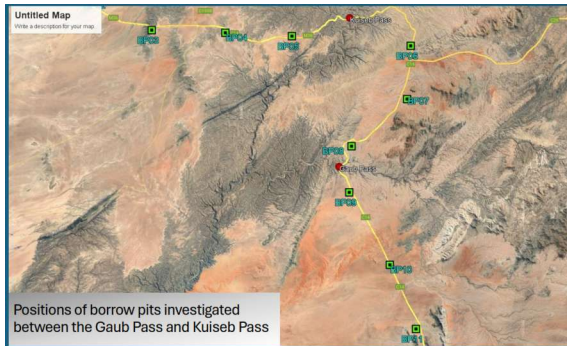
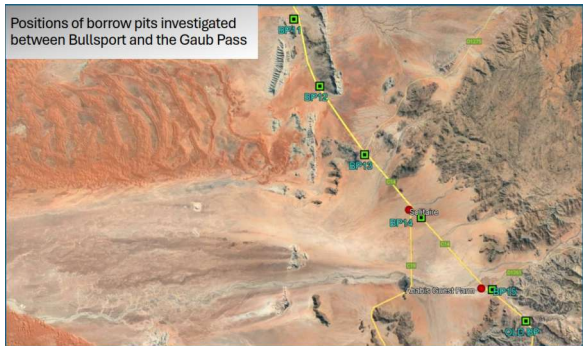
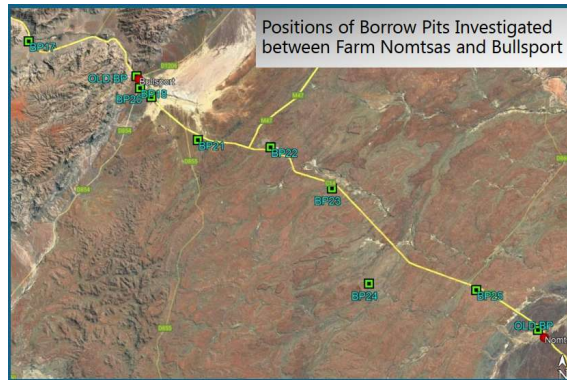
Preliminary Proposed Changes along Gaub Pass



Preliminary Proposed Changes along Kuiseb Pass

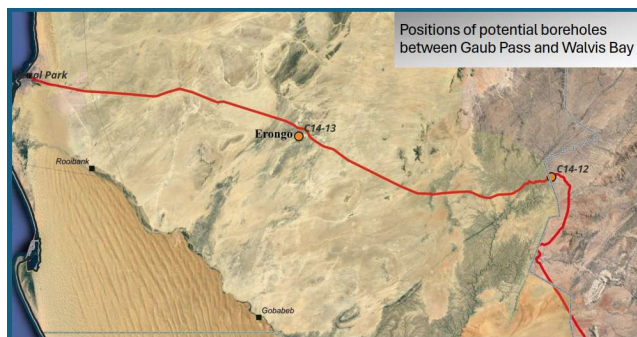
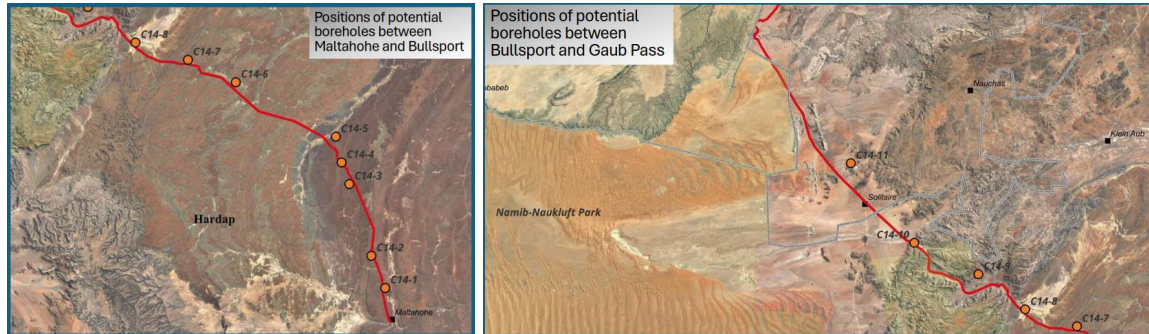


- **Borrow Pits:**
  - *An investigation was done to determine sources of road construction material in the area.*
  - *During the investigation, 40 new borrow pits were identified.*
  - *The borrow pits identified are shown:*



- Construction Water:
  - *An investigation was done to determine sources of construction water*

- *The target sites indicated below have been identified as potential borehole sites.*
- *The quality and quantity of water is **still unknown** and will only be confirmed once boreholes have been drilled and tested.*
- *Construction water between Solitaire and Walvis Bay **is a concern**.*
- *Investigations for alternative sources from existing NAMWATER schemes are currently underway.*



#### 14. Questions & Answers

**Q1 (Cobus Bruwer):** Will you cover some old borrow pits from previous periods?

**Response (Vernon du Preez):** *That we can definitely include. Normally when a road is constructed/re-gravelled, we look at exiting borrow pits and rehabilitate where necessary.*

**Q2 (Boesman Davids):** I have a canyon on my farm and previously when they were working on the road they went onto my farm with bulldozers and took a lot of gravel and tried to close the canyon to catch water.

**Response (Rian du Toit):** *The principle is wrong.*

**Q3 (William Cloete):** Have you looked at the water reserves at Klein Aub? There is a lot of water and there was some re-gravelling done on that road recently.

**Response (Clyde Besser):** *Thank you for that input, we will take that into consideration.*

**Q4 (Schudonne Feris):** When will road construction start? Is there an option for young people to get employment?

**Response (Beaven Sikanda):** *Planned start is April/May 2025. Yes, the RA rule is to employ people from along the road/area. The employment process will go through the Regional Governor's Office.*

**Q5 (William Cloete):** Rerouting of tourist traffic in the passes is a concern, these are tourist routes, will you provide alternative scenic drives? It is also a safety concern because tourists stop anywhere to admire the scenery and wildlife. Another safety concern is, will you put up guardrails?

**Response (Vernon du Preez):** *It was my request to maintain access to the old roads through the passes.*

**Response (Ottilia Morkel):** *Access to the old roads through the passes will be maintained for tourists to enjoy the scenery, while the main traffic can travel on the new route. Provision for guardrails has been made.*

**Q6 (Cobus Bruwer):** I would like to mention a few things that should be taken into consideration: This area is incredibly environmentally sensitive; the road goes through a national park.

This road will compliment tourism in the area. We must remember that safety is very important, but so are the aesthetics of the road. There should be stop areas where cars can stop, and people can enjoy the scenery. It may be important to consider the possibility of toilet facilities because it is a long stretch of road. There are beautiful trees when coming through the Namib Naukluft Park, please don't clear them, please be considerate. The Namib Naukluft Park is our asset in this area, that is why people come here, but it also draws criminals. There should be signage with the park rules. Some areas should have control points going into sensitive areas, that would present MEFT, Nampol and local residents with the opportunity to protect the area. Let this road show case Namibia. Heavy traffic is a concern, maybe that traffic can be deterred from using this road, it might be difficult, but something worth considering. Tourism is a very important aspect of this area and this road will attract new traffic.

**Response (Rian du Toit):** *We take note. The design team needs to look at the aesthetics of the design. Regarding the route of heavy vehicles, we don't have data on which routes they are currently taking.*

**Response (Beaven Sikanda):** *When trucks enter the country, they have to cross the weighbridges at the borders and indicate where they are going. We can get that information.*

**Q7 (Theo Hansen):** The road between Maltahöhe and Soliataire via Maltahöhe was well built in the old days. Will you change the route?

**Response (Clyde Besser):** *No, the only realignment will take place in the Ghaub and Kuiseb Passes.*

**Q8 (Vernon du Preez):** Is fencing required along the route?

**Response (Cobus Bruwer):** *Not along the park, but along the commercial farms yes. There are already fences.*

**Response (Theo Hansen):** *Our fences are often destroyed when Zebras migrate to grasslands. In addition, the parking area at Blasskranz is a poaching hot spot.*

**Response (Cobus Bruwer):** *Poaching in these areas are a huge concern.*

**Response (Theo Hansen):** *Night driving is dangerous, there are a lot of animals crossing the road.*

**Response (Rian du Toit):** *We can educate the people on the dangers by putting up signboards.*

**Response (Cobus Bruwer):** *I am against fencing the park areas, but a speed limit might assist.*

**Response (Rian du Toit):** *The sighting distance for traffic has been considered, but awareness is important, as well as some speed limits in certain areas.*

**Q9 (Daryl Mwilima):** We really appreciate the project, but we would like to request help from the contractors when they get to site. They need to know where their employees move around, and they should carry identification to assist us in recognizing them in the area. Night movement should be restricted.

**Response (Rian du Toit):** *The contractor will receive a list of rules that they need to adhere to. Such as: use gas no wood for cooking; curfews; marked vehicles; drying of meat – warrants an immediate investigation; etc.*

15. Closing

Rian du Toit, EMC

Mr. du Toit thanked all attendees for making their time available to attend the meeting and for their valuable inputs.

**End of meeting 17:45**



Venue: Solitaire

Date: 06/11/2024

Project: Upgrade to Bitumen Standards of MR36 and MR31

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C. Besser	Tulipamwe CE	Engineer	0811623655	admin@tulipamwe.com	[Signature]
O. A. MAREZ	TULIPAMWE CONSULTING ENGINEERS	ENGINEER	086971861	othlemareza@tulipamwe.com	[Signature]
Elizabeth Swartz	klawb.		0812753413		E. Swartz
Emmie Oseb	klaub		0712612022		E. Oseb
Mariana Schuster			0815604660		

Venue: Solitaire Date: 06/11/2024

Project: Upgrade to Bitumen Standards of MR36 and MR31

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Rencha Vries	Klein / Aub		0817482683		R. Vries
Anthony Osab	Klein - Aub		0817185053		A. Osab
Inelda Kratoch	Klein - Aub		0813867613		Inelda
Jenzi van Wyk	Klein - Aub		0813029885		J. v. Wyk
Arencia Oses	Klein - Aub		0812587896		A. Oses
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BEAVER SIKANDA	RA	PCE	0811404677	sikandabera.org.za	B. Sikanda
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**Detailed Design, Tender Documentation, for the Upgrading to Bitumen Standards  
of Main Road 36 and Main Road 31 from Walvisbay to Maltahohe via Solitaire in  
the Erongo, Khomas and Hardap Regions**

**Meeting Minutes**

**Type of Meeting:** Public Consultation Meeting  
**Venue:** NG Church Meersig Hall, Walvis Bay  
**Date:** Tuesday, 5 November 2024  
**Time:** 17h30 – 19h00

Agenda

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  - *Reduction of motor vehicle operating cost;*

- *Possible loss - sense of place;*
- *Possible increase in animal collisions (speed related);*
- *Lower road maintenance cost;*
- *Hinderance to game movement patterns;*
- *Littering alongside the road (increased traffic).*
- The Environmental and Social Management Plan (ESMP) – (tells us how we are going to manage the environment):
  - *The EMP is conditional to the applicable ECC.*
  - *The ESMP intends to bridge the gap between the EIA findings and the implementation of the project.*
  - *The ESMP detail actions to ensure compliance with regulatory bodies and further ensures that environmental performance is increased through mitigation measures on impacts as they occur.*
  - *Monitoring, auditing and taking corrective actions during implementation are crucial interventions to successfully implement the ESMP.*
  - *The ESMP is a contractual agreement between the Proponent (R.A) and the Contractor (including the sub-contractors / SMEs) and is conditional to the applicable Environmental Clearance Certificate.*
- ESMP implementation on site
  - Our objective is:
    - *To avoid/minimise/reduce the negative impacts and enhance the positive impacts.*
    - *We want to avoid – spillage, pollution (surface water/soil, etc), bad waste management practices, etc. Borrow pits must be left by the contractor in an acceptable condition.*
  - Examples of good practices on site:





- The objective of an EIA is to maintain sustainability - a balance between development and conservation.
  - *EIA helps to achieve the principles of Integrated Environmental Management (IEM) into all decisions made which may have a significant effect on the environment;*
  - *The identification, prediction and evaluation of the actual and potential impacts on the environment with a view to minimize negative impacts and maximize the benefits of an activity, contributing to sustainability.*
- On the one hand we have the EIA to look at the impacts that this project will have and on the other hand we have the EMP which will become part of the contractor's contract which addresses the negative impacts to ensure that the negative impacts are avoided or mitigated by the contractor.

## 19. Technical Discussion - Project Scope

Ottilia Morkel, TCE

- Project Background
  - *The upgrading of the C14 (Walvis Bay to Maltahöhe via Solitaire) has been considered for quite some time. The Roads Authority of Namibia initially commissioned a feasibility study in June 2012. The study was conducted in July 2012 and May 2013.*
  - *The study carefully looked at all the road links, and after thorough investigation found that the link including the MR31 and MR36 (Walvis Bay to Maltahohe via Solitaire) is the most important link since it carries the most traffic, and it is found along a very important tourist area.*
- Specifications:

- Road length = 385km
- Total road width = 11.4m
- Width of travelled way = 7.4m
- Road level = minimum of 400mm above adjacent ground level
- Material = Gravel pavement layers with bitumen surfacing
- New Alignment:
  - The road will be designed for a speed of 120 km/h and will generally follow the existing road. This is to minimize the following:
    - a) Cost
    - b) Impact on adjacent properties
    - c) Impact of new road footprint
  - However, certain sections of existing road do not comply with minimum design standards for the required speed. Therefore, these sections must be re-aligned **to ensure safety is not compromised.**
  - Some factors that dictate whether the existing alignment requires amendments include:
    - a) Maximum gradient (for heavy vehicles including loaded buses).
    - b) Sufficient sight distance to stop for obstructions in the road.
    - c) Sufficient sight distance to overtake another vehicle.
- Amendments to alignment:
  - Sections of road that require significant changes includes the **Gaub Pass** and the **Kuiseb Pass**.
  - Primarily due to steep gradients and substandard horizontal curves.
  - Implementing lower operating speeds along the passes is advised but, the design must still ensure the safe operation of vehicles travelling at a higher speeds.
  - The re-alignments are depicted:

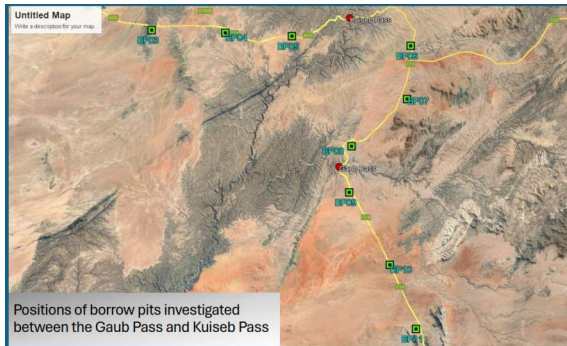
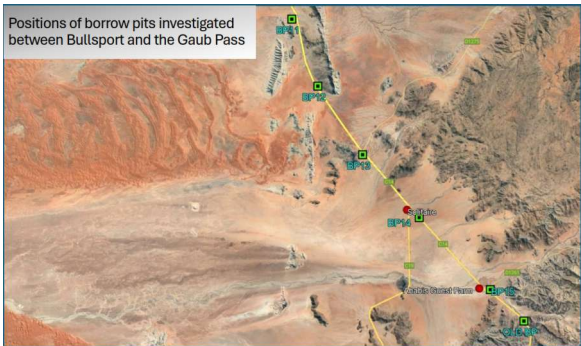
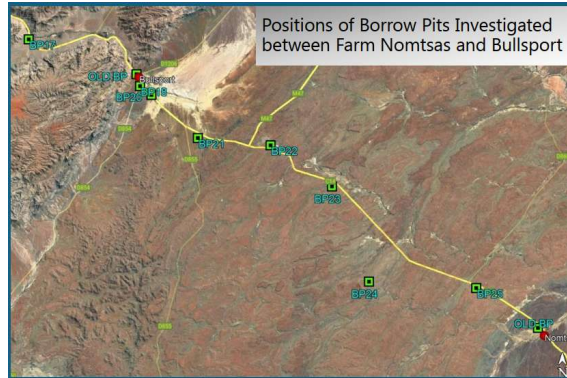
Preliminary Proposed Changes along Gaub Pass

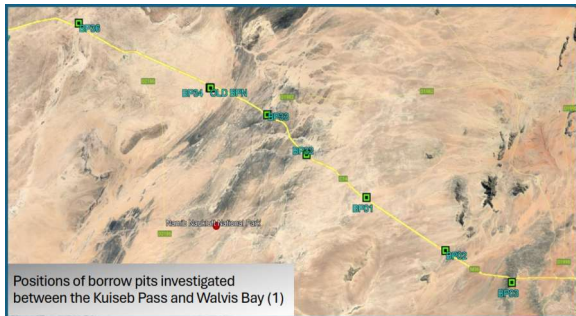


Preliminary Proposed Changes along Kuiseb Pass



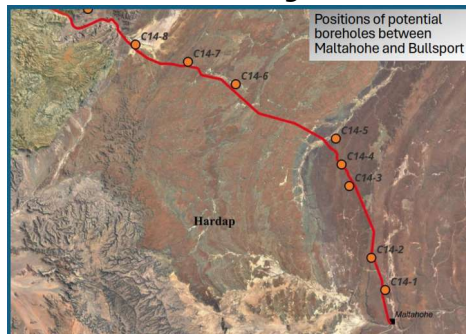
- *Borrow Pits:*
  - *An investigation was done to determine sources of road construction material in the area.*
  - *During the investigation, 40 new borrow pits were identified.*
  - *The borrow pits identified are shown:*

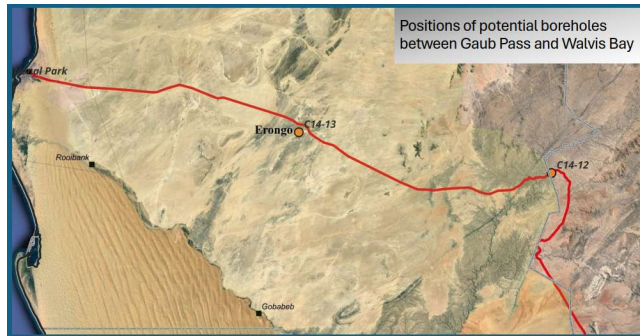




- Construction Water:

- An investigation was done to determine sources of construction water
- The target sites indicated below have been identified as potential borehole sites.
- The quality and quantity of water is **still unknown** and will only be confirmed once boreholes have been drilled and tested.
- Construction water between Solitaire and Walvis Bay **is a concern**.
- Investigations for alternative sources from existing NAMWATER schemes are currently underway.





## 20. Need and Desirability

Johann Essmann, RA

The Regional Manager for the Otjiwarongo Maintenance District, Mr Johann Essmann explained that the road between Walvis Bay and the Kuiseb Pass falls under his supervision and that gravel and water required to maintain the gravel road are difficult to obtain. The quality of the gravel along the section of the road is marginal and water is scarce. 250 – 300m<sup>3</sup> of water is required per day for blading, in addition, blading of the gravel road between Walvis Bay and the Kuiseb costs approximately N\$ 5 million a year for blading twice a month.

In 2012/2013, a Feasibility Study was done by VKE for the road between Walvis Bay and Aus and the recommendation was to upgrade the road to Low Volume Seal (LVS) at that time already. In 2014, the road from the Kuiseb up to Rooikop was re-gravelled, there was no water, we sourced water from the borehole at the ranger station at Gamab, but that water was intended for the animals and we were stopped from using it, then we had to do semi- and dry compaction. Re-gravelling needs to be done every 5 to 10 years, but in these arid conditions it is likely to be done every 5 years, the environmentalist already mentioned 77 borrow pits along a section of the road. Blading the road is no longer a feasible option; the road has reached the end of its lifespan.

For road maintenance there are 3 options: short, medium and long term. Short- and medium-term options are blading or re-gravelling/upgrading to a gypsum road, the latter of which was carried out under emergency repairs along this section of the road. The long-term solution for this road is to upgrade to bitumen standards. Approximately 300 vehicles are counted along this road per day of which 10 – 15% are heavy vehicles, making the long-term solution the most viable one. We are considering the construction of pipeline for brine water from Walvis Bay to the Kuiseb to make water available for maintenance and construction (N\$200 million).

## 21. Questions & Answers

**Q1 (Rian du Toit):** Building a bitumen road takes time. Have you done a calculation on construction time for the entire road? How will this project be phased?

**Response (Clyde Besser):** That always depends on funding, but my guess is 6 – 10 years.

**Response (Beavan Sikanda):** The project will be split up into 3 phases. Phase 1 is from the Kuiseb Pass to Solitaire, phase 2 from Solitaire to Maltahöhe and phase 3 from Walvis Bay to the Kuiseb Pass. The section between Walvis Bay and the Kuiseb Pass will be done last due to the current rehabilitation works that are being done on that section. If project is funded optimally, it could be done in 4-5 years.

**Q2 (Colin Izaaks):** I am a regular road user and would like to thank the RA for this initiative. There are 40km that are very bad between Walvis Bay and the Kuiseb Pass, will you also look at these bad sections?

**Response (Clyde Besser):** The project is likely to take between 6 to 10 years for the construction of the entire section, which is dependent on the funding.

**Response (Beavan Sikanda):** If optimum funding can be obtained it could be done in 3 to 5 years, which would be ideal.

**Response (Johann Essmann):** The bad section of the road is a maintenance issue and additional funding has been requested to rehabilitate it as a brine (salt) road.

**Q3 (Esther Kayala – MEFT Warden):** I am very excited about this road. When the construction starts, do you rehabilitate as you go or only once the project is completed? My concern is that crimes like poaching and hijacking will increase along the road. What can be done about that?

**Response (Rian du Toit):** The rehabilitation is dependent on the number of contractors that will be appointed. Usually, rehabilitation is being done as sections are completed. The contractor also has a rehabilitation plan, it is a continuous process. We understand that poaching is happening, during the construction period there will be checks, but during the operational phases there will need to be stricter measures implemented. Do you have statistics on poaching incidents?

**Response (Lee Tindall):** The Nauchas Police Station might have.

**Q4 (Conrad Theron):** You talk about building a pipeline, it is a huge cost. Have you considered solar stations as an electricity alternative? I my experience gypsum road with salt water, when the rain comes the calcium will be washed off.

**Response (Johann Essmann):** We have done an investigation, and we are looking at pump stations with solar pumps, but this fee also includes maintenance. Over 10 years the pipeline will be much cheaper than the trucks we are currently using due to the urgency of the project. This is only in the feasibility stage.

There will be some leaching, but we have tested it by watering it with fresh water and it holds up well. We will also put up all necessary road signs should the road become slippery.

**Q5 (Johann Essmann):** Is the road being fenced?

**Response (Clyde Besser):** No, not where there are currently no fences.

**Q6 (Kisting):** How many contractors will be appointed for the construction?

**Response (Clyde Besser):** The idea is to appoint one contractor per phase.

**Q7 (Murray Tindall):** Mitigation measures need to be implemented early on, relevant road signs need to be put up (speed limits, blind rises, etc). We cannot wait for people to have accidents before something is being done. The original purpose of the road was to link Walvis Bay to Johannesburg as a dual carriage way, is that still the plan and is the sufficient space to overtake?

**Response (Rian du Toit):** *The public must be informed, but people also need to adhere to the rules.*

**Response (Johann Essmann):** *The road signs for the rehabilitated road have been ordered and the old signs are still there. Guardrails to be put up in the pass and the speed limit reduced to 40km/h.*

**Response (Clyde Besser):** *A 2 +1 must be warranted by the road use, but there will be ample space and sighting distance to overtake trucks.*

**Q8 (Rita Kearns):** My concern is that the quality of work will differ if different contractors do the work.

**Response (Rian du Toit):** *The quality of work will depend on supervision.*

**Q9 (Esther Kayala):** When can we expect the EIA?

**Response (Rian du Toit):** *There are still some investigations that need to be completed as well as a proposed socio-economic survey which was suggested to RA might have to be conducted.*

**Q2 (Colin Izaaks):** Are you going to partner with MTC to provide better network connections for quicker emergency response and roadblocks? MTC should be partnering with the government on these types of projects. Nampol and MEFT should start with roadblocks in the parks.

**Response (Rian du Toit):** *It is a very good point. How can that be incorporated into?*

**Response (Johann Essmann):** *We should see how we can address those interventions now already.*

22. Closing

Rian du Toit, EMC

Mr. du Toit thanked all attendees for making their time available to attend the meeting and for their valuable inputs.

**End of meeting 19:20**





Attendance Register



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Venue: NG Church, Meersig, WRB Date: 05/11/2024

Project: Upgrade to Bitumen Standards of MR36 and MR31

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