ENVIRONMENTAL MANAGEMENT PLAN FOR PROPOSED CONSTRUCTION AND OPERATIONS OF A FILLING STATION AND TRUCKT PORT IN GOBABIS OMAHEKE REGION ALONG SIDE THE B1 TRANS-KLAHARI ROAD.

PREPARED FOR: TRANS-KALAHARI CONTAINER TERMINAL CC
JUNE 2025

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FOR AND ON BEHALF OF:

TRANS-KALAHARI CONTAINER TERMINAL CC

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EXECUTIVE SUMMARY

The proponent, Trans-kalahari container terminal cc has appointed advanced environmental agency cc to , establish Environmental Management Plan for ecc renewal, a Environmental Clearance Certificate for the proposed construction and operation of a filling station and truct port,and decommissioning phases on a municipal land.trans Kalahari container was issued an ecc in 2022 june for the mentioned project.

The main activities of the proposed project will be to establish a filling station and truct port with a capacity of 23 000 litres (23 m^3) underground with dispenser pump. The proposed project is a listed activity that requires an environmental study, according to the Environmental Management Act No.7 of 2007 and it's Environmental Impact Assessment Regulation of 2012. As a result, an environmental assessment for the planned project is required to guarantee the environment and general public in the near surroundings of the proposed project area are protect.

Contents

1. INTRODUCTION

1.1 Project background

Trans Kalahari container is a Namibian owned business entity based in Windhoek. The proponent intends to establish and run a local diesel facility on a municipal land gobabis along B1 trans- Kalahari .

The proposed project will be to establish a filling station and truck port with a capacity of 2 underground tanks 23 000 litres (23 m3) with dispenser pump. The proposed project is a listed activity that requires an environmental study, according to the Environmental Management Act No.7 of 2007 and it's Environmental Impact Assessment Regulation of 2012. As a result, an Environmental Impact Assessment for the planned project is required to guarantee the environment and general public protection.

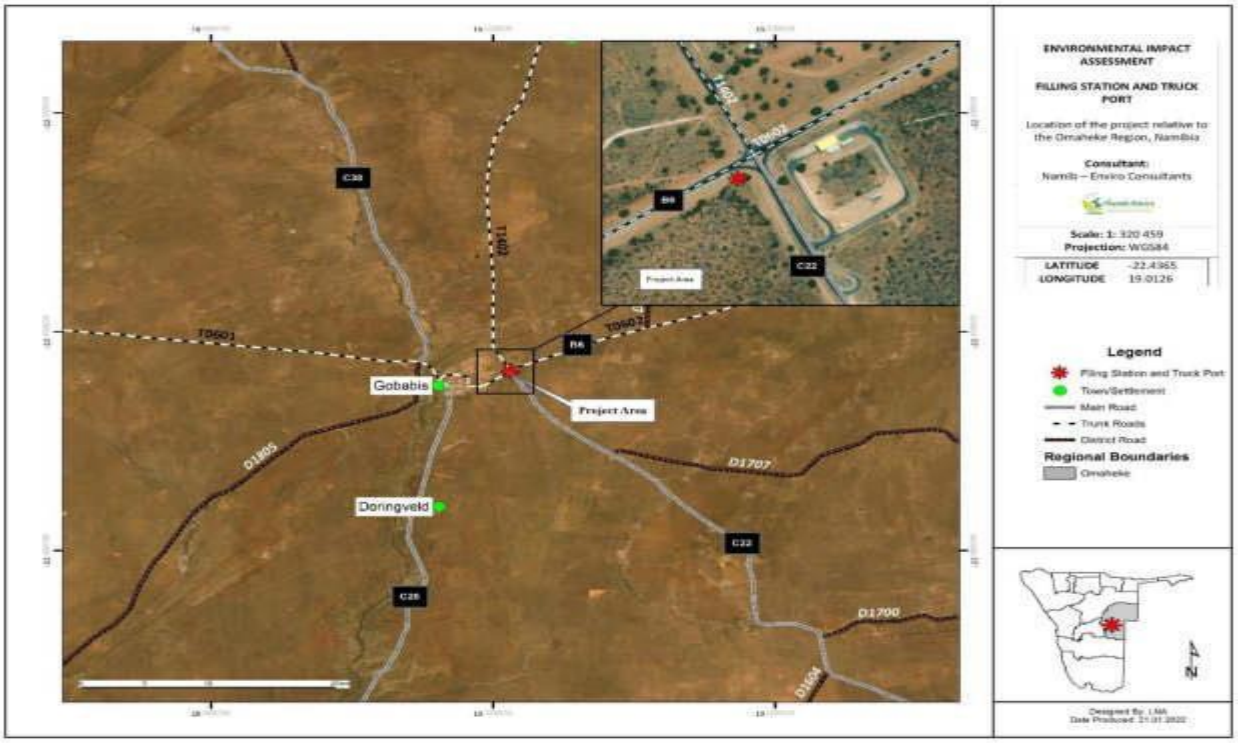
The proposed project will also include the following facilities:

- Truck port with secure parking area;
- Small shop where drivers can procure food, refreshments and basic commodities;
- Restaurant offering sit-down food and refreshment offerings; and
- Ablution facilities.

Farmers and general commercial entrepreneurs of Gobais and truck using the b2 road areas, and motorist travelling around omaheke region and gobabis will benefit from this project since the majority find it hard finding rest places in gobabis town, the proposed project will also open up opportunities, necessitating the need for transportation services and accompanying infrastructure such as fuel stations, car wash, take away and garages.

Project location

The proposed development infrastructure of filling station and truck port will be located within municipal land along the B1 trans Kalahari road co-ordinates -22.4365, 19.0126.



Terms of reference

The EIA procedure for the planned project has been carried out in accordance with the EMA No. 7 of 2007 and its EIA Regulations. The EIA procedure included the steps listed below, which are detailed in this document:

- Give a full description of the proposed activity
- List all laws and regulations that apply to the proposed project
- A summary of the methodology used to conduct the EIA in accordance with Namibia's legal environmental framework
- Determine the sensitivity of existing environmental (both biophysical and socioeconomic) conditions in the area
- Provide details of the proposed project activities to Interested and Affected Parties (I&APs) and appropriate authorities, as well as a reasonable chance for them to participate in the process

- Evaluate the development's possible environmental and social implications, as well as the significance of those impacts
- Outline management and mitigation actions in the form of an Environmental Management Plan (EMP) to reduce and/or mitigate potential negative consequences

This assessment's project involves the following:

- Identification and assessment of potential (negative) implications of proposed project activities on the receiving environment, including the local community.
- Provide mitigating actions to avoid or mitigate all of the observed consequences.

The major goal of this research is to apply for an ECC in accordance with the Environmental Management Act's requirements (Act No 7 of 2007).

2. LEGAL FRAMEWORK

Introduction

This section examines the legal framework in which the petrol tank project's proponent must operate in order to meet environmental management criteria. This involves an emphasis on national and international legal compliance during the development, operational, and decommissioning phases of the project. The Proponent shall be guided by all applicable policy, regulatory, and other criteria in operating the project in compliance with best practices and environmental management requirements.

2.1 Compliance to the Environmental Management Plan (EMP) to the Environmental Act

A list of activities that require an Environmental Clearance Certificate (ECC) is provided in Section 27 of the Environmental Management Act 2007 (Act No. 7 of 2007) (EMA). The EMP should be compliant with the Environmental Management Act (EMA), Act No. 7 of 2007, and the 2012 EIA requirements (Government Notice: 30).

Listed activities

According to the Environmental Management Act of 2007 (Act No. 7 of 2007) and the Environmental Impact Assessment Regulation (Government Notice No. 30 of 2012), the proposed project triggers the following activities, which are prohibited without an Environmental Clearance Certificate, necessitating an EIA Scoping Exercise.

Table 1 Listed activities

Activity	**Applicability**
Activity 9.5 Storage and handling of dangerous good	Construction of filling stations or any other facility for the underground and aboveground storage of dangerous goods, including petrol, diesel, liquid, petroleum, gas or paraffin.
Activity 10.1 (a) Infrastructures	Oil, water, gas and petrochemical and other bulk supply pipelines.

Legal requirements

As shown in Table 2 below, there are other legal and policy documents and guidelines that must be taken into account while conducting an EIA in addition to the EMA and the Environmental Assessment Policy. It is the proponent's duty to see to it that the fuel storage facility complies with all other national development plans and the law.

Table 2 Applicable environmental legal framework and their relevance to the project

Legislation/policy	**Provision**	**Relevance to the project**
The Constitution of the Republic of Namibia (1990)	The articles 91(c) and 95(i) commits the state to actively promote and sustain environmental welfare of the nation by formulating and institutionalising policies to	Ecological sustainability should guide operations of fuel service station operations.

	accomplish the Sustainable objectives.	
Environmental Assessment Policy (1995)	Promotes Sustainable development and Environmental Conservation emphasize the importance of Environmental assessments as a key tool towards environmental Sustainability.	Environmental Protection
Environmental Management Act No. 07 of 2007	Requires that projects with significant environmental impact are subject to an environmental assessment process (Section 27).	All formal requirements as per the act will be duly identified and adhered to. The Project will follow this act accordingly and consider all aspects inclusive of the assessment process and acquire environmental clearance.
EIA Regulations 2007	Details requirements for public consultation within a given environmental assessment process. Details the requirements for what should be included in a Scoping Report.	
Petroleum Products and Energy Act (No. 13 of 1990) Regulations (2001)	Regulation 3(2)(b) states that "No person shall possess or store any fuel except under authority of a licence or a certificate, excluding a person who possesses or stores such fuel in a quantity of 600 litres or less in any container kept at a place outside a local authority area	A Petroleum Retail License should be applied for and obtained from the Petroleum Affairs Division of the Ministry of Mines and Energy (MME).

South African National Standard (SANS) 10089-3 (2008	The petroleum industry Part 3: The installation, modification, and decommissioning of underground storage tanks, pumps/dispensers and pipework at service stations and consumer installations.	
Soil Conservation, 1969 (Act 76 of 1969) and the Soil Conservation Amendment Act (Act 38 of 1971)	Makes provision for the prevention and control of soil erosion	Monitor and apply the soil conservation mechanisms
The Water Act 54 of 1956	The Act was formulated to consolidate and amend the laws relating to the control, conservation and use of water for domestic, agricultural, urban and industrial purposes; tomake provision for the control, in certain respects, of the use of sea water for certain purposes; for the control of certain activities on or in water in certain areas.	Projects of this type are usually associated with activities that may directly affect water conservation, management and use therefore, requires the implementation of water conservation techniques.
Forest Act 12 of 2001 **Forest Act Regulations 2015**	To provide for the protection of the environment and the control and management of forest. Relevant sections: Approval required for the clearance of vegetation on more than 15 hectares (Section 23, subsection 1 (b)).	Forestry permits maybe required for vegetation clearing
Public Health Act (Act No. 36 of 1919)	Advocates for Public Health and safety	Personal Protective Equipment (PPE)

The Occupational Safety and Health Act No. 11 of 2007	Advocates for employee and public safety, health	In the working context "SAFETY" implies "free from danger"
National Solid Waste Management Strategy	The Strategy ensures that the future directions, regulations, funding and action plans to improve solid waste management are properly co-ordinated and consistent with national policy, and to facilitate co-operation between stakeholders	Waste management plans
Pollution Control and Waste Management Bill	The bill aims to "prevent and regulate the discharge of pollutants to the air, water and land" Of particular reference to the Project is: Section 21 "(1) Subject to sub-section (4) and section 22, no person shall cause or permit the discharge of pollutants or waste into any water or watercourse." Section 55 "(1) No person may produce, collect, transport, sort, recover, treat, store, dispose of or otherwise manage waste in a manner that results in or creates a significant risk of harm to human health or the environment."	The Project should make it mandatory that all their site waste produced as a result of their activities, directly or indirectly is managed in a manner that do not cause environmental threat and risk both to the surroundings and the local communities.
Road Traffic and Transport Act, No. 22 of 1999	The Act provides for the establishment of the Transportation Commission of Namibia; for the control of traffic on public roads, the licensing of drivers, the registration and licensing of vehicles, the control	The Proponent will be required to obtain all the relevant permits (access road) in order to undertake activities involving road

	and regulation of road transport across Namibia's borders; and for matters incidental thereto.	transportation or access onto existing roads.
Labour Act 11 of 2007	Empowers the minister responsible for labour to publish regulations pertaining to health and safety of labourers (S135). Details requirements regarding minimum wage and working conditions (S39-47).	All contractors involved in the project and transportation of the tanks are required to complying with this Act and its regulations.

3. IMPACT ASSESSMENT METHODOLOGY

3.1 Assessment of impact

The magnitude and temporal and spatial scales of the project, as well as the specific activities involved with the project, are used to determine the significance of an impact. At all times, the evaluation of the environmental effects of development operations should attempt to be objective and unbiased. Environmental assessment processes, on the other hand, can be prone to the subjectivity that comes with attempting to quantify significance. The significance of an impact is determined by the impact's spatial and temporal scale, as well as its intensity.

The extent, magnitude, and duration of each effect would be addressed. When determining the significance of an impact, these criteria would be applied both when the most efficient

mitigation measures were in place and when there was no mitigation at all. The whole range of feasible and practical mitigation methods would be represented by the mitigation detailed in the scoping report.

Table 3 Criteria for assessing impacts

Criteria	**Category**	**Description**
Criteria for ranking Spatial (extent) impact	National	Beyond a 10 Km radius of the site
	Regional	Within a 5 Km radius of the centre of the site
	Local	Within a 2 Km radius of the the centre of the site
	Site specific	On site or within the boundaries of the property
	Zero	
Criteria for ranking the magnitute of impacts	High	Natural and/ or social functions and/ or processes are severely altered
	Medium	Natural and/ or social functions and/ or processes are notably altered
	Low	Natural and/ or social functions and/ or processes are slightly altered
	Very low	Natural and/ or social functions and/ or processes are negligibly altered
	Zero	Natural and/ or social functions and/ or processes remain unaltered

Criteria for ranking the duration of impact	Zero	Zero time
	Short term	Up to 18 months
	Medium term	0-5 years (after operation)
	Long term	5- 10 years (after operation)
	Permanent	More than 10 years (after operation)
Probability	Definite	Estimated greater than 95 % chance of the impact occurring
	Very likely	Estimated 50 to 95% chance of the impact Occurring
	Fairly likey	Estimated 5 to 50 % chance of the impact Occurring
	Unlikely	Estimated less than 5 % chance of the impact occurring
	Zero	Definitely no chance of occurrence
Confidence	Certain	Wealth of information on and sound understanding of the environmental factors potentially influencing the impact
	Sure	Reasonable amount of useful information on and relatively sound understanding of the environmental factors potentially influencing the impact
	Unsure	Limited useful information on and understanding of the environmental factors

		potentially influencing this impact
Reversibility	Irreversible	The activity will lead to an impact that is Permanent
	Reversible	The impact is reversible, within a period of 10 years.

Environmental Mitigation

Mitigation strategies should be developed for each impact analysed in order to lessen and/or prevent undesirable effects. To guarantee their implementation during the course of the proposed activity, these mitigation measures are also included in the Environmental Management Plan (EMP). To lessen and/or minimize negative effects, mitigating measures should be identified for each impact analysed. To guarantee their implementation during the course of the proposed activity, these mitigation measures are also included in the Environmental Management Plan (EMP).

4. ENVIRONMENTAL MANAGEMENT PLAN

Overview

This chapter will have analyesd all environmental and socio-economic consequences based on the current environmental and social structure of the project operations on ground Advanced environmental agency Consultants have adopted this Environmental Management Plan (EMP) in accordance with Namibian environmental regulations and international methodologies in hopes of preventing, minimize, and mitigate any negative consequences while promoting good outcomes.

4.1 Identified potential impacts

4.1.1 Direct and indirect effects

Socioeconomic impacts

The proposed project will create employment opportunities to people within the project region as it is targeting to employ at least 15 people, during both construction and operation phases, thus generating wealth and improve livelihoods. Besides direct employment, the project will:

- Improve efficiency in production as the farmers will be able to access fuel commodities and related products within a closer distance,
- Revenue generation that will contribute to the national income through tax on profits and VAT (Value Added Tax) collections.
- Reduced accidents through the provision of safe parking place for long distance drivers.
- Access to fuel products to the general bulk users alike.

4.1.2 Cumulative and Irreversible effects

Impacts of construction activities

During the construction phase, sources of negative environmental impacts will emanate from the site preparation activities including excavation of soils, and other geological formations, levelling of landscape and the subsequent construction activities.

The biophysical environment will be negatively impacted by the actions listed above in many ways. The ensuing disturbance of the exposed topsoil, which could lead to soil erosion and siltation, will have immediate detrimental consequences. The combined effect of site preparation and construction activities on the site has the potential to cause soil erosion. Continued soil loss may occur as a result of development on the altered site, particularly during the construction period when the earth is exposed. Rainwater washing away soil can have serious ecological repercussions. At the location, however, this is not expected. If proper building processes are not followed, there may be negative repercussions linked to visual intrusion, pollution, and negative socio-economic implications (including safety and health dangers), among other negative aspects.

Table 4 Identified potential impacts and their mitigation measures

Impacts due to the installation of the tank	**Measurement**	**Rating**	**Mitigation**
	Duration Extent	Permanent Site specific	If possible rehabilitate the site after construction

Landscape alternation: digging and excating	Magnitude Probability Reversible	Low Fairly likely Reversible	
Vegetation: Flora	Duration Extent Magnitude Probability Reversible	Medium Site specific Low Definite Reversible	Reintroduction/replanting endemic or noninvasive plants at the site upon ceasing of the project.
Access roads: establishment of road tracks	Duration Extent Magnitude Probability Reversible	Permanent Site specific Low Very likely Reversible	Use existing access roads
Oil spills: soil pollution (oil leakeges from machinery)	Duration Extent Magnitude Probability Reversible	Short-term Local Low Definite Reversibility	If an oil spill occurs, collect the contaminated soil, store in drums or appropriate structures and dispose at approved waste disposal site; Ensure all vehicles / machinery are well service, install drip trays and conduct regular leak inspection
Pollution: noise and dust (extraction and	Duration Extent Magnitude	Short-term Local Medium	Use dust suppression measures to mitigate dust impacts

transportation of the sand and cocrete)	Probability Reversible	Definite Reversible	Provide dust masks and ear muffs to machinery operators
Socio-economic environment: development and employment opportunities	Duration Extent Magnitude Probability Reversible	Long and short-term National & local Medium Definite Reversibility	Employ local labour as far as possible Establish on the job training and other capacity development training programs

5. ENVIRONMENTAL MANAGEMENT PLAN (EMP)

This Environmental Management Plan (EMP) was prepared as part of the Scoping Report for the planned construction and operations of a truck port development facility by the proponent as part of the Environmental Assessment. The content has been adapted in accordance with the Environmental Management Act of 2007 (Act No. 7 of 2007) Regulation No. 30 of 2012, listing No. 8(j) (aa) (bb) (cc). The goal is to develop management strategies to address the environmental consequences indicated in the Scoping Report.

The Environmental Management Plan for impacts related with the proposed construction and operations are described in this section. Environmental projects must be managed in a methodical, planned, and documented manner, according to the EMP. The Environmental Management Plan outlined below summaries the organizational structure, planning, and monitoring for environmental preservation at the proposed project site development.

5.1 Listed activities

An Environmental Clearance Certificate (ECC) is required for Listed Activities, and an Environmental Impact Assessment (EIA) is also required. The MET: DEA is devoted to promoting environmental management principles as the governmental institution responsible for the management and conservation of its natural resources. The Environmental Protection Agency (EPA) publishes a list of operations that require an EIA, and the proposed filling station and truck port is one of the specified activities or activities that cannot be carried out without an ECC. The goal of project activities that are described is to guarantee that the environmental implications are thoroughly examined.

The planned fuel facility continuation would result in a number of Listed Activities as defined by the Environmental Management Act, 2007 (Act No. 7 of 2007) and the Environmental Impact Assessment Regulation, 2007 (No. 30 of 2011). The following Table 5 is the listed activities induced by the proposed project.

Table 5 List of activities in the EIA regulation concerning the proposed project

Listed activity	***Applicability***	***Operation of the activity***
Activity 9.4 Storage and handling of dangerous goods	The storage and handling of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 m^3 at any location.	The project involves the handling and storage of dangerous goods.
Activity 9.5 Storage and handling of dangerous goods	Construction of filling stations or any other facility for the underground and aboveground storage of dangerous goods, including petrol, diesel, liquid, peroleum, gas or paraffin.	Installation of an aboveground petrol tank.

Roles and responsibility in EMP implementation
Environmental Management Plan administration

The management and staff, including the construction team, shall be required to familiarize themselves with the content of the document while the project Manager shall be tasked with the overall responsibility for the implementation thereof once the development is operational.

Environmental Awareness Training
Installation phase

The owner Trans Kalahari container cc and construction company shall ensure that all his/her staff are aware of the importance and implications of the EMP and the need to commit to the relevant provisions contained in the document.

Operational phase

The operational phase shall require that roles and responsibilities for all employees need to be established while the reasons and importance of mitigation measures shall be clearly explained, and this shall be an ongoing process. The positive socioeconomic and biodiversity impacts involve a number of external stakeholders and these relationships require close and regular interventions. Before commencement of business, the management shall send all its key personnel for training in handling dangerous and hazardous goods.

Table 6 Roles and responsibility in EMP implementation

Roles	**Environmental responsibilities**
Project Manager	Enforce the EMP implementation to contractors and all project workers.

Environmental Control Officer	- Implement, review and update the EMP. - Ensure all reporting and monitoring required under EMP is undertaken, documented and distributed as needed - Conducts environmental audit at work site with the support of environmental consultant. - Ensure materials being used on site are environmental friendly and safe.
The Department of Environmental Affairs	- Approve the EMP and any amendments to the EMP. - Review and approve environmental reports submitted as part of EMP implementation.
Environmental Consultant	- Conduct and monitor actions required by the EMP if required - Conducts environmental audit at work site - Ensure materials being used on site are environmental friendly and safe.
Site/Project Engineers	- Control and monitor actions required by the EMP. - Ensure documented procedures are followed and records kept on site.

	- Ensure any complaints are passed onto the management within 24 hours of receiving the complaint.
Labour	- Follow requirements as directed by site engineers. - Report any potential environmental issues to site engineer/project manager, indicating spilt oil, excess waste, excessive dust generation, dirty water running off the site and other possible non-conformances. - Compliance with the environmental specifications and enforce adherence. - Maintain a record of activities relevant to environmental management.

Scope of the Environmental Management Plan

Advanced environmental agency cc carried out and prepare the EMP according to a set of guidelines. Because of the importance of involving Interested and Affected Parties (I&APs) in environmental studies, the EMP ensures that I&APs concerns are addressed, as consultations were central to every step, such as MEFT's approval of the clearance process, which included local communities and nearby farm owners.

Scoping exercise

The scoping exercise aimed to identify and screen all relevant concerns associated to project development, as well as determine whether any detrimental consequences occurred that could render the proposed project ecologically unacceptable as soon as possible.

Existing environmental conditions

Environmental and socio-economic data from the surrounding areas were collected, processed, and analyzed to determine the current environmental conditions in the project area. The results of the analysis are reported in the sections below. Secondary data for the paper came from previous biological, zoological, botanical, and socioeconomic research conducted in the area.

Analysis of potential environmental impact

An assessment of the proposed project's environmental consequences and benefits in terms of the biophysical and socioeconomic environment, as well as an analysis of the impacts' scope, duration, intensity, and significance, has been carried out.

5.1.1 Formulation of possible mitigation measures

Based on the analysis of findings, a number of measures and plans for mitigating the identified possible adverse environmental impacts of the project are proposed. Further, the report proposes measures and plans for enhancing positive environmental impacts of the project. And wherever possible, the costs and benefits of these environmental measures are quantified.

Stakeholder consultation

The public will be notified via newspaper advertisements and a notice placed at the project location (the proponent'site at gobabis). The project was given 14-day comment period following the publication of the newspaper advertisements.

Monitoring

Environmental monitoring will involve measurement of relevant parameters, at a level of details accurate enough, to distinguish the anticipated changes. Monitoring aims at determining the effectiveness of actions to improve.

Table 7 Management strategies to address the environmental impacts of the proposed project

Negative impacts	**Mitigation measures**	**Responsible person**	**Monitoring**
Construction phase			
Oil spillage **Noise** **Dust** **Soil**	Ensure NO oil spillage Occurs Ensure use of Manual labour and hand tools	Contractor Supervising and Environmental Expert	Inspection/Observation
Operation phase			
General maintenance of the fuel storage tank, regular Cleaning of the tank	Oil Spillage Possible asphyxiation of Filling staion cleaners Generation of waste materials, e.g. paints, painting accessories	Ensure use of appropriate PPEs for cleaners including oxygen masks. Establish an environmental record keeping system.	Proponent - routine inspection

Generation of Solid waste	If not properly managed, could create hazardous conditions for those within the vicinity of the project site.	Ensure solid waste is collected regularly by professional waste handlers and disposed of at the designated dumping sites.	Proponent
Generation of sewerage, waste water	If not properly managed, could compromise sanitary hygiene of the development result in closure of the facility	Ensure the sewage waste water is collected and disposed of into the properly constructed septic tanks.	Proponent
Decommissioning phase			
Site closure and demolition of the site office, and all other associated infrastructure	Oil spillage Noise Dust Solid waste Soil destruction	Clean and treat all oil contaminated areas and tools, and dispose at an authorised dumping site. Implement an appropriate re-vegetation programmed to restore the site to its original status.	Contractor Environmental expert

6. PUBLIC PARTICIPATION

Overview

It is a norm that public consultation is required by legislation (EMA No. 7 of 2007) to be included in an EIA process, it is a major element of the EIA. By incorporating Interested and Affected Parties, public consultation ensures sound decision-making. As a result, the Public Participation Process (PPP) has been constructed to give I&APs the opportunity to learn more about the proposed project, provide input through document/report reviews, and raise any issues of concern during the PPP process.

Identification of Interested and Affected Parties (I&APs)

The EIA team identified I&APs and key stakeholders of the proposed project after the scoping process. The actions for public engagement in this EIA process have been incorporated into the overall approach of the EIA background information. I&APs were given the opportunity to register with the EIA team, and a separate database was built to store all of their names and correspondence information. It takes twenty-one (21) days for I&APs to be registered.

Distribution of Background Information Document (BID)

The BID gave a synopsis of the proposed project, as well as the project proponent and the entire EIA procedure to be followed.

Public Announcement

Notification of the start of the EIA process for the project was advertised in two Namibian national newspapers, Republiek and Confidente, in accordance with Section 21 (2)(c) of the EMA Act No. 7 of 2007. (Appendix). The advertisements essentially informed the public about the project and the EIA study, as well as inviting them to participate. In addition, the newspaper advertisements asked I&APs to register.

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7. CONCLUSIONS

The EIA procedure for the proposed construction and operations a of a filling station with truck port development was carried out in accordance with the EIA Regulations published in Government Notice No. 30, in accordance with Section 56 of the Namibia Environmental Management Act, 2007. (Act No. 7 of 2007).

Businesses are regarded advantageous and vital in relation to the proposed mitigation measures that will be implemented throughout the construction phase, the development's contribution to society, and the fact that the project is economically and environmentally sound. The proposed development, in our opinion, is a timely enterprise that will contribute to the proponent's timely investment as well as the government's aim to tax fuel in Namibia.

As a result, Advanced environmental agency cc Consultants came to the following conclusions and made the following recommendations:

The detected possible negative consequences linked with the proposed project and related activities were deemed to be of medium magnitude. The project can move on with its implementation as long as the mitigating measures outlined are followed. Nonetheless, major attention should be directed toward minimizing the occurrence of consequences that would impair the environment as a whole. As a result, by properly executing the recommended management action steps and conducting ongoing monitoring as advised below, these impacts can be reduced. As a conclusion of this report's observations it is recommended that the development be approved because the local public is very enthusiastic and eager to see progress in their neighbourhood.

As a result, it is recommended that the project site's filling station and truck port construction and operations be given an Environmental Clearance Certificate, provided that the proponent adhere to the the provided EMP.

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