

APP-006066

**PHASE 1 LAND RECLAMATION AND EXPANSION OF THE
PORT OF LÜDERITZ IN ROBERT HARBOUR, LÜDERITZ,
||KHARAS REGION**

Minutes of Meetings



February 2026

Minutes of Public Meeting: Lüderitz Port Expansion Project**Date: 03 October 2025****Time: 09:00****Venue: Turnhalle, Lüderitz****Attendance:**

Name and Surname	Organisation
Pierre Botha	Geo Pollution Technologies
André Faul	Geo Pollution Technologies
Morné de Jager	Enviro Acoustic Research
Vanessa Maitland	Maritime Archaeologist
Justine Louw	Lüderitz Town Council
Elzevir Gelderbloem	Namport
Wenzel Corneliës	!Aman Traditional Authority
Lucy Bok	!Aman Traditional Authority
Hendrik Frederik	!Aman Traditional Authority
Fredrika Nassauw	!Aman Traditional Authority
Melliny Kido	!Aman Traditional Authority
Isak Rooi	!Aman Traditional Authority
Christof Boois	!Aman Traditional Authority
Johannes Frederick	!Aman Traditional Authority
Cecil Kamupingene	Namport
Alexey Zavitaev	Namport
Johannes T Swartz	!Aman Traditional Authority
Mosiena Rooi	!Nami-nus Constituency Office
JN Toivo	Lüderitz Town Council
TP Kambonde	Lüderitz Town Council
Winfried Henok	Namport
Isaac Musungu	Lüderitz Town Council
Lucius Murorua	Nama Traditional Leaders Association Representative
Paul Marubella	Namport
Richard Kennedy	Namport
Randell Beukes	Lüderitz Waterfront Development Company
Helena Antonius	Lüderitz Town Council
Andrew Kanime	Namport

Abbreviations

dB	Decibel
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
GPT	Geo Pollution Technologies
IAP	Interested and Affected Party
LTC	Lüderitz Town Council
MEFT	Ministry of Environment, Forestry and Tourism
NHC	National Heritage Council of Namibia
NTLA	Nama Traditional Leaders Association

Minutes

Dr. André Faul welcomed all parties at the meeting and provided brief introductions and gave an overview of the project and what an environmental impact assessment entails. He then presented the findings of the visual impact assessment and terrestrial archaeology assessment after which he handed over to Ms. Vanessa Maitland to present the findings of the maritime archaeological assessment. Mr. Morné de Jager presented the findings of the noise assessment after which the audience were provided with the opportunity to ask questions.

Mr. [unknown] asked about the timeframe related to a finding during the construction phase [chance find procedure when an archaeological artefact is unearthed]. Specifically how long it will take before work can restart so that it does not hinder development.

Dr. Faul mentioned he is not sure whether there is a specific timeframe coupled to it, but that it will depend on the type of object found. If it is not something particularly important work can probably restart quickly, but if it is for example a mass grave it will take much longer.

Ms. Maitland answered that you can often tell from a picture what an artefact is. So often it can be concluded very fast.

Mr. Botha mentioned that the chances of finding something is very slim as the work will be offshore and a diving exercise was conducted for the maritime assessment and no archaeologically important artefacts were detected.

Mr. Randell Beukes of the Lüderitz Waterfront Development Company expressed his interest in the noise study that was conducted and asked if wind plays a role in noise. The Lüderitz Waterfront Development Company plans a hotel on next to Robert Harbour. He wondered if the wind will increase the noise generated at the harbour at the hotel.

Mr. de Jager stated various factors that affect noise including wind, temperature (day time vs night time), humidity, fog, etc. He explained that when wind has a speed up to 3 m/s, sound waves travelling in the direction the wind is blowing, is refracted downwards and thus increases the noise by up to 5 dB. However, when the wind speed increase above 5 m/s, turbulence start affecting sound waves and this reduces the noise experienced downwind.

Mr. [unknown] asked how long it will be before submission of the report to the MEFT.

Dr. Faul answered that it will depend on the amount of input that will still be received from the public and stated that the reports must also be circulated to registered IAPs for review and commenting. Ideally it should be finalized by end of October/beginning of November.

Ms. Justine Louw of the LTC asked about the impact on the jetty which is under the management of the Lüderitz Waterfront Development Company. She stated it is part of the active tourism corridors in Lüderitz and asked what recommendations are there to mitigate the impact of demolishing the jetty for Phase 2.

Mr. Gelderbloem stated it is not the waterfront jetty that will be demolished. It is the old wooden jetty that is already falling apart that will be replaced.

Chief Johannes Frederick of the !Aman Traditional Authority stated that although they were at first not well informed about the project, they now, having received more information, support the project as the custodians of the area. The questions they had were answered except one which is the issue of dust. He further said that the project must continue in order to create employment opportunities.

Dr. Faul explained that there are many more aspects than what were addressed in the meeting that will be in the assessment, including dust during construction and operations. He mentioned that dust is already addressed in Namport's operational EMP for the Port of Lüderitz. He further stated that those tenants that will have potential dust causing activities, must also have their own environmental assessments and management plans in which dust prevention must be included.

Chief Frederick also mentioned that in previous discussions between the NTLA and Namport, the issue of noise referred to the impact of noise on the skeletal remains of the ancestors buried at Shark Island rather than how noise will influence other receptors.

Mr. Pierre Botha indicated that the diving survey of Ms. Maitland indicated that no human remains were detected around Shark Island where the development will take place. Noise should thus not impact skeletal remains.

Chief Frederick confirmed that this is the answer that was sought by the community [i.e. if there are human remains or not]. One of the !Aman Traditional Authority councilors noted that they were present during the diving searches to observe if anything were found and stated that indeed nothing was found.

Ms. Louw asked what the buffer zone [no development zone] around the island will be as referred to in Ms. Maitland findings.

Dr. Faul said that the recommended buffer is about 20 m. There will thus be about 20 m of water between the rocky shore and the port area. The design will ultimately be finalized based on input from the specialists.

Mr. Botha stated that the studies were based on a rough footprint of where the port will be and that final designs will only later be completed.

Ms. Maitland indicated that the underwater topography will also ultimately determine where the reclaimed area's western border will/can be.

Mr. Gelderbloem stated that they can at maximum implement a buffer of 20 m. More than this jeopardises the feasibility of the project as not enough backup land will be available to support port operations.

A question was asked if cruise ships will still be allowed to enter the port or will this be suspended until construction is complete.

Mr. Gelderbloem affirmed that current operations will not be stopped or impacted.

It was asked if the detailed design of the port is not finalized yet and if the LTC can for example still give input on the aesthetics of the new design.

Mr. Gelderbloem confirmed that this is indeed the case. The EIA and EMP will advise on for example the maximum height of the buildings and the proposed colours of the buildings.

A question was asked regarding the duration of the project and when the port expansion will be finalized.

Mr Gelderbloem mentioned that the project is already behind schedule, but the process will not be rushed. All approval processes must first be completed. If construction can commence in 2025 it can be finalized by 2027 to 2028.

Ms. Louw asked if those parties objecting to the development, and those that are pro the development, can meet and find common ground for the project to proceed.

Mr. Gelderbloem said that the current meetings are aimed at precisely that. The consultants [GPT] will finalise the reports with all comments received from IAPs and if they find that the comments are completely negative, than another round of meetings may be required. If the comments are positive, then the submission will be made to the MEFT and the NHC. Also, if the objections are material and holds water, the authorities will not easily approve the project.

Mr. Andrew Kanime, the chief executive officer of Namport, commented that if the studies indicate that there are no human remains under water, the submissions must be made. Consultation cannot go on indefinitely. The specialist studies were already commissioned based on the concerns of IAPs and were not part of the original scope. He reiterated that they will try to find a common ground. Ultimately, the MEFT and NHC will make the decision, but a balanced report must be submitted to them.

Mr. Beukes asked if the potable water supply to Lüderitz was assessed and if a water supply study was conducted.

Dr. Faul indicated that over last years he asked NamWater for their water supply and demand statistics as part of other projects he was involved with. To date there is enough surplus water to supply the project.

Mr. Botha indicated that the groundwater reserves can further be developed if need be, as NamWater only abstract from the edge of the groundwater scheme. He further stated that if more water is required, desalination can also be considered.

Mr. Beukes explained that he is more concerned if the daily demand can be met by the supply from the storage reservoir.

Mr. Gelderbloem indicated that should the water supply be insufficient, a small, portable desalination plant can be used. He also stated that during operations the water demand will not put pressure on the towns supply.

Mr. Lucius Murorua, representing the NTLA, acknowledged that there is overall positive feedback from the community and that they embrace the project. He further stated that he was asked by the NTLA to observe the proceedings of the meetings and he is happy that the custodians of the land [the !Aman] are present and that they have a positive sentiment towards the project. He also reiterated the importance of the LTC to provide input on the aesthetics when the designs are finalised in order to preserve the memory of Shark Island. He said society has to move forward, but communities must not be alienated. He said he is happy, he has seen the positive sentiment towards the project with his own eyes. He mentioned the !Aman is the custodians of the land and as such they are also the “owners” of Namport which is a national asset. He further noted that all aspects of the project must be harmonized in order to move forward in a unified manner.

With no further questions the meeting was adjourned.

Minutes of Public Meeting: Lüderitz Port Expansion Project

Date: 04 October 2025

Time: 14:30

Venue: Turnhalle, Lüderitz

Attendance:

Name and Surname	Organisation
Pierre Botha	Geo Pollution Technologies
André Faul	Geo Pollution Technologies
Morné de Jager	Enviro Acoustic Research
Vanessa Maitland	Maritime Archaeologist
Elzevir Gelderbloem	Namport
Wenzel Cornelius	!Aman Traditional Authority
Otis Daniels	Namibia Media Holdings
Yvan Jacobs	Directorate Auxiliary Services
Fanuel Shinedima	TotalEnergies
Zeno Pack	GIZ
Helmut Plietz	A. Plietz Engineering
Ed Heal	Kelp Blue
Dura A Mutota	Namibian Navy
L Mweshixwa	Namibian Navy
Theodor Muduva	GIZ
Ria van Stade	Directorate Auxiliary Services
Richie Mutendere	Hyphen
Erich Looser	Haus Sandrose
Aina Petrus	
Kaino Enkali	
Andrew Kanime	Namport

Abbreviations

ECC	Environmental Clearance Certificate
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
MEFT	Ministry of Environment, Forestry and Tourism
NHC	National Heritage Council of Namibia

Minutes

Dr. André Faul welcomed all parties at the meeting and provided brief introductions and gave an overview of the project and what an environmental impact assessment entails. He then presented the findings of the visual impact assessment and terrestrial archaeology assessment after which he handed over to Ms. Vanessa Maitland to present the findings of the maritime archaeological assessment. Mr. Morné de Jager presented the findings of the noise assessment after which the audience were provided with the opportunity to ask questions.

Mr. Erich Looser, as a resident in Bismarck Street, asked if any thought has been given to access to the port, as all trucks currently gain access to the port via the main road [Bismarck Street] of Lüderitz.

Dr. Faul mentioned that the transport issue [trucks in town on route to the Port] is an issue that has been looked at a lot in previous studies, especially with the EIA for the transport of manganese ore to the port. Various aspects have been considered and brainstormed to minimize or prevent impacts associated with transport. This included considering other ways of getting to the port, rather than taking Bismarck Street. He further noted that it is a difficult problem to address and an optimal solution could to date not be formalized and implemented. In the Pektranam EIA it was suggested that as long as Bismarck Street has to be used, mitigation measures to reduce noise and traffic impacts can include ensuring responsible driving, maybe removing speed bumps so that trucks don't have to slow down and accelerate, as this is causing more noise, as well as possibly having marshals at the intersections/four-way stops, who can stop oncoming traffic and give right of way to trucks which can come in convoy so that they don't have to stop. Again, a constant speed has less noise than stopping and going. It was also suggested by Pektranam to make use of different routes for going to and from the port to spread the impact in town.

Mr. Elzevir Gelderbloem mentioned that Namport together with the municipality have and are continuing to look at the transport issue. He mentioned there are various options, starting from a truck staging area outside of Lüderitz, and then coming in slowly but surely, to having two routes into town. Another extreme option will be to build a new road which will go around, on the right side of, Lüderitz, but this will cause other impacts and uproots numerous houses. A bridge into the port is also another extreme option. The extreme options are however far in the future. He mentioned that the port expansion will not double the traffic, it will also be a slow gradual increase in the traffic and together with the municipality, they will implement solutions. It will also be a mixture of solutions and not just one.

Mr. Looser asked how the trucks that will bring filling material in, be managed. He mentioned with the previous quay construction it was trucked in from inland.

Mr. Gelderbloem said that for the first quay it was brought in from a quarry behind Kolmanskop, but for the current project it will likely be sediment brought in from offshore dredge material. Using sand from the quarry is however not ruled out and if that option is used, it will have its own small EIA. It is however cheaper to get it from offshore with a dredger.

Dr. Faul noted it may be similar to the container terminal in Walvis Bay which was built with sediment dredged offshore.

Mr. Theodor Muduva noted that not everyone are experts on the technical aspects that was presented, but it shows that the consulting team have touched on all the relevant aspects. He mentioned that various options were presented and asked if the consultants are also recommending certain options or if they were just put on the table until a later stage. He asked if the various concerns from communities have so far been considered or if the consultant just follows their own professional standards as to know what needs to be considered or looked at. The last question he posed was if various environmental standards and regulations are considered, as he has not heard much about it.

Dr. Faul answered that some of the nine options that were shown are likely not viable, but others may in future be considered, should the need for port services grow sufficiently. If they do decide to go forward with any of them, they will require their own environmental assessments.

Mr. Gelderbloem mentioned that the current project just looks at the expansion of the existing port as there is currently no demand or money for building a new port. It may however realize in future if the demand exist.

Dr. Faul then mentioned that the communities are indeed engaged. Both the Nama and Herero communities were notified and invited to participate in the process. The Nama community, specifically the !Aman Traditional Authority, were present at the first meeting. Their concerns and expectations are thus considered.

Mr Gelderbloem mentioned that the specialist assessments which were conducted and presented in the meeting were specifically requested by the communities.

Dr. Faul stated that, due to time constraints, not all environmental legislation and regulations could be discussed. The environmental assessment report will however have a section dedicated to it, with a legal register pertaining to the most important and relevant legislation. Where legislation lacks in Namibia, international best practice or World Bank/World Health Organisation standards are usually recommended.

Mr. Looser said that dust was not mentioned, and said this is also an issue with trucks coming in through town. He also mentioned that one can see the dust accumulating on the buildings.

Dr. Faul mentioned that Namport provides the facilities for tenants, but ultimately the tenants, depending on their type of business, must have their own EIAs/EMPs to which they must adhere. The current tenants transporting mineral ores must have an EIA/EMP and ECC. The same with Pektranam, where the management plan specifically state that all loads must be covered. When trucks leave the storage facilities they must also drive over a rumbling grid to dislodge any stones from between the wheels, etc. He noted that the public is awarded the opportunity by the MEFT to lodge a non-compliance complaint with them, should tenants not adhere to their EMP. The MEFT should then investigate the problem and issue a non-compliance order with a timeframe for corrective action. Should they fail to meet it, their ECC can be withdrawn. He further mentioned that Namport does not have jurisdiction outside the port area and can only focus on what happens in the port. Should a tenant's operations for example cause dust when loading ships during windy conditions, they should either halt operations until conditions approve, or implement additional mitigation measures. If they do not, Namport can take action, as they are then not adhering to the port EMP.

Mr Gelderbloem confirmed that they can take action should a complaint be lodged to them and the MEFT.

Mr. Looser mentioned that he has seen dust buckets around the port and asked if anyone looks at them.

It was confirmed that the dust buckets is Rosh Pinah Zinc and Tradeport's. Mr Gelderbloem confirmed that the tenants handling mineral ore as cargo do have dust monitoring written into their management plans.

Mr. Botha stated that in Walvis Bay tenants are definitely fined when they cause excessive dust. He further noted that in the Pektranam EIA, it was determined at an early stage that the impact of acid rain, as a result of exhaust emissions, can damage the old buildings, some of which are monuments. They are thus considering switching to electric trucks for the last stage of ore transport from outside of Lüderitz to inside the port. They also consider special suspension on the trucks to reduce noise and vibrations.

Mr. Helmut Plietz asked when the port expansion project will start.

Dr. Faul mentioned that the EIA and EMP have to be finalized and approved by Namport before it can be sent to the public for review. After that it can be submitted to the MEFT and NHC. There it will take a few months to get approval or be rejected. A record of decision should thus be available in the early

months of next year and once approved it will go into the tendering process in order to still start construction in 2026.

Mr. Gelderbloem stressed that they will only start once all approvals are in place and hoped that it will still be in 2026.

With no further questions the meeting was adjourned.

Minutes of Public Meeting: Lüderitz Port Expansion Project

Date: 04 October 2025

Time: 10:00

Venue: Turnhalle, Lüderitz

Attendance:

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Isak Rooi	!Aman Traditional Authority
Christof Boois	!Aman Traditional Authority
Johannes Frederick	!Aman Traditional Authority
Johannes T Swartz	!Aman Traditional Authority
Paul Herero	!Aman Community
Erbetina Konraad	!Aman Community
Andrew Kanime	Namport
Yvan Jacobs	Directorate Auxiliary Services
Erwin Mukumbi	AC Connections Trading
Saggeus Shimuandi	Etemo
Michael Isaacs	Ministry of Industries, Mines and Energy
Ruth Sheendelwako	Resident
Thomas Shipepe	Samoht Nambuli

Abbreviations

EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
GPT	Geo Pollution Technologies
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NHC	National Heritage Council of Namibia

Minutes

Dr. André Faul welcomed all parties at the meeting. He provided brief introductions and gave an overview of the project and what an environmental impact assessment entails. He then presented the findings of the visual impact assessment and terrestrial archaeology assessment after which he handed

over to Ms. Vanessa Maitland to present the findings of the maritime archaeological assessment. Mr Morné de Jager presented the findings of the noise assessment after which the audience were provided with the opportunity to ask questions.

Mr Paul Herero as a member of the !Aman community noted that this type of consultations and presentations [i.e. the public meeting] is an eye-opener. He mentioned projects should start this way with consultation first. He mentioned that the community hall maybe can serve as alternative venue so that the community can be better reached and so that they have a better understanding and reception of what is planned. He said the Nama people from the start sought clarity on the project. He asked if there are any further processes to address the concerns of the people and himself. The specialist studies conducted do give answers, but people also want to express their views. He mentioned the Nama people are peaceful people and the negative news [on social media] stating that the Nama People do not want development are false. He noted that the public meetings are useful to reach the rightful audience and said it can also be shared on social media. He further stated that the Turnhalle is perceived as a member based club which may deter people from attending at this venue. He then stated that ecological aspects related to the marine environment and shipping must be taken into account in the assessment and noted that he believes the community supports the project, but wants to be involved in the EIA process.

Mr. Botha mentioned that some baseline and specialist assessments are needed before the public consultation processed and meetings commence in order to have an understanding of the environment. While this was ongoing, GPT and Namport also learnt what the concerns of the people are and thus could commission more studies to address those concerns. He further stated that these type of meetings are usually in school halls, but they are currently occupied for examinations.

Dr. Faul stated that as a consultant they rely on the community to also provide input as to what and how they prefer to get information. He mentioned that they are always willing to accommodate requests as far as is practically possible. He then mentioned that these meetings are not the end of public consultation process. Anyone who needs more information or want further discussions are more than welcome to contact GPT. Furthermore GPT do not have strict deadlines for public consultation. It remains open until the day of submission and even after submission GPT will still provide comments that were received to MEFT.

Chief Frederick mentioned that in previous meetings and as part of the committee that was established, they [the committee] were supposed to establish a page [social media] where information can be shared. Any information received by the traditional authority would then be shared on this page and forwarded to them. Any questions can then also be relayed to GPT via the traditional authority. This is what will then in future be implemented.

It was reaffirmed that the !Aman is the custodians of the land where the port will be developed, but it does not mean the other tribes are excluded.

Mr. Herero stated that he agrees fully that the stories of the history of the Nama must be told and he commended Ms. Maitland for suggesting a scholarship to support such a study.

Thomas Shipepe mentioned that one worry is how the concerns of the community will be addressed and resolved and he stated it is good that Namport is also in attendance. He said they read about the concerns of the traditional authority, but are not sure how they will be dealt with and whether they are of such a nature that the project will be curtailed. If concerns are not addressed, this project will likely not continue.

Mr. Andrew Kanime mentioned that the current presentations on specialist studies are in response to the concerns of the communities. The environmental process followed the law requires that concerns are heard and addressed and a balance report be submitted to the MEFT and NHC. The environmental commissioner and NHC must be satisfied that the concerns are addressed and mitigation measures are sufficient. He suggested that in future the communication channels should be strengthened to make sure communities are reached and engaged. He mentioned if another meeting is requested, it can be considered.

Mr. Botha mentioned one of the problems with public consultation is that some parties who have an interest in a project do not register with the consultant. It is important for them to register otherwise the consultant will not be aware of them or their concerns.

A short discussion ensued regarding the various authorities who represent the communities and through whom target audiences can be reached. The availability of existing EIAs for other projects, which ties in with Namport's EIAs and EMPs, were also discussed.

Ms. Ruth Sheendelwako asked if similar consultations were conducted when Lüderitz harbour's first reclamation project took place and what the results thereof were and what the community concerns were at that stage.

Mr. Gelderbloem mentioned that the first project took place in 1996 which is long before the Environmental Management Act came into force. However, because an international loan was received for the project they needed to do an EIA. It had certain requirements such as trucks were not allowed to drive into port at night and they needed special shocks.

Ms. Ruth mentioned a petition that was handed to Namport a few weeks ago and mentioned that the concerns raised in the petition should also be addressed in the report.

Mr. Kanime said the petition will be considered and all formal submissions must be included in submissions to the MEFT.

Chief Frederick reiterated that the page which the Lüderitz community would have created must be created so that from the traditional authority's side they can share information. From the !Aman Traditional Authority's side they support the project, but since they stay in Bethanie, they need the page to engage with the Lüderitz community, who will be the ones most effected by the port.

It was noted that the Town Council is looking at a radio station which can also be used to share information and all community members are encourage to share all information on social media and with each other, as well as to register with the consultant.

With no further questions the meeting was adjourned.