Environmental Scoping Assessment

To Support an Application for an **Environmental Clearance Certificate (ECC)** to Permit a Listed Activity - Construction and Operation of a Fuel Retail Outlet

Farm Orpheus No. 419
C/O C35 and D3236
Outjo District
Kunene Region

PROPONENT

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APP006750

Final Report

November 2025

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INFORMATION SHEET	
Project Title Name	An Environmental Scoping Assessment (ESA) Report in Support of an Application for an Environmental Clearance Certificate (ECC) to Permit the Construction and Operation of a Fuel Retail Outlet and Related Accessories Farm Orpheus No.419 C/O C35 and D3236 Outjo District Kunene Region
MEFT Application No.	**APP-006750**
Applicant /Promotor	Mr DPJ Jansen Van Vuuren P O Box 252 OUTJO Namibia
Contact Details of Applicant	Cell: 081 255 7554 Cell: 081 124 9011 Email: orpheus@afol.com.na
Report Status	Final
Report Date	November 2025

EXECUTIVE SUMMARY

Introduction

The '**Promotor**' (Mr DPJ Jansen Van Vuuren) has plans to develop a modern fuel retail outlet (FRO), a process that entails three phases – planning/design, construction and operation. The plan is to initially start with three underground storage tanks (USTs), each tank with a design storage capacity of 23 m^3 (23 000 liters). Two tanks will be dedicated to the storage and dispersal of automobile diesel (ADO) 50 ppm, while the third tank caters for the storage and dispersal of unleaded petrol (ULP).

In keeping with industry standards, the FRO will have an overhead canopy and a set of pumps connected to a network of pipelines and electrical wiring system aiding in the dispersal of fuel into the clients' vehicles. A convenience store will complement the FRO offering tea/coffee, cold beverage and farm fresh produces to clients.

Statutory Requirements

In terms of the Environmental Management Act (EMA) and Environmental Impact Assessment (EIA) Regulations, an FRO is a listed activity which may not be undertaken without an Environmental Clearance Certificate (ECC). The ECC is granted after an EIA process has been conducted, and a formal application submitted to the Office of the Environmental Commissioner (OEC) for review and consideration.

With respect to a license to operate an FRO, the Ministry of Industries, Mines and Energy (MIME) is the competent authority empowered to handle such applications. An entrepreneur who aspires to venture into the fuel downstream sector by running an FRO is, first of all, required to conduct a **site viability assessment**, in order to obtain a Letter of Intent (LOI) from MIME. The LOI is a prerequisite before an EIA is undertaken for a fuel retail site. For MIME to consider an application for an FRL, an ECC and working drawings for the proposed FRO are required.

Ekwao Consulting has been appointed by the promotor, as an independent EIA Consultant to handle his ECC authorisation process with the OEC.

The Project Site

The FRO (facility) will be developed at the intersection of C35 and D3236, on a commercial farm in the district of Outjo, Kunene region. C35 and D3236 are gravel roads, both cutting through Farm Orpheus with servitudes vested in the Roads Authority. C35 is a regional road with a total length of ±620 km, and runs from Henties Bay to Ruacana, passing through the settlements of Uis, Fransfontein, Kamanjab and Omakange facilitating movements of goods and services to such destinations. D3236 has a total length of ±70 km and runs from C40 intersecting C35 on Farm Orpheus.

From the coastal towns (Walvis Bay, Swakopmund & Henties Bay), C35 is the shortest route to the northern towns (Opuwo, Outapi, Oshakati & Ruacana) when compared to the B2 route via Karibib-Omaruru-Otjiwarongo). Once the entire length of C35 is tarred, the north-bound traffic from the coast will make use of C35. The facility is therefore expected to capture a large volume of such traffic in addition to providing fuel products to the commercial and communal farmers in the district.

Public Participation

Public participation was undertaken during the compilation of the EIA in line with the provisions of EMA. Advertisements were placed in two local newspapers for two consecutive weeks, while EIA notices were placed at the project site.

A Background information document (BID) on the project was prepared and emailed to these statutory stakeholders –

- Fransfontein Settlement Office - a written notification accompanied with a BID was sent (via email) to the settlement. The settlement is about 14 km from the project site.
- Khorixas Constituency Office - a written notification letter accompanied with a BID was sent (via email) to Hon Sebastian !Gobs, Councilor for the Khorixas Constituency.

- Kunene Regional Council – a written notification letter accompanied with a BID was sent (via email) to the regional council at Opuwo.

There was no response received from anyone, objecting or voicing any concern to the proposed development at the proposed site. This was expected, because the project site is on a private commercial farm in the heart of the district of Outjo - a remote rural location with access only possible by car. The nearest settlement is Fransfontein 14 km away, followed by Khorixas about 45 km and Kamanjab about 70 km.

Impact Assessment Findings

The potential environmental and socio-economic impacts that the proposed facility will bring to bear on the receiving environment were identified through a process of developing baseline studies, using both desktop studies and a field reconnaissance visit. The project site is on a commercial farmland and the required services, infrastructure and associated activities were analysed against this background. Potential impacts were predicted and analysed using quantitative and qualitative methods.

Biophysical Environment

The site has a gentle fall to the east. The general topographic view is depicting the earth's ancient geological makeup of the region which consisted of undulating mountainous terrains with ridges and gaps in between. Geologically, such activities occurred during the time period when certain sections of the earth folded and deformed due to lateral compression forming the mountains (Brandberg) that we see today.

The shallow geology is dominated by weathered rock and the predominant soil is classified as leptopsols. It is a coarse textured soil with a high concentration of calcium. The combination of high calcium and coarse textured soil has the effect of suppressing nutrient uptake by vegetation, leading to low biomass grazing (Atlas Namibia, 2002, el at.).

Groundwater occurs within the fractured aquitard, aquiclude aquifers with yields on the project site averaging about 5 m^3 per hour. Although recharge is limited by the impervious cover and limited rainfall prevailing in the region, the aquifer systems is quite deep (over 50 m) and therefore considerably less vulnerable to hydrocarbon contamination. However, engineering safeguards such as double-walled USTs, oil/water separators, leak detection system are critical mitigation measures for risk management.

There are no known permanent surface water sources in the immediate surrounds, but there are several dry river streams around the project site which only run after heavy downpours. Site runoff management measures have to be in place to reduce the risk of hydrocarbon pollution to the downstream environments.

Conclusion

The development of the facility on Farm Orpheus at the T-junction of D3236 and C35 had a Capex north of N$20 million, and will contribute to the local and regional economy during its construction and operation phases. Employment opportunities will be provided to a number of people from surrounding settlements (Fransfontein & Kamanjab) during the construction phase. The farming communities, both commercial and communal will also benefit by having fuel products brought closer to them. The biggest beneficiaries will be motorists driving on C35 including the growing number of tourists in the region.

Fuel station premises have become hot spots for informal traders to sell their products – (Otavi and Etunda are prime examples). While both parties can benefit from the relationship, strict measures should be put in place to control the flow of informal traders including screening and allocating an area on the premises for such traders.

The EIA conducted for the FRO has identified potential impacts, but none are unacceptably high or which cannot be adequately mitigated and managed to acceptable levels. The impacts and mitigation measures have been presented in the Environmental Management Plan (EMP) to guide the promotor and the actions of any contractor including third parties who may be hired to work on the facility during its construction and operational lifespan. The implementation of the identified mitigation measures will reduce any negative environmental and social impacts of the development to acceptable levels, and will enhance the positive impacts to accrue to the broader members of the surrounding communities and by extension to the travelling public both local and tourists.

It is recommended that an ECC be granted to permit the development of a fuel retail outlet at the intersection of D3236 and C35 on Farm Orpheus, in Outjo district, Kunene region.

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ABBREVIATIONS AND ACRONYMS

Acronyms	Expansion
ADO	Automobile Diesel Oil
EC	Environmental Commissioner
ECC	Environmental Clearance Certificate
EIA	Environmental Impact Assessment
EMA	Environmental Management Act (Act No. 7 of 2007)
EMP	Environmental Management Plan
EVs	Electrical Vehicles
FRO	Fuel Retail Outlet
HDPE	High Density Polyethylene
IAPs	Interested and Affected Parties
m^3	Cubic meter (1 m^3 = 1000 liters)
MEFT	Ministry of Environment, Forestry and Tourism
MIME	Ministry of Industries, Mines and Energy
MSDS	Material Safety Data Sheet
NSI	Namibia Standards Institute
OEC	Office of the Environmental Commissioner
PC	Petroleum Commissioner
PPE	Personal Protective Equipment
PPM	Parts Per Million
PV	Photovoltaic
SANS	South African National Standards
ULP	Unleaded Petrol
USTs	Underground Storage Tank(s)
VOC	Vapour Organic Compounds
WC	Water Closet
WHO	World Health Organisation
UNESCO	United Nations Educational, Scientific and Cultural Organisation

ROAD NUMBERS

Road Number	Expansion
C35	The number for the regional road which starts from C34 just north of Henties Bay up to C46 at Ruacana. It covers a distance of ±620 km and passes via the settlements of Uis, Fransfontein, Kamanjab and Omakange. The section between Kamanjab and Ruacana (±300 km) has been tarred. The section between Henties Bay and Uis (±120 km) is about 80% complete. The tender for the section between C39 (just outside Khorixas) and Kamanjab (±105 km) has been awarded. Duration for the construction is ±30 months.
D3236	The number of the district road (gravel) starting at the project site, linking C35 to C40 and covering a distance of ±70 km. It provides access to important destinations within the Kunene Region formally known as the Damaraland including the commercial and communal farming communities.
C40	The number for the regional road starting at Outjo up to Palmwag Concession passing via Kamanjab and covering a total distance of ±260 km. The section of C40 between Outjo and Kamanjab (±157 km) has been tarred.

DEFINITIONS

TERM	EXPANSION
Assessment	The process of collecting, organising, analysing, interpreting and communicating information relevant to decision making
Competent Authority	In terms of the Environmental Management Act is an organ of state that has the legal responsibility to grant or refuse an authorization for a listed activity. In this specific case, the Ministry of Industries, Mines and Energy is the competent authority to issues licences applicable to the energy sector – Fuel Retailer Licence, etc.
Construction Phase	The phase of a project preceding the Operation Phase, during which project facilities and infrastructure are assembled and installed on their foundations, and connected and tested, to ensure that they operate as designed.
Cumulative Impacts	In relation to an activity, means the impact of an activity that in itself may not be significant but may become significant when added to the existing and potential impacts eventuating from similar or diverse activities or undertakings in the area.
Emergency Plan	An emergency plan is a plan in writing that, on the basis of identified potential incidents at the installation together with their consequences, describes how such incidents and their consequences should be dealt with, both on-site and offsite.
Environmental Clearance Certificate	A certificate and associated conditions issued in terms of the Environmental Management Act, authorizing a listed activity to be undertaken
Environmental Impact	A description of the potential effect or consequence of an aspect of the development on a specified component of the biophysical, social or economic environment within a defined time and space.
Environmental Management Plan (EMP)	A working document which contains site project specific plan developed to ensure that environmental management practices to eliminate and control environmental impacts are followed during the developmental phase of that site, project and or facility and would normally consist of construction phase, operational phase and decommissioning phases.
Evaluation	The process of ascertaining the relative importance or significance of information, the light of people's values, preference and adjustments ir order to make a decision.
Hazard	An environmental hazard is any substance, condition, or event that poses a threat to the environment and/or human health. These hazards can be natural (floods, earthquakes or storms) or caused by human actions n (like pollution, chemicals, or toxic waste). They have the potential to cause harm, damage property, or disrupt social and economic systems
Operational Phase	The phase of a project during which the newly constructed tanks, pipelines, gantries and associated facilities are operated.
Pollution	Means any change in the environment caused by – (a) any waste, substance or matter; or (b) noise, odour, dust or heat, emitted from or caused by any activity, including the storage or treatment of any waste, substance or matter, building and construction, and the provision of any service, whether engaged in by any person or an organ of state if that change has an adverse effect on public health or well-being of people.
Proponent or the Applicant	Means any person who has submitted or intends to submit an application for an authorisation as legislated by the Environmental Management Act to undertake an activity or activities identified as a listed activities or listed activities, on any other notice published by the Minister or Ministry of Environment, Forestry and Tourism.
Public	Is defined as citizens who have diverse cultural, educational, political and socio-economic characteristics. The public is not a homogeneous and unified group of people with a set of agreed common interest and aims. There is no single public, There are a number of publics, some of whom may emerge at any time during the process depending on their particular concerns and the issues involved.
Public Participation Process	The process of involving all affected parties in the design, planning and operation of a project. The process requires that the proponents give the parties to be consulted notice of the matter in sufficient form and detail to allow them to prepare their views on the matter. They are also given a reasonable amount of time to prepare their views and an opportunity to present their views to the proponents, who consider the views presented, fully and impartially.
Scoping Process	Scoping is that process of the EIA during which key environmental issues and impacts that have to be addressed are identified, and ultimately defining the scope and focus of the assessment.
Scoping Process	A process of identifying issues that will be relevant for consideration of the application, the potential environmental impacts of the proposed activity, and alternatives to the proposed activity that are feasible or reasonable.
Significant Effect or Impact	Means an impact by its magnitude, duration, intensity or probability of occurrence may have a notable effect on one or more aspects of the environment.

Storage	Means the temporary storage or containment of any waste for a period of less than 90 days after its generation and prior to its collection for recovery, reuse, recycling, treatment or disposal;
Sustainable Development	"Development that meets the needs of the current generation without compromising the ability of future generations to meet their own needs and aspirations" –World Commission on Environment and Development (1987). "Improving the quality of human life while living within the carrying capacity of supporting ecosystems" - Caring for the Earth: A Strategy for Sustainable Living, by the International Union for Conservation of Nature (IUCN), the United Nations Environment Programme and the World Wide Fund for Nature (1991).
The Environment	As defined in the Environmental Management Act - "land, water and air; all organic and inorganic matter and living organisms as well as biological diversity; the interacting natural systems that include components referred to in sub-paragraphs, the human environment insofar as it represents archaeological, aesthetic, cultural, historic, economic, paleontological or social values".
Waste	Means any substance or matter whether solid, liquid or any combination thereof, irrespective of whether it or any constituents thereof may have value or other use, and includes – (a) any undesirable, rejected, abandoned or superfluous matter, material, residue of any process or activity, product, by-product; (b) any matter which is deemed useless and unwanted; (c) any matter which has been discarded, abandoned, accumulated or stored for the purposes of discarding, abandoning, processing, recovery, reuse, recycling or extracting a usable product from such matter; or (d) products that may contain or generate a gaseous component
Waste Recycling	Means the process or act of subjecting used or recovered waste materials, products or by-products to a process or treatment of making them suitable for beneficial use and for other purposes, and includes any process or treatment by which waste materials are transformed into new products or base materials in such a manner that the original waste materials, products or by-products may lose their identity, and which may be used as raw materials for the production of other goods or materials.
Waste Reduction	Means the process or act of reducing the nature, type, quality, quantity, volume or toxicity of any waste generated, and "reduce" shall have a similar meaning
Waste Re-use	Means the process or act of sorting and separating, at the point of origin, different materials found in any waste in order to promote and facilitate recovery, reuse and recycling of materials and resources, and "separate" shall have a similar meaning;

1. PROJECT OVERVIEW

1.1 Introduction

Ekwao Consulting has been appointed by the proponent whose contact details are presented in Table 1 to undertake an environmental scoping assessment in order to obtain an **Environmental Clearance Certificate** (ECC) for a listed activity.

The proposed project entails the construction and operation of a new Fuel Retail Outlet (FRO) and associated amenities. In terms of the Environmental Management Act an ECC is mandatory for the development of a FRO. The ECC is granted by the Environmental Commissioner (EC) after an environmental impact assessment has been conducted and a formal application for an ECC, accompanied by an EIA report, submitted to the Office of the Environmental Commissioner (OEC) for review and assessment.

This report therefore details the scoping assessment undertaken in order to identify potential impacts that the proposed FRO will bring to bear on the receiving environment. In the context of the EMA the environment is defined as: "land, water and air; all organic and inorganic matter and living organisms as well as biological diversity; the interacting natural systems that include components referred to in sub-paragraphs, the human environment insofar as it represents archaeological, aesthetic, cultural, historic, economic, paleontological or social values".

1.2 Proponent's Contact Details

The contact details of the proponent are provided in Table 1, below:

Table 1: Contact Details of the Proponent

Aspect	Expansion
Names	DPJ Jansen Van Vuuren (Mr)
Nationality	Namibian
Postal Address	Box 252 Outjo Namibia
Physical Address	Farm Orpheus No. 419 Outjo District Kunene Region
Contact Numbers	Cell: 081 255 5774 Cell: 081 124 9011 Email: orpheus@afol.com.na
Project Site	The FRO will be developed on ±2 ha of Farm Orpheus 419 (The proponent owns the land) Both C35 and D3236 are public roads and cut through the Farm Orpheus, utilizing a right of way that constitutes a servitude held by the Roads Authority of Namibia.

1.3 Purpose of the Environmental Scoping

The purpose of the environmental scoping report is outlined below:

- Determine the policy and legislative context within which the proposed activity is located and how the activity complies with and responds to the applicable policies and legislations.
- Briefly state the need and desirability of the activity.
- Provide a description of the receiving environment that is affected by the activity.
- Determine the significance, duration and probability of the impacts that will occur as a result of the activity being implemented without mitigation and with mitigation measures.
- Identify, assess and rank the significant impacts and risks that the activity will impose on the site through the lifecycle of the activity.

- Identify suitable measures to avoid, reverse, mitigate or manage identified impacts.
- Identify any residual risks that need to be managed and monitored.
- Conduct a Public Participation Process (PPP) to gauge the views, concerns, etc. of interested and affected parties (IAPs) especially the neighbouring communities if any.
- Finally, provide relevant information and recommendation to the OEC (the competent authority) to make an informed decision when considering the application of the proponent for the ECC.

1.4 The Screening Process

Following the site inspection, a background information document (BID) was prepared and submitted to OEC, which allocated an application number (**APP006750)** to the project. In terms of the screening notice issued by OEC, these reports have to be prepared and submitted:

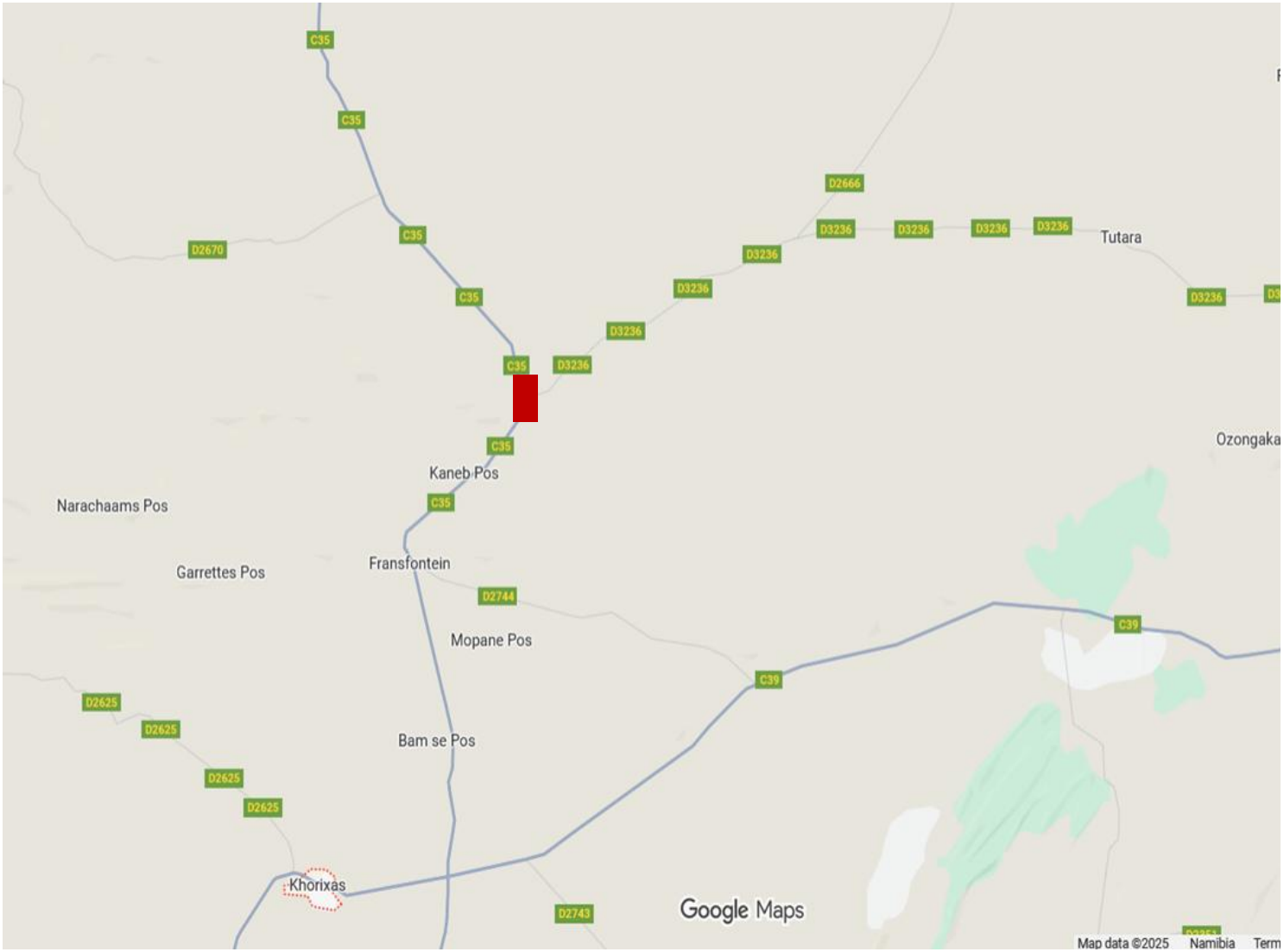
- A Scoping Assessment Report;
- An Environmental Management Plan (EMP)
- Public Participation Process (PPP), and
- A Consent letter from the relevant authority.

1.5 Triggered Activity

The proposed development has triggered a listed activity that are presented in **Table 2** below.

Table 2: Triggered Activity

Activity Category	Expansion
Hazardous Substance Treatment, Handling and Storage	**Paragraph 9.2 :** Any process or activity which requires a permit, licence or other form of authorisation, or the modification of changes to existing facilities for any process or activity which requires an amendment of an existing permit, licence or authorisation or which requires a new permit. **Paragraph 9.3:** The bulk transportation of dangerous goods using pipeline, funiculars or conveyors with a throughout capacity of 50 tons or 50 cubic meters or more per day. **Paragraph 9.4:** The storage and handling of dangerous goods, including diesel, petrol, liquid petroleum, gas or paraffin, in containers with a capacity of more than 30 m^3 at any one location. Temporary storage of hazardous products during the construction phase, e.g. fuel storage for use by construction vehicles. **Paragraph 9.5:** 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.



LOCALITY MAP
Proposed New Fuel Retail Outlet, Outjo District, Kunene Region

Legend:

Project Site

Prepared by:

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Date	November 2025
Site Coordinates	-20.129395 S 15.087212 E

Kunene Region
Scale 1: 2,500

Figure 1: Project Site Location – Google Earth Image

Figure 2: An Aerial View of the Project Site - Corner of C35 and D3236

Figure 3: View to the North from the T-junction

Figure 4: View to the East from the T-junction

2. PROJECT JUSTIFICATION

The project need and justification has been described from three perspectives:

- Site Viability Assessment;
- Need and Desirability Justification, and
- Social Justification.

2.1 Site Viability Assessment

To ensure that there is fair competition in the fuel retail space in the country; MIME has introduced guidelines on the construction of new FRO. Anyone who aspires to construct a new FRO is required to conduct a comprehensive **site viability assessment** (SVA) – essentially a business plan for that specific location accompanied by traffic data at that specific site, projected volumes of fuel to be pumped, etc. The report is submitted to MIME for consideration.

On receipt of the SVA report from a prospective entrepreneur, MMEI proceeds by conducting its own assessment on that specific site. An applicant whose site is found viable in terms of the below listed criteria is issued a **Letter of Intent** (LOI) by MIME:

- The need for a new FRO at that specific locality;
- Expected volumes or storage tank capacity to be installed;
- Current and projected traffic volume at the specific locality; and
- Proximity to existing fuel outlets.

Only an applicant who is in possession of an LOI issued by MIME can proceed to the next stage of conducting an EIA, getting drawings for the FRO prepared and is eligible to apply for a FRL (Fuel Retail Licence). No new FRO will be constructed without a valid LOI and RFL.

An applicant whose site does not meet MIME's evaluation criteria is not issued an LOI and the application is accordingly decline.

The promoter has been issued an LIO by MIME (**Appendix A**), which demonstrates, both the need and justification for the project. Additionally, the FRO will be developed on land owned by the promotor.

2.2 Need and Desirability Justification

The project site is at the intersection of the regional road C35 and district road D3236 in the Outjo district. Currently, D3236 which has a total length of 70km is a gravel road. The regional route C35 which starts from C34, just north of Henties, up to the Namibia-Angola border at Ruacana, has a total length of ±620 km. About 400 km of C35 has been tarred leaving with only the sections between Uis and Khorixas and Khorixas and Kamanjab still to be upgraded.

The regional road passes via the settlements/villages of Uis, Fransfontein, Kamanjab and Omakange facilitating the movements of goods and services to such destinations. It cross C39 from Outjo to Khorixas about 11 km to the south of Khorixas. The tender to upgrade the section between Khorixas and Kamanjab – 105 km has been awarded with the construction scheduled to take about 30 months. It is unknown when the ±110 km section between Uis and Khorixas will be tarred.

Once the entire length of C35 has been upgraded to bitumen standard, the highway will provide the shortest route from the coastal towns to the northern regions of Namibia including the popular Etosha National Park. Naturally, the north bound traffic from the coastal towns will be expected to make use of the C35 regional route, reducing the traffic volume on the B2 highway via Usakos-Omaruru-Otjiwarongo.

The facility at T-junction of C35 and D3236 is therefore destined to capture a significant number of the traffic volume, and poised to becoming a popular stopover for long distance travelers and tourists alike, Motorists have to stop to fill up, grab snacks, buy fresh farm produce, buy cold drinks and to make use of WCs on the premises. A number of farmers in the area, both communal and commercial are expected to make use of the facility. The need for the facility is therefore obvious, both in the short term and long term.

2.3 Social Justification

The 6th National Development Plan (NDP 6) represents a new approach by GRN to promote sustainable and inclusive development in Namibia focusing on job creation, transition from a low-carbon economy and transformation of urban and rural spaces. The construction and operation of a fuel site at the specific location as identified by the promotor will contribute to all of the above key focus areas.

Figure 5: Approaching the T-junction from D3236

Figure 6: A tourist bus passing the T-junction

Figure 7: View to the South from the T-junction

3. PROJECT INFORMATION

The plan of the promotor is to start with the construction of the fuel retail outlet (FRO) as soon as an Environmental Clearance Certificate (ECC) and Fuel Retail Licence are granted by MEFT and MIME respectively.

3.1 The Project Details

The preliminary plan is for the FRO to start with three underground storage tanks (USTs) with the capacities as indicated in Table 4, below. The industry standard requires all FRO to have an overhead canopy and a set of pumps installed on an island. The pumps are connected to a network of pipelines for dispensing fuel and electrical wiring. Standard items required include a spill control infrastructure and vent pipes to allow pressure to be released from underground storage tanks (USTs), preventing the risk of explosion or tank rupture.

Table 3: Fuel Storage Tank Capacities

Underground Storage Tanks (USTs)	Product	Capacity (liters)
UST #1	Automobile diesel (ADO) – 10 ppm & 50 ppm	23 000
UST #2	Automobile diesel – 10ppm & 50ppm	23 000
Total for ADO		**46 000**
UST #3	Unleaded Petrol (ULP)	23 000
Total for ULP		**23 000**
Total Fuel Combined Storage Capacity		**69 000**

Today, the technology utilised at FRO is advanced and includes sophisticated forecourt management system which provides for these aspects:

- Spill and overflow controls;
- Leak detection and response;
- Tank integrity and equipment (pump) testing is done in accordance with the maintenance schedule, and
- Fire precautions which include an electronic shut-off system and fire extinguishers.

Industry standards will be followed during the installation of underground storage tanks. Fuel tanks are normally lined with high-density polyethylene liners and have inspection holes with separate filler points surrounded by concrete spill control slabs connected to an oil water separator via drains.

It is the industry practice to have a spill control infrastructure consisting of the physical structure, equipment and procedures designed for the purpose of preventing, containing and managing any accidental release of fuel that may occur during the operational lifespan of an FRO.

3.2 Related Amenities

These days, FRO have evolved into one-stop destinations for motorists and tourists alike, offering a wide range services beyond fuel. Common amenities and new ideas that can be provided at this FRO are:

- A convenience store (selling farm fresh produce, biltong, cold beverages, etc.)
- Restroom facilities – clean restrooms possibly with showers for long distance drivers;
- ATMs;
- Basic mechanic services (oil change, tire pumping /repairs, etc.)

- Alternative energy sources – with electrical vehicles (EVs) becoming increasingly popular, consideration should be given to install charging points for EVs.
- A charcoal logistic hub, i.e. a facility to have farmers deliver charcoal to a centralised hub where road trucks are loaded, instead of such trucks driving to farms to collect charcoal.
- Office for the management staff.

3.3 The Land and Location

The FRO will be developed on land measuring about 20 000 square meters (2 ha) which forms part of Farm Orpheus No 419. The farm is owned by the promotor.

3.4 Existing Services and Infrastructure

The project site is on a commercial farm and therefore all services and infrastructure required for the facility have to be provided by the promotor:

3.4.1 WATER

Water for the project will be sourced from a borehole which is about 500 meters from the site. According to the promotor the yield is in the region of 5 m^3 per hour which is considered adequate to meet the water requirements of the project.

3.4.2 ELECTRICITY

There is no grid power on the farm. All the energy requirements is supplied from a photovoltaic solar plant. Given the amount of sunshine hours available per year, the power requirements for the project will be met for solar sources. The standby diesel generators on the farm are seldom used.

3.4.3 SEWERAGE

An environmentally friendly sewage system involving dry sanitation mechanism and an on-site wastewater treatment plant that allows for water reuse and recycling, will be provided for the FRO. The sewage will be designed to meet the requirements of the facility that includes the employees and patrons.

3.4.4 SITE ACCESSIBILITY

The proposed FRO site is at the intersection of two roads – D3236 and C35. When approaching the T-junction from D3236, the site is on the immediate right hand side. To provide for a safe and hazard-free access points to the FRO, the driveways from C35 and D3236 must be a minimum of 100 m from the T-junction. This measures will ensure that traffic on adjacent roads is not impacted by vehicles entering or exiting the site. Information signs about the FRO should be placed some distance away, 1 km or 1.5 km before the T-junction to give motorists enough time to react and to decelerate.

3.4.5 STORMWATER AND DRAINAGE

Unlike in urban sites where drainage for stormwater is in place, for this FRO the design has to provide for a drainage system which prevents clean water from mixing with contaminated runoffs. Specific attention has to be given to stormwater management such that pollutants generated on site (i.e. oil, fuel, heavy metals, etc.) do not enter the natural environment and polluting surface and groundwater bodies.

3.4.6 COMMUNICATION

Reliable mobile network coverage is available on the project site and along the C35 regional road. Access to the internet is generally available via mobile data services.

3.5 Project Phases

The development will consist of at least four phases:

- the planning / design, phase
- construction, phase
- operation, phase and
- decommissioning phase

The core points associated with the various phases are presented in Table 4:

Table 4: The Project Phases

Project Phases	Expansion
The Planning & Design	The activities performed under this phase are largely non-intrusive in nature. They include amongst others the following: - Site selection and conceptualization. - Conducting feasibility studies – which was done in that an LOI has been granted by MIME. - Conducting an EIA (which is this process). - Developing construction-ready drawings (done concurrently with the EIA) which provide for the site layout, access from adjacent roads (C35 & D3236), traffic flow on the premises, parking and laydown areas. - Applying for a Fuel Retail Licence that permits selling of fuel products (after an ECC has been granted).
Construction	By their very nature, the activities conducted under this phase are intrusive to the environmental and have to be undertaken in compliance with the recommendations provided in the EMP section of this report. Some of these activities are: - Site clearing and levelling, i.e. the site is cleared of vegetation followed by earthworks to prepare the ground for construction. - Grading – the land is graded to the required levels to ensure proper drainage for storm water management. - Installation / construction of infrastructure for the FRO, i.e. the forecourt, canopy, excavation and installation of underground storage tanks, secure pump island, fuel conveying pipelines from the tanks to the dispensing pumps, buildings, parking bays and driveways. - Construction, installation and connection of utilities – water, electricity and sewerage. - Construction of a spill control infrastructure, i.e. containment structures to contain a liquid spill to a specific area. - Post-construction Rehabilitation – this involves clearing the site and removing of all building debris (rubbles, unused materials) from site, dismantling the contractor's temporarily camp from the site, rehabilitate the surrounding areas, etc. before handing over the site to the promotor. Branding of the FRO is also done during this time.
Operational	When compared to the construction phase, the activities performed under this phase are less intrusive to the environment and include the day-to-day management of the FRO. The core activities area: - **Tank Dipping** - inventory monitoring by checking and reconciling fuel levels in USTs so as to detect any product loss through leaking. - **Fuel Receiving -** deliveries are made by road tankers and staff of the FRO must safely oversee the transfer from the tanker to the USTs. - **Dispensing Fuel** – client vehicles are refueled by using the pumps installed on an island in forecourt. - **Quality Control**: regular testing is conducted to check fuel quality. All storage and dispensing equipment are to be well-maintained to prevent contamination.

	▪ **Safety & Security:** management must ensure a safe environment for both customers and FRO personnel, which includes monitoring for any suspicious activity. ▪ **Cleanliness:** The FRO premises must be kept clean, including the restrooms, sales floor, and the forecourt area around the pumps. ▪ **Routine Maintenance**: Regular maintenance is necessary to keep equipment like pumps in proper working order and to prevent breakdowns. ▪ **Emergency Procedures:** All employees must be aware of and trained in safety procedures for handling fuel spills and fire emergencies.
Decommissioning	Decommissioning of the facility will happen at the end of its lifespan and will include restoration of the site to pre-construction conditions, making it safe to be utilised again. In this specific case, decommissioning has to restore the site to support farming activities – for grass to grow and for livestock to graze on the piece of land again. Considering the amount of capital that will be invested in the project – north of N$20 million and the fact that the upgrading of C35 between Khorixas and Kamanjab has commenced – the feasibility of the FRO is certainly guaranteed. There are thus no management measures provided for decommissioning in this report. In the event that the FRO has to be decommissioned due to factors beyond the control of the proponent, then a decommissioning plan will have to be prepared at that time and complied with.

3.6 Project Alternatives

Only three alternatives were considered for this project, viz. the design/layout, technology and the 'No-Go' option.

3.6.1 Design/Layout Alternative

It is advisable to have the FRO designed in a manner that allows a smooth transition to the use of renewable energy, i.e. the building structures, layout of the roofs and orientation should facilitate easier installation of solar panels ensuring maximum exposure to the sun. Consideration should also be given to cater for electrical vehicles (EVs) which is fast growing given the global drive for decarbonisation.

3.6.2 Technology Alternatives

A variety of technologies are used at FRO that are regularly upgraded and updated for purpose of enhancing convenience, efficiencies and security. Such technologies include smart pumps with digital interfaces, mobile payment options, automated systems, and data analytics for fuel management and energy optimization. Things such as energy saving bulbs, dual flush toilets, etc. may be used to save consumables.

It is also important to keep in mind the energy transition which includes electrical powered vehicles. Therefore, it is wise to make provision for the installation of electrical vehicle charging stations to cater for this growing motor sector.

3.6.3 The No-Go Alternative

This alternative assumes that the status quo remains, in that no FRO is constructed. With this option, there will be no disturbances to the environment and the ±2 ha footprint of the commercial farmland earmarked for the project will remain in its current state. However, this alternative is not encouraged because the absence of a FRO at the specific site would mean that tourists, motorists and the farming community (both rural and commercial) will continue to drive long distances to access fuel products for their vehicles and farming operations.

The goals as outlined in NDP 6 will remain unfulfilled in that no employment is created and the youths, especially those in the village will remain unemployed and disgruntled. Considering that the FRO is expected to create temporarily (during its construction) and fulltime (during its operational phase) employment opportunities, the 'No-Go alternative' option is not supported.

3.7 Duration for the Construction

It is estimated that the construction phase for the FRO will last for about twelve (12) months - this long period is assumed to include preparation for tender document and tender appraisals. Procurement of items with long lead-times such as tanks and pumps is also expected to extend the construction period. The capital investment for the FRO of the scale and scope proposed by the promotor is north of N$20 million – a huge investment in the district of Outjo and the region at large. The facility is expected to have an operational lifespan in excess of twenty (25) years.

3.8 Ancillary Infrastructure Required for the Construction

No major infrastructure is required on site for the construction of the development. The required infrastructure to support the construction is briefly discussed below:

3.8.1 Contractor's Camp and Laydown Areas

A designated areas will be established on the premises to allow the appointed contractor to establish a temporary construction campsite where to keep its plants, machines, equipment and its personnel. The area allocated should be big enough to accommodate all construction equipment and personnel.

Environmental Considerations:
When selecting an area for the campsite, choose a site that will cause minimal disruptions to existing habitats and ecosystems. Mature trees must not be chopped down.

3.8.2 Sanitation

Proper sanitation at the construction campsite is crucial for the wellbeing, health and safety of personnel. Adequate facilities should be provided which include clean drinking water, toilets with running water, handwashing stations, showers, and proper waste management system to prevent disease and contamination.

Environmental Considerations:
A high standard of housekeeping must be maintained which focuses on prevention of contamination and pollution of soil, water and air from leaking sanitation facilities. Proper waste management must be maintained throughout the construction period.

3.8.3 Security

To campsite must be secured and preferably fenced in with a single access point. Access must be restricted to construction personnel only. The Foreman must determine if a security guard is required to man the premises during working hours.

Environmental Considerations:
Poor security at the construction campsite could lead to loss of resources through theft, sabotage and or vandalism.

4. BASELINE ANALYSIS AND POTENTIAL IMPACTS

This section outlines the receiving environment in which the project exists:

4.1 Topography and Drainage

According to the 'Atlas of Namibia (Mendelsohn et al., 2002) the project site is characterised by undulating, mountainous terrains which is part of the Damara and Namaqua orogenic belt. The landscape is dotted with ridges and gaps as more or less depicted in Figure 8: The elevation ranges between 1 100 and 1 900 meters above sea level.

Figure 8: View of the Topography between Fransfontein and D3236

4.2 Land Use and Soil

The predominant land use in and around the project site is commercial farming with livestock (cattle, goats and sheep) and wildlife as the main agricultural activities conducted.

Based on the Atlas Namibia soil classification, the type of the soil around the project site is leptosols – extremely shallow stony soils that form locally from weathering of rocks and is common in the young sediments, particularly in the arid and semi-arid areas of Namibia.

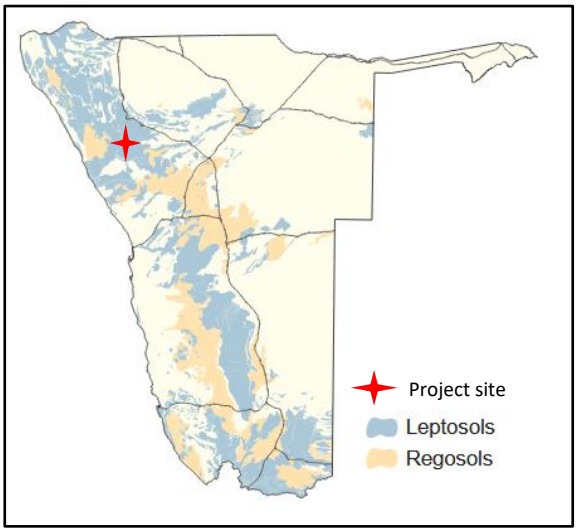

Figure 9: Soil Type

Leptosols have poor water holding capacity and dry out very quickly. The combination of coarse texture and high calcium concentrations in such soils inhibits and suppresses nutrients uptake by vegetation leading to low natural fertility and therefore lower biomass grazing capacity.

4.3 Water Resources (Surface and Groundwater)

Groundwater is the main source of water sustaining the farming communities in and around the project site. The relatively low rainfall means that the groundwater sources are affected by low recharge rates. Boreholes depths can vary from one location to another, and on average range between 40 m to 100m.

Earth dams are also extensively used to store water, but the region's high solar radiation, low humidity and high temperatures – all contribute to extremely high evaporation rate estimated as being in excess of 3000 mm per year.

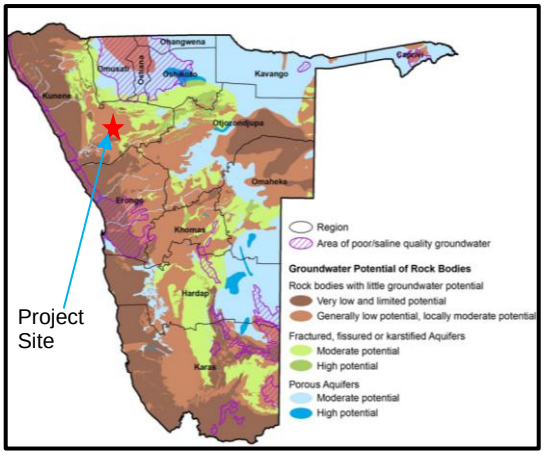

Figure 10: Hydrogeological of Namibia (Courtesy Christelis & Struckmeier, 2001)

Termite mounds are considered a useful guide when searching for sources of groundwater especially is sub-tropical regions. Termites require access to water to maintain high humidity in their nests and actively transport water from the water table to their mounds.

Figure 11: Terminate Mound about 200m from the project Site

Potential Impacts

Groundwater remains an important resource and could be at risk if fuel spills are not contained, cleaned and disposed of properly. Proper containment should be provided at the facility aimed at preventing spillages and leakages

4.4 Geology – Regional and Local

Regional: The Kunene region has an interesting geology dominated by the Mesoproterozoic Kunene Complex. This is a large igneous body composed mainly of anorthosites and gabbroic rocks, extending into both Namibia and Angola. In some areas of the region, the complex is found buried beneath the younger Kalahari sediments and in other areas it is found intruded by mafic and A-type granitic bodies.

There is a surge for exploration activities in the region driven by strong demand for critical minerals required to power gadgets such as mobile cellphones and related devices.

Local: The regional geology is predominantly characterised by ancient rocks of the Damara and Namaqua Belt, a complex geological region in NW Namibia. The Namaqua Belt consists of a series of

metamorphic and igneous rocks that were formed during the Proterozoic Eon, between 2.5 billion and 1 billion years ago (Goscombe et al., 2012).

4.5 Seismic Activities

On 14 March 2018, at about 10h38 local time, an earthquake which recorded a magnitude of 4.8 occurred approximately 68 northwest of Khorixas. The epicenter was ±11 km deep. The event prompted the Geological Survey of Namibia in collaboration with the Council for Geoscience of South Africa to deploy a temporarily seismic network between June and September 2018 to monitor the unusual swam of activities. Over 1600 microseismic events were recorded around the Anker area (±50 km west of Kamanjab) during that period.

Since 2012, a total of 49 earthquakes with a magnitude of up to 5.0 have been recorded within a 100 km radius of Khorixas. The recent earthquake was recorded on 22 April 2022 at about 22h36 local time which registered 5.0 and occurred approximately 33 km north of Kamanjab. The epicenter has not been establish but it was predicted to shallow.

The swam of seismic events that took place around the Anker area are attributed to the release of energy built up in the rock mass as a result of tectonic plate movements with the Damara belt in the south trending NE-SW and the Karoo belt in the east trending in the NW-SE.

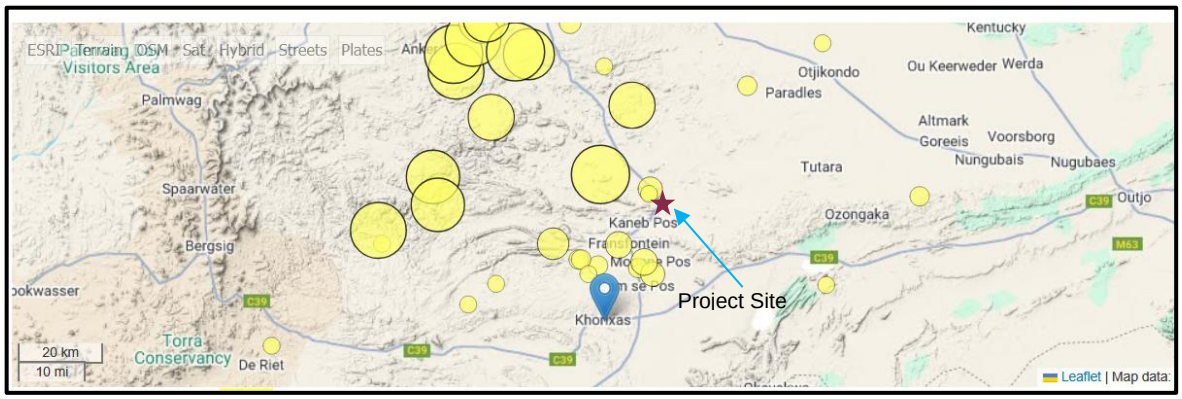

Figure 12: Earthquakes that Occurred in Kunene Region in Yellow (Source: website Volcano Discovery)

4.6 Fauna and Flora

4.6.1 FAUNA

The Kunene region, especially the communal section of the region is endowed with a variety of fauna species including the endangered black rhino, desert-adapted elephants, lions, and several antelope species like eland, oryx and springbok. Other animals found in the region include giraffes, zebra, wildebeest, cheetahs, and various small mammals and birds. This project is on a commercial farm on which game breeding is practiced on a small scale while the main focus is on livestock (cattle, goats and sheep).

4.6.2 FLORA

The flora around the project site is primarily mopane savanna, featuring a mix of trees such as mopane (*Colophospermum mopanene*) camelthorn and several other Acacia species along with grasses such as Bushmen grass. Various other diverse species like Herero sesame bush, corkwoods and trumpet thorn are also found in the area.

Whilst several endemic and near-endemic trees and plant species are found in the general Kunene region, there are no such species in the immediate surround of the project site or on the farm on which the project is located.

4.7 Climatic Conditions

The climatic weather presented in this section has been sourced from the website weather-atlas.

4.7.1 RAINFALL

The Kunene region is one of the driest places in the country with sporadic rain patterns and a high degree of variability in annual rainfall. According to the project promotor the average rainfall on the project is about 180mm per year. However, the 2025 rainy season was exceptional with over 400 mm received. The wettest months are often November through to March with the highest precipitation often occurring in February. The driest months are June through to August with zero precipitation.

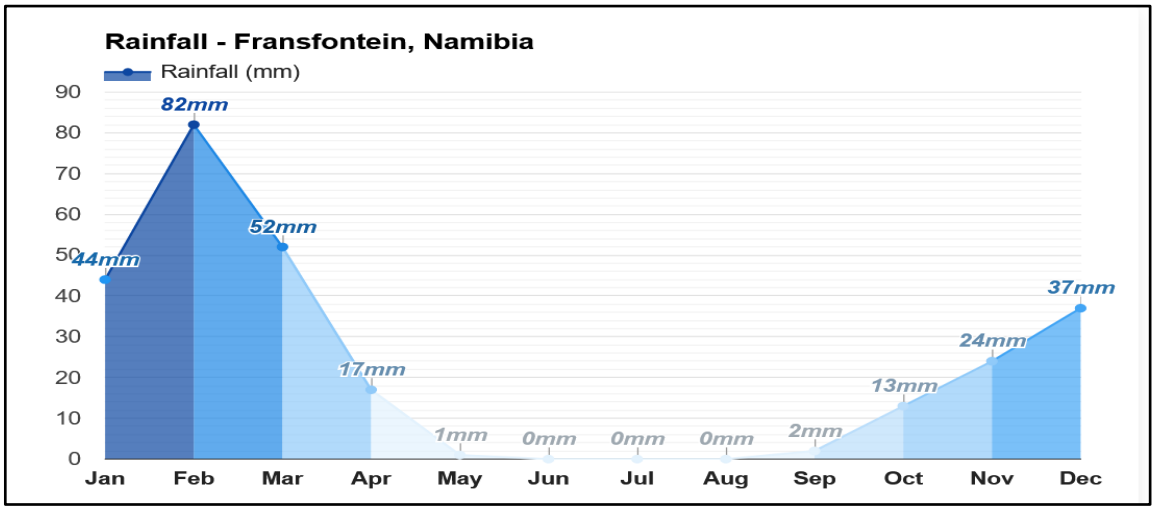

Figure 13: Annual Rainfall Data

4.7.2 TEMPERATURE

Average temperatures at the nearest location (Fransfontein ±12 km) to the project site are as indicated below. The hottest months are October through to January while the coldest months are July and June.

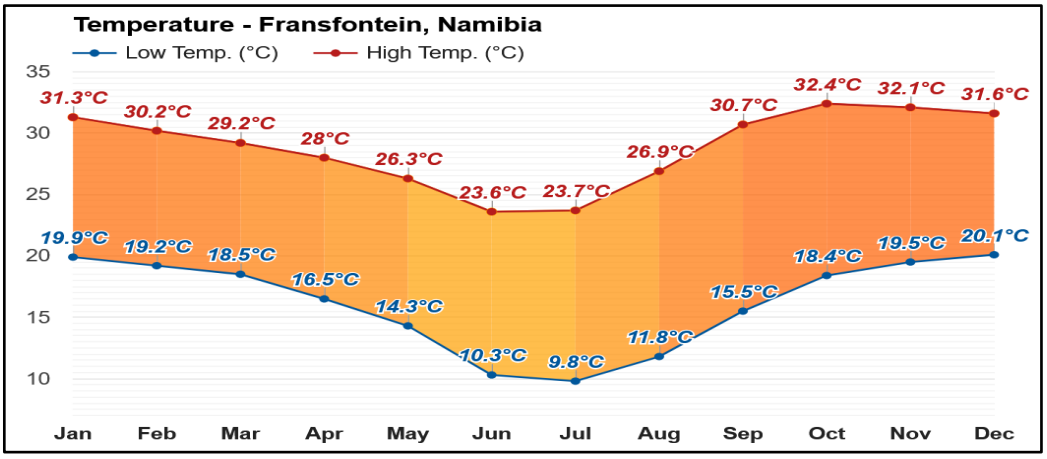

Figure 14: Temperature at the Project Site

4.7.3 WIND

Around the project site, the windiest month (with the highest average wind speed) is July (13.1km/h). The calmest month (with the lowest average wind speed) is February (9km/h).

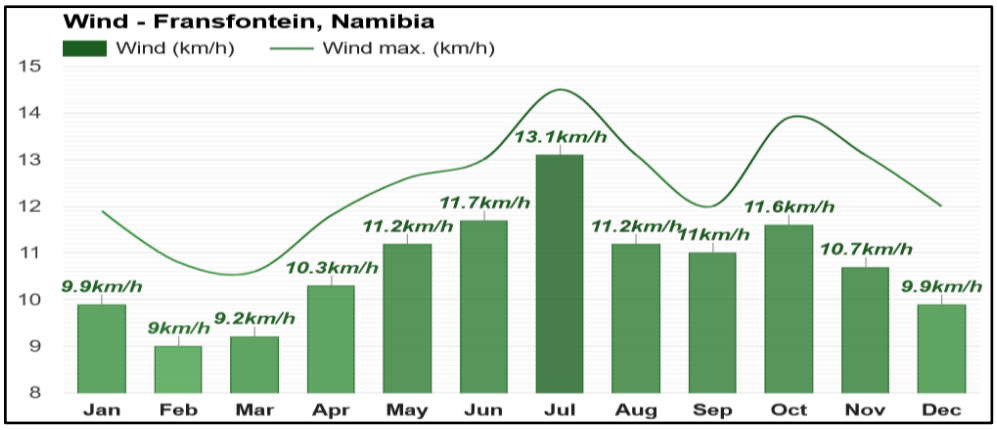

Figure 15: Average Wind Speed

4.7.4 SUNSHINE

From the sunshine graphic Figure 16, the month with the most sunshine is August, with average sunshine of 10h. The month with the least sunshine is February which averages 9 hours and 30 minutes. The average sunshine hours per month is 300 hours.

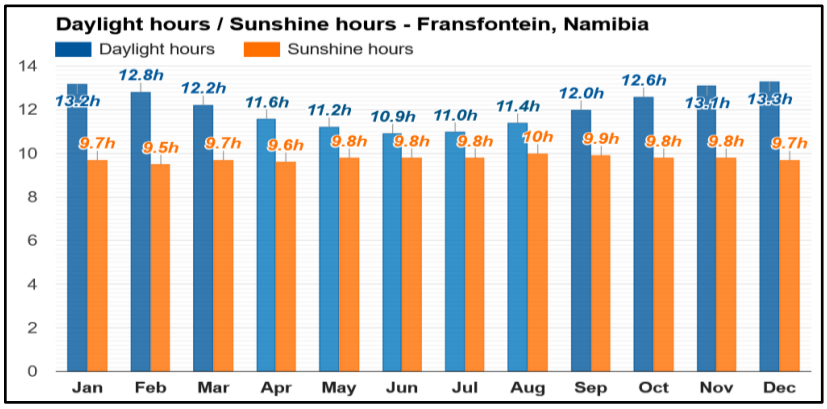

Figure 16: Average Sunshine Hours per Month

4.8 Archaeological, Heritage and Cultural Resources

Archaeological resources in Namibia are protected under the National Heritage Act (No. 27 of 2004) which provides for archaeological impact assessment for those projects that occupy a large footprint. From the regional perspective, Kunene is one of those regions with a wealth of archaeological resources covering over thousands of years of human existence.

Artefacts in the form of stone tools dating to the Early Stone Age (about 2.6 million ago), Middle Stone Age (between 280 000 and 50 000 years ago), and Late Stone Age have been found at various localities within the region providing historical evidence of nomadic pastoralist settlements, particularly by the Koe/Nama and Himba/Herero people (MacCalman H R, 1972, et at.

Historical records and oral traditions indicate complex movements and interactions between the inhabitants of the regions at that time including the northward migration of some Topnaar and Swartbooi Nama groups. The entire landscape is considered a significant cultural environment, encompassing a history of human-environment exchange and providing potential for geomorphology and cultural tourism.

Some of the notable historic sites with heritage status are: in the region:

Geological Heritage: The *Petrified Forest* (occurrence of fossilized trees) and *Farm Verbrandeberg* (Burnt Mountain) have been declared heritage objects/sites in the region.

Dorslandtrekker Monument (Swartbooisdrift): The monument commemorates the return of approximately 2000 Afrikaners from Angola to Namibia in 1928. They crossed the Kunene at Swartbooisdrift. (Incidentally, the promotor is a descendant of the Dorslandtrekker).

Twyfelfontein (/Ui-//aes): This site has the largest concentration of rock engraving in Africa dating back 2500 years.It was declared a UNESCO World Heritage Site in 2007.

The White Lady: -This is a 2,000-year-old rock painting on the Brandberg Mountain just outside Uis. It is world famous for its depiction of a procession that includes a central, detailed figure. It is considered a significant example of the ancient San rock art.

4.9 The Socio-Economic Environment

4.9.1 POPULATION

The data used in this section was sourced from the National Population and Housing Census conducted by the Namibia Statistics Agency (NSA) in 2023. Between 2011 and 2023, the population of Kunene region has grown by about 39.04% or from 86 866 to 120 762 people.

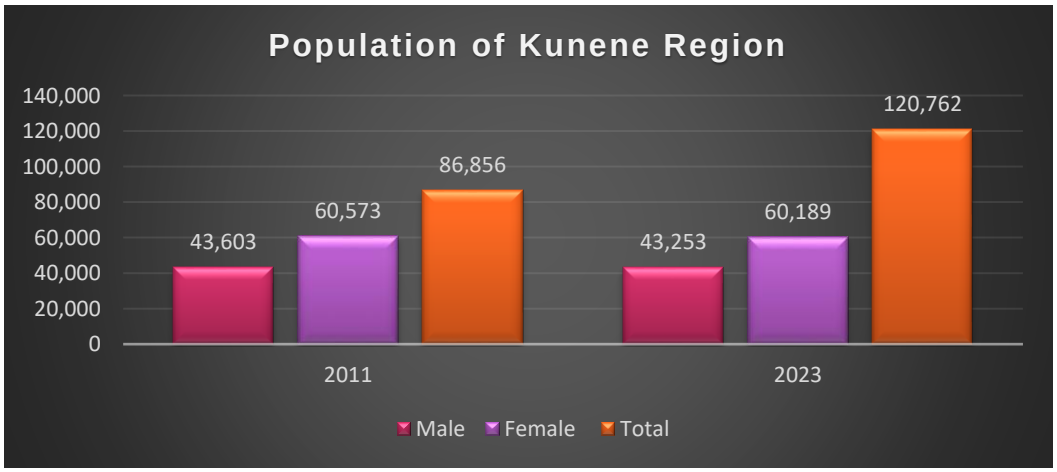

Figure 17: Population of Kunene Region

4.9.2 URBANISATION

During the census conducted in 2023, the urban population in the Kunene region was recorded at 40 693 people almost double the urban population counted in 2011 at 22 930 – an increase of 77%. (Figure 18).

Out of the 4 urban localities in the Kunene region, Outjo was the most populous town across all two census years (2011 and 2023) with 8 445 and 15 063 residents respectively. The town of Kamanjab had the highest population increase, while the town of Khorixas had the lowest population.

Opuwo, the administrative capital of region had an urban population of 7 657 in 2011 and 12 331 in 2023 which is an increase of 61% and growing at the rate of 4% annually.

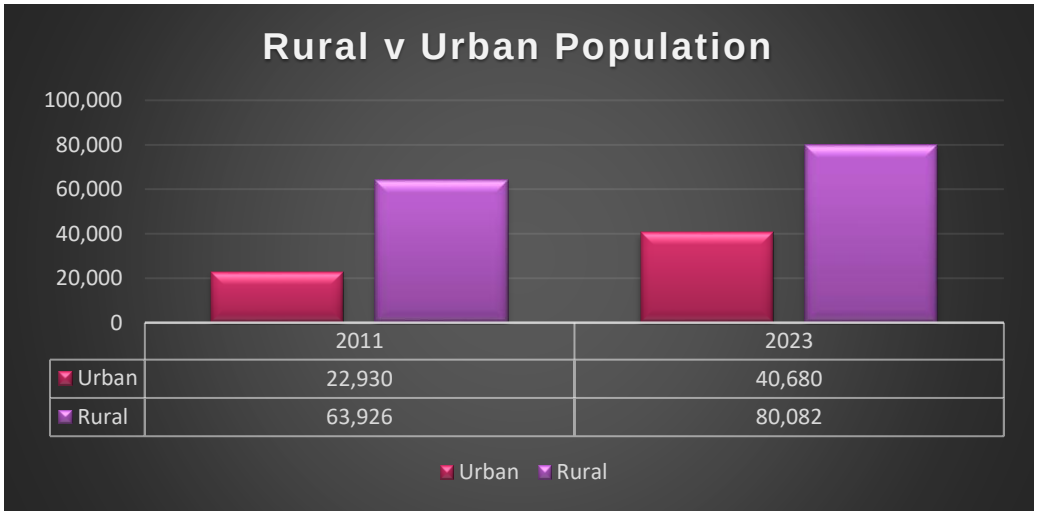

Figure 18: Urban and Rural Population

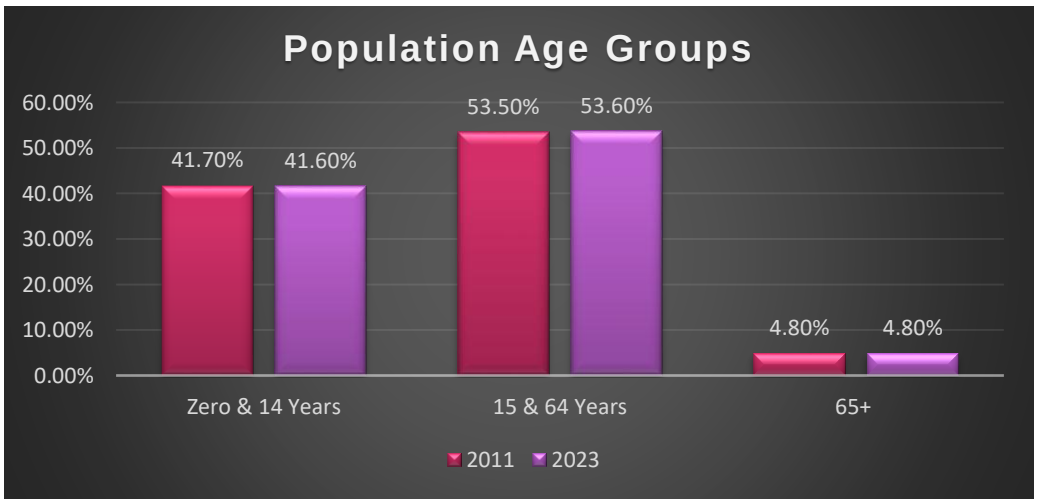

Figure 19: Age Groups

4.9.3 EMPLOYMENT

According to the data released by Namibia Statistical Agency (NSA), the employment and unemployment breakdown for the Kunene region is provided in great details in Figure 20.

The region had a total labour force of 69 245 people, but 64.8% of that figure were of those outside the labour force. The various activities and / or categories (those employed, unemployed, do not want employment, students, retired, discouraged jobseekers, potential labour force, etc.) are as illustrated in Figure 20.

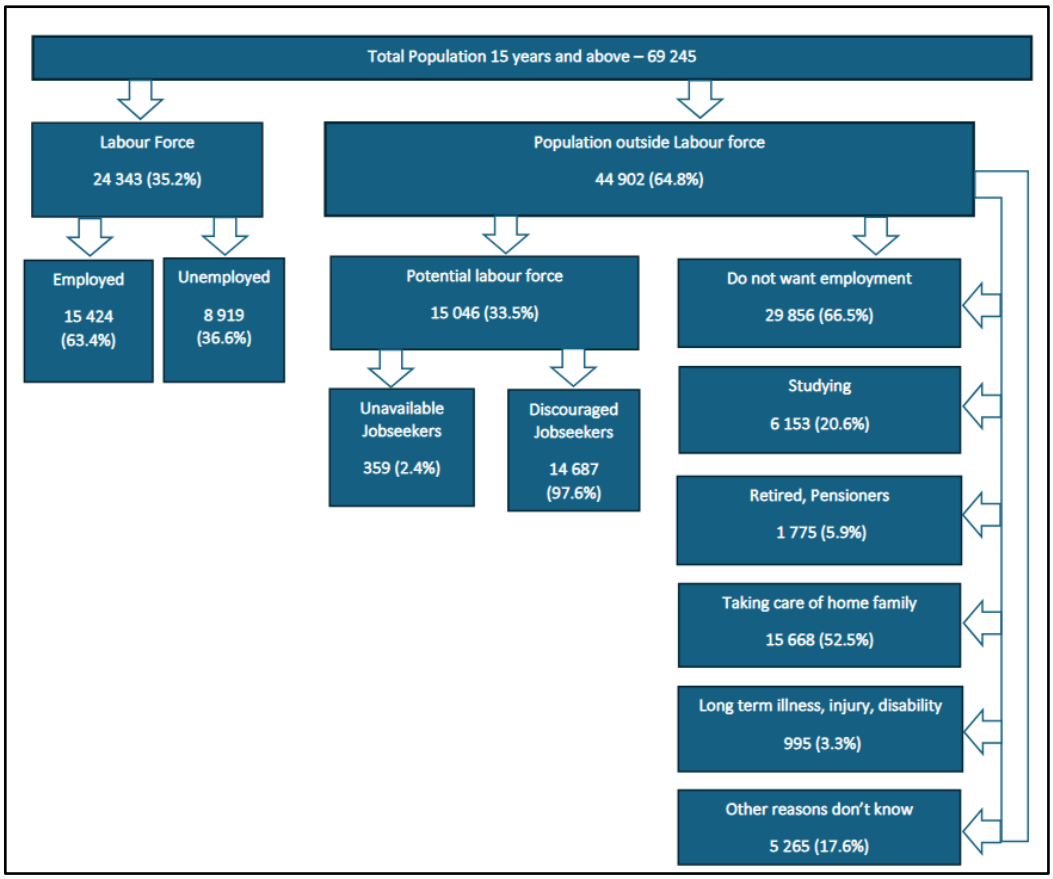

Figure 20: Population above 15 years by Activity (source – 2023 National Census Report)

4.10 Visual Intrusions

At present sources of visual intrusions around the project are in the form of overhead telephone poles with their cable lines, solar panels proving power to surveillance cameras enhancing farm security (Fig. 21). Considering the advancement made in the telecommunication sector, it is unclear if the landline service is still being used by the farming community in the district.

Figure 21: Telephone lines and

5. THE REGULATIVE FRAMEWORK

For development to take place on a sustainable basis, government has formulated laws, rules and policies that require the implementation of all those projects that considered to have an adverse impact on the environment, to be preceded by an environmental scoping assessment. Some of the laws that are applicable to the activity envisaged by the promoter are as listed in Table 5.

Table 5: Legislative Framework

Legislation	Main Aspects
The Constitution of Namibia	↓ Supreme law of the land. ↓ Encourages the welfare of the people. ↓ Provides for environmental protection. ↓ Recognises international agreements and corporations.
Environmental Management Act (Act. No. 7 of 2007)	↓ Provides for the definition of the environment. ↓ Promotes and encourages sustainable management of the environment when natural resources are exploited/extracted for the benefit of the residents/citizens. ↓ Provides for a process of assessment and control of activities that are likely to pose significant effects on the receiving environment.
Environmental Management Regulations (GG No. 4847 of February 2012)	↓ Heralded the implementation of the EMA almost five years after the Act was approved by the legislature; ↓ Presents a list of activities that require an ECC prior to commencement, and ↓ Regulates and provides guidelines on how EIAs must be conducted.
Petroleum Products Regulations and Petroleum Products and Energy Act (GG Notice 2000	The Act regulates the licensing and certification of fuel outlets including related facilities such as FROs, LGP bottling plants, etc. **Section 3 (1)** states that (1) No person shall ↓ operate a retail outlet or conduct the business of a wholesaler, unless authorised to do so under a retail license or wholesale license; ↓ operate a consumer installation, unless authorised to do so under a certificate, and ↓ shall possess or store any fuel. (2) No person shall possess or store any fuel except under authority of a license or a certificate approved by the Minister of MIME. (3) The Minister of Mines and Energy has under regulation 44 of the Petroleum Products Regulations approved the use in Namibia of these specifications, standards and code of practice: ↓ the American Standards Institute (ASI); ↓ the British Standards Institute (BSI); ↓ the South African Bureau of Standards (SABS, and ↓ the South African National Standards (SANS) and ↓ *SABS 0131-1: 1977* – The storage and handling of liquid fuel Part 1 – Small consumer installations. *SABS 0131-2 : 1979* – Storage and handling of liquid fuel Part 2 – Large consumer installations; *SABS 0131-3 : 1982* – The storage and handling of liquid fuel Part 3 – Bulk low-flash point fuel storage and allied facilities at large consumer installations, and *SABS 0108* – Classification of hazardous locations and selection of apparatus for use in such locations.
Labour Act (Act 11 of 2007 as amended)	↓ The Act contains extensive and detailed provisions relating to the basic employment conditions, rules regarding termination of employment, dismissals and disciplinary action;

	➢ It also provides for the prevention of trade disputes, unfair labour practices, regulates and controls collective job action, employment agencies and all matters incidental thereto, and ➢ The Act also provides the right to the employees to speak about work conditions, the right to say no to unsafe work, the right to be consulted about safety in the workplace and the right to workers compensation.
Public and Environmental Health Act (Act No. 1 of 2015)	➢ The Act provides for a legal framework for a structured more uniform public and environmental health system and for matters incidental thereto; ➢ It deals and provides guidelines on noise generation and control thereof within an urban environment; ➢ Also deals with waste management, handling or collection, waste disposal, waste recycling, sanitation, etc.;
Public Health Covid-19 General Regulations (as amended throughout 2020 to 2022)	➢ Provides for a framework on how to deal with the challenges occasioned by the outbreak of the Covid-19 pandemics and includes issues related to restrictions on gathering, testing, contact tracing, quarantine facilities, public transport, sanitation at the work place, and ➢ It also provides for burial protocols to be followed for those who succumbed to the pandemic.
Hazardous Substances Ordinance (No. 14 of 1974)	➢ Provides for the control of hazardous substances with potential to cause harm, injuries and even death. ➢ Also provides for the manufacture, handling, storage, sale, use, disposal, etc. of hazardous substances.
Atmospheric Pollution Prevention Ordinance (No. 11 of 1976)	➢ Provides control of noxious or offensive gases and matters incidental thereto. ➢ Requires best practical means for preventing or reducing the escape into the atmosphere of noxious or offensive gases produced by the scheduled process.
Water Resource Management Act (2004)	The following permits are required in terms of the Water Act: ➢ Water abstraction permits; ➢ Domestic effluent discharge permits (site offices, construction camp); industrial effluent discharge permits; ➢ Water use for dust suppression; and water reticulation permits (pipelines), and ➢ Will be superseded by Water Resources Management Act 2013 once the regulations are implemented in the future.
National Heritage Act No. 27 of 2004	No archaeological/heritage site or cultural remains may be removed, damaged, altered or excavated. ➢ Section 48 sets out the procedure for application and granting of permits, such as the permit required in the event of damage to a protected site occurring as an inevitable result of development. Section 51 (3) sets out the requirements for impact assessment. ➢ Part VI Section 55 Paragraphs 3 and 4 require that any person who discovers an archaeological site should notify the National Heritage Council
Namibia Standard Act (Act No. 18 of 2005)	Responsible for the promotion of standardization and quality assurance in the industry, commerce and the public sector in Namibia, with the aim of improving product quality, industrial efficiency and productivity and promoting trade so as to achieve optimum benefit for the people of Namibia.
National Development Plans (NDP6)	NDP5 has its goal to reduce poverty such that by 2022, marginalized communities are integrated into the mainstream economy.

6. PUBLIC CONSULTATION PROCESS

This section describes the public consultation process (PPP) followed during the course of compiling the environmental scoping assessment for the proposed development FRO as outlined in section 27(1) of EMA and section 32 of the EIA regulations. One of the objectives of the scoping assessment for this development was to identify key stakeholders so as to involve them in the EIA process. In broader terms, the objectives of the PPP are, amongst others:

- To secure approval from stakeholders which gives some form of assurance and a sense of partnership with the promoter of the proposed development and prevents unnecessary disputes and costs associated with litigations.
- To increase awareness and public confidence and in so doing to maximize benefits and minimise risks.
- To ensure transparence and accountability in decision-making hence less conflict, since decisions are deemed to have been made through consensus.

The engagement process involved the following key phases:

6.1 Background Information Document (BID)

A detailed background information document (BID) on the project was prepared and a copy emailed to the Office of Environmental Commissioner (OEC) for the purposes of project screening. The project was then screened and allocated an application number **APP006750.** The BID is in **Appendix B.**

6.2 Newspaper Advertisements

Advertisement were placed for consecutive weeks in these local newspapers – "*The Windhoek Observer*" and *"The Villager"* 'on these dates 22 October and 29 October. The newspaper adverts were aimed at notifying and inviting the IAPs and stakeholder to comment and/or make objections on the proposed FRO. The closing date to receive comments and or inputs or objections was 15 November 2025. The newspaper tear sheets are in **Appendix C**.

6.3 Consultation with the Competent Authority

MIME is the competent authority responsible for issuing licenses in the energy resource sector. The promotor has been granted an LOI by MIME which is the first requirement for anyone wishing to operate an FRO. The LOI is attached in **Appendix C**. There was no need to contact the line ministry because the LOI has been granted and is valid for six months. The promotor can only apply for a Fuel Retail Licence (FRL) once an ECC has been granted and working drawings for the facility completed.

6.4 Site Notices

Site notices were placed at the project site on 25 October 2025. The aim of fixing the site notices was to inform IAPs about EIA being conducted. Contact details should any IAP wished to formally object to and /or to provide opportunity to comment were also provided inclusive of the closing date to receive such comments and or input. In Figure 22 are photos placed at the site notices.

6.5 Written Notifications

Section 21(2)(b) of the Environmental Management Act requires for written notices to be given to these entities :

6.6 Notification to Owners and occupiers of adjacent land

The project site is on a commercial farm owned by the promotor. The two public roads (C35 and D3236) are running through the farm with servitude rights held by the Roads Authority. The FRO will be developed at the T-junction where the two roads meet still on the farmland. Neighbouring farms are in excess of 5 km from the project site. There is therefore no immediate neighbours to notify. The nearest settlement to the

project site is Fransfontein and is about 14 km away. The settlement office was notified through an email. It has been assumed that employees who will be working at the FRO will be residing at Fransfontein. (Email communications are as per **Appendix D**)

6.7 Notification of Local authority

The project site is on a commercial farm and not on urban land. There is therefore no local authority involved.

6.8 Notification to other identified statutory stakeholders

The Khorixas Constituency Office (at Khorixas) and the Kunene Regional Council (at Opuwo) were identified as statutory stakeholders and notifications including BIDs were sent to both offices. Emails are attached as **Appendix D.**

Figure 22: Site notice at the Project Site (a) & (b)

6.9 COMMENTS AND RESPONSES

There was no comment, issues or objection raised or received from anyone during the public consultation period. As such there was no meeting held, and there are no minutes for such a meeting. This is possibly due to the fact that the project site is on private commercial farm, and located in a remote rural district of Outjo. The nearest settlement is Fransfontein about 14 km away. Khorixas and Kamanjab are further away at 45 km and 70 km respectively.

7. IMPACT ASSESSMENT METHODOLOGY

Potential impacts that are likely to occur as a result of the various stages of the project, i.e. planning & design and construction (installation of services) are assessed using the methodology presented in this section.

7.1 Types of Impacts

In general, different types of impacts may occur from undertaking an activity. These impacts could be positive or negative, direct (primary) or indirect and or cumulative.

Direct impacts are those impacts that are caused directly by the activity and generally occur at the same time and at the place of the activity. In the case of a FRO, such impacts are usually associated with the construction, operation (which includes renovations and routine maintenance) and decommissioning.

On the other hand, indirect impacts are induced changes that may occur as a result of the activity or development. Cumulative impacts can occur from the collective impacts of individual minor actions over a period of time and can include both direct and indirect impacts.

7.2 Evaluation and Assessment of Impacts

In this section an assessment of impacts is provided which includes the nature, extent, duration, and significance of the consequences for each impacts which may be associated with the project in question, on the environment. The methodology used in determining the significance of actual and/or potential environmental impacts is also outlined below. In addition, the effects of the activity on the affected community have also been described.

Potential impacts are scored according to descriptions provided in Table 6 below:

Table 6: Points Assigned to Potential Impacts

Severity			**Occurrence**
Magnitude of Severity of Impact **Magnitude (M)**	**Duration of Impact** **Duration (D)**	**Extent of Impact** **Scale (S)**	**Probability of Occurrence** **Probability (P)**
10 = Very high /Don't know	5 = Permanent	5 = International	5 = Definite / Don't know
8 = High	4 = Long term (Impact ceases after closure of activity)	4 = National	4 = High Probability
6 = Moderate	3 = Medium term (5 to 15 years)	3 = Regional	3 = Medium Probability
4 = Low	2 = Short term (2 to 5 years)	2 = Local	2 = Low Probability
2 = Minor	1 = Transient	1 = Site specific	1 = Improbable
1 = None /Non-significant			

After ranking these criteria for each impact, a significance rating was calculated using the following formula:

Magnitude:

= Average of (Severity, Duration, Extent, Value of Affected Component and Risk to the human population)

SP (Significant Points)

= Magnitude x Probability

Table 7: Impact Significance Rating

Value	Significance	Comment
SP > 75	Indicates Severe Environmental Significance	An impact that could influence the decision about whether or not to proceed with the project regardless of any possible mitigation
SP 60 - 75	Indicates Major Environmental Significance	Where an accepted limit or standard may be exceeded, or large magnitude impacts occur to highly valued/sensitive resource/receptors. Impacts of high significance would typically influence the decision to proceed with the project unless it is mitigated.
SP 30 - 60	Indicates Moderate Environmental Significance	Where an effect will be experienced, but the impact magnitude is sufficiently small and well within accepted standards, and the receptor is of low sensitivity/value. Such an impact is unlikely to influence the decision. Impacts may justify significant modification of the project design or alternative mitigation
SP < 30	Indicates Low Environmental Significance	Where an effect will be experienced, but the impact magnitude is small and is within accepted standards, and the receptor is of low sensitivity/value, or the probability of impact is extremely low. Such an impact is unlikely to influence the decision, although impact should still be reduced as low as possible, particularly when approaching moderate significance.
SP < 4	Indicates negligible environmental significance	A resource or receptor will not be affected in any material way by a particular activity, or the predicted effect is deemed imperceptible or indistinguishable from natural background levels. No mitigation is required.
+ve	Positive	Where positive consequences / effects are likely

8. ASSESSMENT OF IMPACTS

In this section the assessment for predicted impacts for the planning/design, construction and operation phases arising from the development of the proposed FRO is presented. The impact assessment has been informed by the fact that there are no services and infrastructure on the site.

8.1 Planning & Design

During this phase, there are minimal to nor environmental impacts involved. However, by the time when this phase has been completed, the promotor would have injected quite some capital into the development, i.e. paying the various professionals involved (i.e. business plan to obtain a Letter of Intent from MIME, EIA Consultant to obtain the ECC, engineers to design the required services and infrastructure, etc.) These are all positive benefits to the local economy that are derived from the envisaged development. The aspects to be considered during this phase are:

8.1.1 Compliance Requirements

The promotor has to ensure that all the necessary permits and licenses pertaining to the development are obtained, and that compliance with applicable laws and regulations is adhered to. Copies of these documents have to be kept on file at the project site during the construction and operation phases.

- A valid ECC from MEFT;
- A Letter of Intent or Fuel Retail Licence from MIME;
- Working drawings approved where applicable and endorsed by MIME;
- Employment contractors of employees signed by both parties and copies kept on file.

8.1.2 Facility Planning and Design Consideration

The proponent should strive to give consideration to these measures/recommendations:

- The design and support infrastructure for the FRO must be prepared by a qualified and experienced professional.
- The underground storage tanks, conveying pipelines and pumping system must meet local and SANS standards and specifications.

- During the planning stage, efforts should be made that embrace decarbonisation practices aimed at reducing the carbon footprint of the FRO during its construction and operational phases;
- It is important to have the buildings positioned and orientated in a way that allows the installation of solar panels to have maximum exposure to the sunshine.
- Green technology should be adopted when selecting equipment for the facility with emphasis placed on the use of hybrid systems or those systems that can be powered by wind or solar energy;
- Where possible, procure and install water recycling facilities including solar geysers instead of conversional geysers that are powered by electricity.
- Design the facility in a manner that provides adequate day natural lighting and uses energy saving bulbs.
- Select and implement the design and layout which result in the least environmental disturbances.

8.2 Construction Phase

The aspects associated with the construction phase will include the mobilisation of equipment, plant and machinery and workforce:

- Site preparation – clearance of vegetation, plants, etc.
- Preparation of the constructor's construction campsite.
- Site for storage of building materials, sand, aggregates, cement, etc.
- Earthworks – stripping and stockpiling of topsoil and subsoil.
- Change in land use /landform, soil compaction and capability.
- Establishment of stormwater controls.
- Civil works – installation of USTs, construction of forecourt area and related infrastructure (ablution facilities, convenience store, office, waste management areas, access roads to the facility, paving, etc.).

Assumed impacts on the biophysical and socio-economic environments which may occur during the construction phase are summarised here:

8.2.1 Noise Pollution

It is assumed that localised and temporarily increase in noise levels in the immediate surroundings may be experienced as a result of construction machinery and vehicles on site. The construction will be of a short duration, resulting in a 'low' significance before and after the implementation of mitigation measures.

8.2.2 Air Quality

It is assumed that some dust generation activities associated with the envisaged construction phase are likely to cause an increase in atmospheric dust especially around the project site, with potential increase in particulate matter 10 (PM_{10}) and particulate matter 2.5 ($PM_{2.5}$) and exposed loose materials that may be dispersed by the wind.

Given the short-term nature of the construction phase, and the fact that both roads (C35 and D3236) are gravel roads, it is assumed that the significance of the impact on air quality would be as 'low' to 'negligible', before and after the implementation of mitigation measures.

8.2.3 Soil and Land Use

The assumption is that the following impacts on soil, land use and land capability may occur during the construction phase

- Movement of construction vehicles, machinery and workers in unprotected areas (bare) that may have resulted in soil compaction.
- Compaction and erosion of soils removed and stockpiled during excavation activities.
- Loss of topsoil due to erosion of areas exposed following excavation and stockpiling.

It is predicted that the significance of the impact on soils and land use can be rated as medium to low before the implementation of mitigation measures , and 'low' to 'very low' after the implementation of mitigation measures.

8.2.4 Impacts on Fauna and Flora (Terrestrial Ecology)

The assumption is that some impacts are likely to occur on the flora and fauna environment during the construction phase. Some of these are:

- Direct loss of flora habitat and indirect loss of habitat quality;
- Potential spreading of alien invasive species brought to the construction site by construction vehicles as indigenous vegetation may be removed;
- Loss of faunal habitat and ecological structure as a result of site clearing;
- Where invasive plants are observed, they should be cleared without causing such species to spread. Native vegetation should be re-planted.
- Avoid cutting down mature trees on the project site.
- No hunting or poaching of wildlife on the farm or neighbouring farms is allowed.

Since the project is on a farm land, the impact on terrestrial ecology during any future construction activities is rated as 'very low' significance.

8.2.5 Surface Water

There are no surface waterbodies within a 500 m of the project site. It is therefore assumed that potential impacts on surface water during the construction phase of the site development is not expected to have any impacts on water sources both surface and groundwater. These measures are suggested.

- Areas where hazardous products are handled must have impermeable floors.
- Any spill or leak of hazardous products that occurs during construction activities must be immediately contained and cleaned up.
- Minimise soil disturbance by phasing construction activities outside the rainy season.

It is assumed that the significance of the impact on surface water is rated as 'low' before the implementation of mitigation measures, and very low' after mitigation measures are implemented.

8.2.6 Groundwater Sources

It is assumed that potential discharges to ground surface, and subsequent impact on the groundwater system, may occur as a result of:

- Chemical spillages from the use of earthmoving machinery and construction vehicles on site.
- Improper storage and handling pf hazardous materials

It is assumed that the significance of the impact on groundwater would be rated as moderate without the implementation of mitigation measures, and reduced to a low significance with the implementation of mitigation measures.

8.2.7 Fire Hazardous

Construction activities have the potential to increase the risk of fire occurring at the construction site. The presence of flammable materials on site like fuels, solvents, liquefied petroleum gas (LPG), welding works, smoking and combustible waste that can act as fuel for the fire. Fire hazardous can be amplified by poor storage, a lack of poor training, and inadequate fire safety measures.

It is assumed that the significance of impacts with respect to fire hazardous would be rated as moderate without mitigation measures, and reduced to a low significance with mitigation measures.

8.2.8 TRAFFIC IMPACTS

It is assumed that an increase in traffic around the construction site may be experienced during the construction phase as a result of construction vehicles driving in and out of the construction site delivering building materials. It is however assumed that the significance of the impacts on traffic would be rated as very low before and after the implementation of mitigation measures.

8.2.9 WASTE PRODUCTS

It has been assumed that impacts on the surrounding environment may occur during the construction phase as a result of waste generation, poor waste handling and storage, incorrect waste disposal (both general and hazardous) and housekeeping on the construction sites.

Activities that are likely to produce various types of waste, including household waste, soil, damaged materials, construction debris, waste ferrous metal, waste oils, various types of packaging waste, cans, empty containers, paint cans, paint contaminated waste, acid waste, used batteries are as follows:

- The construction works necessary to prepare the footprint area for the installation of the FR, including earth movement works, work with cement and metal, welding and painting, the use of various machines, equipment and vehicles and the installation/replacement of additional equipment.
- Presence of construction workers on the construction site/farm.
- Maintenance of construction vehicles, plants and equipment

The assumption is that the significance of the impacts associated with improper waste management could be rated as 'moderate' for hazardous waste and 'low' for non-hazardous waste before the implementation measures and 'low' for hazardous waste and 'very low' before and after the implementation of mitigation measures.

8.2.10 HEALTH, SAFETY AND SECURITY

Construction of a FRO includes working at heights, i.e. installing of the canopy, etc. and handling hazardous chemicals has inherent health risks. Activities such as the operation of machinery and handling of hazardous chemicals (inhalation and carcinogenic effect of some petroleum products), will pose the main risks to employees. Security risks will be related to authorised entry, theft and sabotage.

It is assumed that the significance of impacts with respect to health, safety and security would be rated as moderate without the implementation of mitigation measures, and reduced to a low significance with the implementation of mitigation measures.

8.2.11 VISUAL IMPACTS

It is assumed that potential visual impacts could occur during the construction phase from the movement of construction vehicles moving in and out of the construction. Airborne dust clouds caused by construction activities are usually far more visible than the activities that cause them, and in windy conditions can be propagated over great distances. The development footprint is expected to be small and not cover a vast area. The impact will have a low to moderate significance.

8.2.12 ARCHAEOLOGICAL AND CULTURAL RESOURCES

The assumption is that the site has been developed in the late fifties already such that any potential sites of archaeological or cultural nature should have been unearthed or discovered at that time. However, these measures are proposed:

- All people employed on site must be made aware of possible cultural and archaeologically important artefacts and what process to follow if these are found or suspected.
- A method statement must be written and included but limited to training on chance find procedure.

- Follow the measures provided in the EMP.

8.3 Socio-economic environments

It is assumed that a boost in the short term employment opportunities and business opportunities for the small local enterprises may occur during the construction phase. There is therefore both positive and negative impacts – positive for those few persons who will get some employment, but the news of job opportunities could also lead to crowds of jobseekers travelling to the project site in the hope of getting hired. The significance of the positive impact is rated as low and is summarised as follows:

8.3.1 CREATION OF EMPLOYMENT OPPORTUNITIES

These measures are proposed with respect to creation and offering of employment opportunities:

- Recruitment must be done in line with the labour laws of Namibia;
- Employment opportunities should be offered without prejudice but with preference given the locals (within the settlement) who have the necessary skills and experience;
- Women, people with disabilities and those from marginalized communities should also be considered for employment and
- Hiring of non-Namibians for low skilled jobs is forbidden and acceptable justification must be provided to the authorities.

8.3.2 TRAINING AND SKILLS TRANSFER

The measures proposed are:

- Ensure all employees are inducted on the EMP.
- Empower employees through on the job training and skills transfer.
- Inform employees about the parameters and requirements for references on their employment.

8.3.3 SUPPORT TO THE LOCAL AND REGIONAL ECONOMY

These measures are proposed:

- Source and procure goods and services for the development from local businesses.
- Use local transport companies to transport goods required for construction activities as well as other professional service providers.
- Provide business opportunities to local companies so as to contribute to the socio-economic stability of the village and surrounding rural villages.

8.4 Operational Phase

The following activities will be undertaken during the operational phase of FRO:

- Transfer and storage of fuel products
- Sale of products
- Maintenance of USTs, dispenser, bunded areas and associated infrastructure
- Upgrades and renovations of the FRO that maybe associated with an increase in fuel storage capacity in future

It should be noted that the operation phase may include the installation of new tank installation and/or tanks replacements.

Environmental impacts on the receiving environment, which can potentially occur throughout the operational phase, are presented in the following section:

8.4.1 NOISE

Potential noise impacts as a result of the operational activities of the FRO will be from the vehicles visiting the site. The FRO is expected to operate on the basis 24/7. The significance of the noise impact from the facility is expected to be low to very low. This is because the FRO is on a commercial farm and there are no sensitive noise receptors within a radius of at least 5km of the facility.

8.4.2 AIR QUALITY

Air quality is generally impacted by dust, smoke and other gaseous emissions. Volatile Organic Compounds (VOC) and fuel that evaporates during delivery and dispensing activities may occur at the FRO. Such emissions have a potential to impact on the ambient air quality in the surroundings. In the absence of other industries in same localities, the significance of impacts is rated as low without mitigation and very low when mitigated.

8.4.3 SOIL AND LAND USE

The potential for impacts on the soil and land use during the operational phase may include:

- The use of vehicles delivering and transporting chemicals to the service station poses the risk of chemical spillages including fuel and oils.
- Contamination of soil as a result of overspills from the USTs.
- Potential hydrocarbon spillages resulting from a leakage caused by a fracture/crack/corrosion or rupture in the USTs.
- Improper storage and handling of hazardous materials.

The significance of these impacts on soils and land use are rated as medium-high to medium-low before the implementation of mitigation measures and very low after the implementation of mitigation measures.

8.4.4 SURFACE WATER

The potential impacts on surface water during the operational phase of the FRO are as contamination of runoff by poor materials/waste handling practices, including accidental spillages of hazardous substances from vehicles/tanks etc.

The significance of the impacts on the surface water are rated as moderate before the implementation of mitigation measures, and low significance after the implementation of mitigation measures.

8.4.5 GROUNDWATER

Potential discharges to ground surface, and subsequent impact on the groundwater system, could potentially occur as a result of:

- The use of vehicles delivering and transporting chemicals the service station poses the risk of chemical spillages including fuel and oils.
- Contamination of soil and groundwater and possibly bedrock as a result of overspills from the storage tanks.
- Improper storage and handling of hazardous materials.

A technology – an Automatic Tank Gauging has been developed for the fuel service stations that detects discrepancies in the USTs and whether any water has entered the tanks or any leaks have occurred, so that immediate action can be taken to control pollution to underground water resources. Based on the functionality of ATG and the soil – groundwater characteristics of the site, the likelihood of significant pollution is expected to be very low. The significance of the impact on the groundwater is rated as moderate before mitigation and rated as low after implementation of mitigation measures.

8.4.6 FIRE HAZARDOUS

Fire and explosions risks on FRO arise from flammable petrol vapour which can be ignited by heat sources, and fuel leaks. An ignition spark may come from an electrical switch, a cellphone signal, a cigarette or a static electrical discharge. Petrol vapour is heavier than air and will therefore sink to the lowest possible

level of its surroundings and can collect in cavities, drains, pits or other low points and can also travel across the ground due to gravity.
The significance of the fire hazardous is high without mitigation and medium when mitigation measures are implemented.

8.4.7 TRAFFIC IMPACTS

Any potential impacts that may occur as a result of traffic will be localised. It is imperative to note that there are no communities living within a radius of 14 km of the project site. The significance of the traffic impacts is rated as low before and after the implementation of mitigation measures.

8.4.8 WASTE

Waste that will be generated during the operational phase is expected to be in small quantities. Typically, waste consists of hydrocarbon contamination material generated during the upkeep and maintenance and or renovation, redundant equipment, wastewater generated from cleaning activities, as well as from operation of the tanks which will link into the dirty water management system.

Poor waste management may result in the contamination of surface runoff resulting in the deterioration of water quality of the water resources and soil. The significance of the impacts of improper waste management is rated moderate low before the implementation of mitigation measures and can be mitigated to very low significance.

8.4.9 HEALTH, SAFETY AND SECURITY

During the operation phase key safety measures are to control hazards, to store and handle flammable liquids according to strict protocols as per the MSDS. It is also imperative that an emergency response plan is developed and implemented. FRO personnel should be trained on how to respond to an emergency including the use of fire extinguishers.

Develop plans for the management of spills and leaks. Implement measures to deter theft which can include security cameras, well-lit areas and train staff on security protocols including on how to respond to suspicious activity and what to do in case of a robbery. Use security agencies such as G4S to collect cash so as to reduce the risks of robbery.

Spill management including developing an emergency response plan and to ensure staff know how to use fire extinguishers. Electrical equipment must be kept in good working order and used safely to avoid fire risks. The significance of impacts associated with health, safety and security is rated medium without mitigation and low with mitigation measures.

8.4.10 VISUAL

These potential impacts on the visual characteristic of the area as a result of the operation of the FRO are envisaged:

- Lighting of the FRO site

Large, illuminated signage and branding of the site, in a rural area that is typically dark at night, will create light pollution associated with a commercial structure that is out of place with the natural farming landscape.

- Visual intrusions as a result of the movements of vehicles

There is already traffic on the C35 gravel road which is expected to increase once the upgrade of the road is complete. The significance impacts as a result of traffic is expected to be low without mitigation and very low when mitigation measures are implemented.

8.5 Socio-economic Impacts

The social benefits associated with the FRO include creation of permanent jobs as well as transfer of technology and skills. Additionally, prospective employees will be offered training opportunities. The FRO

is expected to be a significant role player in the local and regional economy of Kunene from which the communities of the Fransfontein settlement, which is about 14 km from the project site, is expected benefit.

The national economy is also expected to benefit from the facility as result of taxes and VAT payments to NamRA.

Impact on safety. The operation and use of the tanks pose a number of hazards, as the products are highly flammable and there are personnel working in the vicinity and adjacent infrastructure. This impact may occur as a result of loss of containment or leaks in the transportation or storage infrastructure.

The generation of dust and other gaseous emissions i.e. VOCs, may result in a health and nuisance impact.

The significance of the negative socio-economic impacts associated with the project operation are of moderate significance before the implementation of mitigation measures. The significance of the impacts can be further reduced to moderate-low to low after the implementation of the mitigation measures.

8.6 Accumulative Impacts

The project will be sited on a small portion (about 2 ha) of a commercial farm – the change in land use where the site will be developed will result in a loss of ecological function. As such, no overall cumulative impacts are envisaged on the environment with the exception of noise and air quality. The facility is not located within a residential area and there are communities living within a radius of at least 7 km.

8.7 Decommissioning Phase Impact Assessments

Considering the CapEx that will be invested, it is not projected for decommissioning to happen within the three years which is the validity period of an ECC. The management measures provided under the EMP for decommissioning, are only provided in the event of the project ceasing operation in a premature manner for factors beyond the control of the promotor – severe recession.

If such a stage is reached, the proponent needs to remove all materials resulting from the demolition from the site. For this specific project, decommissioning will cover aspects such as:

- Removal of USTs from the site.
- Rehabilitation of the site to pre-construction conditions.
- Landscaping by flattening the mounds of soil and planting indigenous trees.
- Dismantling of all equipment (pipes, pumps, electrical cables, etc.).
- Removal of all dismantled equipment and disposing off in a responsible manner.
- Fencing and signposting unsaved areas until natural stabilisation occurs.
- Retrenching employees, etc.

Table 8: Impact Assessments

Potential Impacts	Aspects Affected	Magnitude	Duration	Scale	Probability	Significance	Significance WOM	Magnitude	Duration	Scale	Probability	Significance	Significance MW
Construction Phase													
Socio-economic Impacts													
Short term employment and small business opportunities	Socio-economic	4	2	2	3	24	Low	4	2	2	4	32	Moderate
Generation of dust potentially resulting in health and nuisance impacts.	Socio-economic	4	2	2	3	24	Low	4	2	2	2	16	Low
Safety risk as a result of the movement of construction vehicles (risk of accidents).	Socio-economic	4	2	2	4	32	Moderate	4	2	2	3	24	Low
Job seekers flocking to the construction site	Socio-economic	4	2	3	4	36	Moderate	4	2	3	3	27	Low
Noise Pollution													
Increase in noise levels due to the presence of construction vehicles and machinery used in developing the facility	Noise	4	2	2	4	32	Moderate	4	2	2	3	24	Low
Construction personnel making excessive noise (loud music, singing, etc.) at the construction site.	Noise	4	2	1	2	14	Low	4	2	1	2	14	Low
Air Quality													
An increase in ambient air quality due to dust and gaseous emission from construction activities with dispersal amplified by wind.	Air Quality	6	2	2	4	40	Moderate	6	2	2	3	30	Moderate
Construction personnel working in dusty areas not provided with suitable PPEs	Air Quality	4	2	2	2	16	Low	4	2	2	2	16	Low
Soil and Land Use													
Potential soil compaction due to movements of construction vehicles and machinery	Soil & land Use	4	4	2	3	30	Moderate	4	4	2	2	20	Low
Compaction and erosion of soils removed and stockpiled during excavation activities.	Soil & Land Use	4	2	1	2	14	Low	4	2	1	2	14	Low
Loss of topsoil due to erosion of areas exposed following excavation and stockpiling.	Soil & Land Use	4	1	2	3	21	Low	4	1	2	2	14	Low
Fauna and Flora (Terrestrial Ecology)													
Direct loss of vegetation, plants & trees as a result of site clearing	Flora	4	5	2	4	44	Moderate	4	5	2	3	33	Moderate
Potential to introduce alien invasive species brought to the construction by construction vehicles	Flora	4	2	2	3	24	Low	4	2	2	2	16	Low
Construction personnel chopping down trees to harvest firewood for cooking purpose and or to sell to third parties	Flora	4	2	2	4	32	Moderate	4	2	2	3	24	Low

Potential Impacts	Aspects Affected	Magnitude	Duration	Scale	Probability	Significance	Significance WOM	Magnitude	Duration	Scale	Probability	Significance	Significance MW
Loss of faunal habitat and ecological structure as a result of site clearing.	Fauna	4	4	2	3	30	Moderate	4	4	2	2	20	Low
Construction personnel hunting livestock and or poaching wildlife on the farm and neighbouring farms	Fauna	4	2	2	4	32	Moderate	4	2	2	2	20	Low
Surface Water													
Accidental spillages or leaks of hazardous substances from storage areas contaminating surface water sources.	Water	4	2	1	3	21	Low	4	2	1	2	14	Low
Contaminated runoff water from waste handling areas, sewerage effluent and or sediments polluting local surface water quality.	Water	4	2	2	3	24	Low	4	2	1	2	14	Low
Groundwater Sources													
Potential discharges of chemicals and fuels to ground surface, and subsequent impact on the groundwater system.	Water	4	2	1	2	14	Low	4	2	1	2	14	Low
Poor maintenance of onsite sewerage infrastructure resulting in leaking of sewerage effluent contaminating groundwater sources.	Water	4	2	2	3	24	Low	4	2	2	2	16	Low
Fire Hazardous													
Increased risks of fire hazardous as a result of flammable materials being used during construction activities.	Fire Hazardous	6	2	2	3	30	Moderate	4	2	2	3	24	Low
Poor storage of combustible materials, including inadequate training of construction personnel.	Fire Hazardous	4	2	2	3	24	Low	4	2	2	2	16	Low
Traffic Impacts													
Accidents and incidents occurring around the construction site due to the absence of traffic warning signs.	Traffic	4	2	1	3	21	Low	4	2	1	3	21	Low
Accidents or incidents as a result of spills on public roads (C35 & D3236) of construction materials from construction vehicles.	Traffic	4	2	1	4	32	Moderate	4	2	1	3	21	Low
Accidents/incidents resulting from drivers of construction vehicles driving while under the influence of alcohol.	Traffic	4	2	2	3	24	Low	4	2	2	3	24	Low
Waste Products													
Possible impact on the surrounding environment as a result of waste generation, incorrect disposal of general waste, and housekeeping on the construction site requiring care and attention.	Waste	4	2	2	4	32	Moderate	4	2	2	3	24	Low
Possible impacts on surface and groundwater sources resulting from poor handling and management of hazardous waste.	Waste	4	2	2	3	24	Low	4	2	2	2	16	Low

Potential Impacts	Aspects Affected	Magnitude	Duration	Scale	Probability	Significance	Significance WOM	Magnitude	Duration	Scale	Probability	Significance	Significance MW
Health, Safety and Security													
Accidental struck by falling objects or moving equipment or cranes at the construction site.	Safety & Security	4	2	2	2	16	Low	4	2	2	2	16	Low
Theft of construction materials as a result of poor policing and security of construction premises.	Safety & Security	4	2	2	3	24	Low	4	2	2	2	16	Low
Visual Intrusion													
Visual impacts caused by airborne dust clouds and dust pollution.	Visual	4	2	2	4	32	Moderate	4	2	2	3	24	Low
Visual intrusion as a result of the movement of machinery.	Visual	4	2	1	2	14	Low	4	2	1	2	14	Low
Lighting not directed to storage areas where equipment and building materials are stored/parked may lead light pollution and may offend motorists using the adjacent roads (C35 & D3236).	Visual	4	2	2	4	32	Moderate	4	2	2	3	24	Low
Archaeological, Cultural and Heritage Resources													
Damage to items of archaeological and cultural heritage during the construction activities.	Archaeological	4	1	1	2	12	Low	4	1	1	2	12	Low
Personnel not trained to identify items of cultural & herniate nature during excavations.	Heritage	4	1	1	3	24	Low	4	1	1	2	12	Low
Operational Phase													
Socio-economic Impacts													
Employment opportunities	Socio-economic	6	4	2	4	48	Moderate	6	4	2	4	48	Moderate
Skills development and training.	Socio-economic	6	4	4	4	56	Moderate	6	4	4	4	56	Moderate
Contribution to local economy and in turn to contribute positively towards Namibian economy.	Socio-economic	6	4	2	3	36	Moderate	6	4	2	3	36	Moderate
Potential health and nuisance impacts due to dust and other gaseous emissions.	Socio-economic	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Air Quality													
The generation of smoke and other gaseous emissions including fuel that evaporates, during delivery and dispensing operations.		6	4	2	3	36	Moderate	6	4	2	2	24	Low
Soil and Land Use													
Potential hydrocarbon leaking as a result fractured or cracked or corroded USTs permanently damaging the land use.	Soil & Land Use	4	4	2	2	20	Low	4	4	1	2	18	Low
Spillage of chemicals during product of offloading and handling	Soil & Land Use	4	4	2	2	20	Low	4	4	1	2	18	Low
Poor maintenance of onsite sewerage infrastructure leading to leaks contaminating the soil.	Soil & Land Use	4	4	2	2	20	Low	4	4	1	2	18	Low

Potential Impacts	Aspects Affected	Magnitude	Duration	Scale	Probability	Significance	Significance WOM	Magnitude	Duration	Scale	Probability	Significance	Significance MW
Surface water													
Poor cleaning up of spills or leaks without following the relevant MSDS or due to non-availability of spilling materials.	Surface Water	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Contamination of runoff by poor materials/waste handling practices, solids, sediments and fuel residue resulting in the impact on local surface water quality.	Surface Water	6	4	2	4	48	Moderate	6	4	2	2	24	Low
Groundwater													
Potential leaks from the USTs or accidental hydrocarbon spillages during refueling could contaminate groundwater and possibly reaching the water table.	Groundwater	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Potential chemical spillages, including fuel and oils from the vehicles delivering and transporting hazardous products.	Groundwater	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Potential groundwater pollution as a result of improper storage and handling of hazardous materials.	Groundwater	6	4	2	4	48	Moderate	6	4	2	2	24	Low
Fire Hazards													
Chemicals not stored according to MSDA and SANS specifications	Fire Hazards	4	4	2	2	20	Low	4	4	1	2	18	Low
Electrical maintenance work and electrical appliances not attended and to and repaired by qualified and certified electricians.	Fire Hazards	4	4	1	2	18	Low	4	4	1	2	18	Low
Patrons or personnel not smoking at designated areas of the fuel service station.	Fire Hazards	4	4	1	2	18	Low	4	4	1	2	18	Low
Traffic Impacts													
A poorly designed station layout or suboptimal design can lead to traffic congestion of the premises.	Traffic	4	4	1	3	27	Low	4	4	2	2	20	Low
Driver behavior issues, such as drivers failing to signal when entering or exiting the FRO premises, can disrupt traffic flow and increase accident	Traffic	4	4	1	3	27	Low	4	4	1	2	20	Low
Waste Products													
Failure to developing a waste management plan for the FRO and implementing it could lead to the premises become a visual nuisance, with food items attracting scavenging (both human and non-human) to the facility and a health hazardous.	Waste	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Possible impacts on the environment due to poor waste management may result in the contamination of surface runoff resulting in the deterioration of water quality of the water resources and soil.	Waste	6	4	2	2	24	Low	6	4	2	2	24	Low
Health, Safety and Security													
Lack of implementing measures to deter theft which should include security cameras and well lit presumes has the potential to lead to robberies	Safety & Security	4	4	2	2	20	Low	4	4	1	2	18	Low

Potential Impacts	Aspects Affected	Magnitude	Duration	Scale	Probability	Significance	Significance WOM	Magnitude	Duration	Scale	Probability	Significance	Significance MW
If hawkers are allowed to conduct informal trading activities on FRO premises such traders must be screened and registered. No hawking is allowed after sunset.	Safety & Security	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Visual intrusion													
Ensure that lighting of the facility is used for policing purposes. Lighting should face inwards on the premises and not to adjacent roads.	Visual	6	4	2	3	36	Moderate	6	4	2	2	24	Low
Waste not well managed, not stored at a designated place where it is inaccessible by members of the public or where it does not attracts scavenging.	Visual	6	4	2	3	36	Moderate	6	4	2	2	24	Low

9. POSSIBLE MITIGATION MEASURES

Mitigation measures for adverse environmental and social impacts were developed concentrating on feasible, realistic and enforceable alternatives in the context of the existing uses. The full range of possible mitigation measures were considered for the construction, operational and decommissioning phases of the development of FRO.

Table 9: Possible Mitigation Measures

Environmental Aspects	Potential Impacts	Possible Mitigation Measures
Noise	Increase in noise level	➢ All construction vehicles, machine and equipment must be regularly serviced and well maintained to ensure minimal noise production. ➢ Engine revving and hooting should be avoided especially during morning hours. ➢ Construction vehicles and machinery should be turned off when not in use to avoid unnecessary idling. ➢ Working period time should be between 06h00 and 17h00 during construction and decommission phases.
Air Quality	Increased gaseous emissions, smoke and dust	➢ Regular and prompt maintenance of machinery, equipment and vehicles to reduce the generation of black tailpipe smoke. ➢ No burning of waste onsite. ➢ Conduct a dispersion modelling assessment to predict the level of VOCs concentrations during the operation of the service station. ➢ A complaints register should be kept for any dust related issues and mitigation steps taken to address complaints where necessary e.g. dust suppression. ➢ In dry weather conditions, paved surface must be watered down to prevent dust propagation. ➢ Employees should be coached on the dangers of fuel vapours. ➢ Vent pipes must be properly places as per SANS requirements.
Soil and Land Use	Soil contamination	➢ Pipes and pumps on site must be regularly inspected and maintained to minimise leaks. ➢ Spill kits must be made available on site to clean up accidental spillages. ➢ Ensure proper handling and storage of hazardous chemicals and materials (e.g. fuel, gasoil, cement, concrete, reagents, etc.) as per their corresponding Materials Safety Data Sheets (MSDS) Control during decommissioning.
Surface water	Contamination of stormwater	➢ Installation of clean stormwater drains to collect runoff into a drain specifically constructed for that purpose. ➢ Clean and dirty storm water systems must be in place and must be adequate. ➢ Pipes and pumps on site must be regularly inspected and maintained to minimise leaks.
Groundwater	Contamination of groundwater	➢ The ATG system must be monitored and maintained to effectively detect any leakages. ➢ USTs should be designed and built according to recognized industry standards.
Socio-economic	Labour recruitment and potential urban nuisance	➢ All unskilled employment shall be from local communities (Fransfontein & Khorixas). ➢ Recruitment of labour shall be in accordance with the agreed procedures and based on a fair and transparent selection process. ➢ Regular communication should be maintained with stakeholders and Interested and Affected Parties

Environmental Aspects	Potential Impacts	Possible Mitigation Measures
Waste	Waste management	↓ Waste should be properly segregated, separated and temporarily stored at a secure place on the premises. ↓ Adequate suitable waste bins should be provided at the facility and clearly marked for ease identification by the cleaning staff and patrons. ↓ Any hydrocarbon spills or leaks should be contained and immediately cleaned up. ↓ Waste should be disposed of regularly and at appropriately classified disposal facilities, this includes hazardous material (empty chemical containers, contaminated rugs, paper water and soil). ↓ See the material safety data sheets available from suppliers for disposal of contaminated products and empty containers.

10. CONCLUSIONS AND RECOMMENDATION

The development of the FRO at intersection of D3236 and C35 has positive impacts on the socio-economic environment (creation of employment, transfer of skills, boost to the settlement and to the broader constituency economy, bringing much needed products to the farmers both commercial and communal). With the upgrade of section of C35 between Khorixas and Kamanjab having started, the FRO at the T-junction is destined to capture a significant traffic volume on the highway.

Commercial and communal farmers in the district of Outjo will also benefit from the facility because they do not have to travel long distances to refuel their vehicles.

Provided management measures as recommended in the EMP are implemented and complied with, all potential negative impacts associated with the project can be effectively reduced, avoided or completely eliminated.

It is recommended that an ECC be granted to the promoter for the implementation of the project subject to the terms and conditions which the EC may wish to impose.

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Appendix A

LETTER OF INTENT

REPUBLIC OF NAMIBIA

MINISTRY OF INDUSTRIES, MINES AND ENERGY

Tel.: *+264 61 284-8111*
Fax: *+264 61 238643 / 220386*
E-mail: *info@mme.gov.na*
Website: *www.mme.gov.na*

6 Aviation Road
Private Bag 13297
WINDHOEK

Enquiries: Joleen.Morris@mime.gov.na
Ref. 11/9/5

30 September 2025

Fuel @ Orpheus Service Hub
Outjo District
Namibia

Dear Mr. Van Vuuren

RE: LETTER OF INTENT/BUSINESS PLAN TO DEVELOP AND OPERATE A SERVICE STATION IN THE OUTJO DISTRICT, KUNENE REGION

We hereby acknowledge receipt of your Letter of intent/business plan dated 16 June 2025 in relation to the above-captioned subject matter.

The Ministry has assessed and evaluated your letter of intent and business plan submitted for constructing a retail outlet in the Outjo District, Kunene region

We request that you submit, for our approval, three (3) sets of approved technical drawings for the proposed site. We also request that you submit for our endorsement, the application for Environmental Clearance Certificate (ECC).

The viability of the site is valid for **six (6) calendar months** from the date of this letter. You are, therefore, advised to apply for a fuel retail license in accordance with the Petroleum Products and Energy Regulations, 2000 and the published fuel retail guidelines and requirements, within the validity period.

Kindly take note, that this letter does not guarantee that you will be issued with the fuel retail license necessary to operate the site.

Sincerely yours,

Ministry of Industries, Mines and Energy
Office of the
Deputy Prime Minister and Minister
10 OCT 2025
Official

NATANGUE ITHETE, MP
DEPUTY PRIME MINISTER & MINISTER

Appendix B

BACKGROUND INFORMATION DOCUMENT

ENVIRONMENTAL IMPACT ASSESSMENT

For a Proposed Listed Activity to be Developed at the Corner of C35 and D3236, Outjo District, Kunene Region

Background Information Document (BID)

Construction and Operation of a new Fuel Retail Outlet and Related Amenities.

October 2025

INTRODUCTION

C35 is a regional road, covering a total length of ±620 km starting from the coastal town of Henties Bay up to the Namibia-Angola border post, at Ruacana. It passes through three settlements (Uis, Fransfontein and Omakange) and two small towns (Khorixas and Kamanjab), hence facilitating movements of goods and services to such destinations including the farming communities both communal and commercial.

The ±300 km section of C35 between Kamanjab and Ruacana had been tarred. The Henties Bay-Uis section is under construction with three quarters having been tarred. The tender for the 105 km Kamanjab-Khorixas has been awarded and the contractor has already established a construction campsite at Fransfontein. The duration is about 30 months.

D3236 is a district road in the Outjo district which intersects C35 just north of Fransfontein (Fig. 1). The proposed Fuel Retail Outlet (FRO) for which this EIA is being conducted is at the corner of C35 and D3236. The FRO is intended to provide fuel products and auxiliary services to the farming communities in the area as well as to hundreds of tourists and the general public travelling on C35.

From Walvis Bay, C35 is the shortest route to the northern regions of Oshana and Omusati including Etosha National Park. Once the upgrade is complete, the northern bound traffic from the coastal towns are expected to utilise C35, reducing traffic volume on the B2 highway between Usakos-Omaruru-Otjiwarongo.

THE EIA STUDY

A FRO is a listed activity for which an **Environmental Clearance Certificate** (**'ECC'**) is mandatory. The ECC is conducted in terms of the Environmental Management Act (EMA) and Environmental Impact Assessment (EIA) Regulations.

The promotor has appointed Ekwao Consulting to facilitate the ECC authorisation process for the FRO with the Office of Environmental Commissioner (OEC).

The listed activities triggered by the project are presented in **Table 1.**

Table 1: Activity Triggered by the Project

Activity Category	Specific Activity Triggered
Hazardous Substance Treatment, Handling and Storage	**Activity 9.4** : The storage and handling of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, gas or paraffin, in containers with a combined capacity of more than 30 cubic meters at any one location
	Activity 9.5 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.

PURPOSE OF THIS DOCUMENT

This Background Information Document (BID) is intended to introduce the proposed project to the public, especially the surrounding communities, i.e. Interested and Affected Parties (IAPs), about the EIA being undertaken. Additionally, the BID is intended to provide an opportunity for IAPs to register for the EIA process in order to receive information on the envisaged project. The IAPs are expected to submit any preliminary comments or to voice any issues that they foresee or predict will arise from the construction and operation of a FRO at the proposed site – corner of C35 and D3236.

The EIA process that will be undertaken to determine the potential environmental impacts both negative and positive, is graphically presented in Figure 2.

BRIEF PROJECT DESCRIPTION

The FRO will be constructed and operated on a commercial farm whose ownership is vested in the promotor.

There are at least four phases to this project – the planning/design, the construction, operational and decommissioning phases as more or less illustrated in Table 2 below. In essence, the decommissioning is the reverse of the construction phase.

The envisaged FRO will comprise of at least three underground storage tanks (USTs) each with a storage capacity of 23 m^3 (23 000 litres), two for diesel (50ppm) and one for unleaded petrol (ULP). The total storage capacity envisaged is 69 m^3.

Table 2: Project Phases

The Planning & Design Phase

This phase involves site selection, feasibility study (getting letter of Intent from the line ministry, ECC, etc.), regulatory compliance permits and licence, etc.

There are minimal to no environmental impacts involved in this phase.

Construction Phase

- Site clearing and levelling, i.e. the site is cleared of vegetation, and earthworks performed to prepare the ground for construction.
- Grading – the land is graded to the required levels to ensure proper drainage for storm water management.
- Installation / construction of infrastructure for the FRO, i.e. the forecourt, canopy, underground storage tanks, secure pump island, fuel conveying pipelines, dispensing pumps, buildings, parking bays and driveways/access from C35.
- Construction, installation and connection of utilities – water, electricity and sewerage.
- Construction of a spill control infrastructure, i.e. containment structure to contain a liquid spill to a specific area.
- Post-construction Rehabilitation - clearing the site and removing of all building debris from the site, dismantling the contractor's temporarily camp from the site, rehabilitate the surrounding areas and landscaping.

There are environmental impacts associated with this phase which have to mitigated/managed during the construction period.

Operational Phase

- Day-to-day management of the FRO
- Tank Dipping - inventory monitoring by checking and reconciling fuel levels in USTs to detect any product loss including leaking
- Fuel Receiving - deliveries are made by road tankers and staff of the FRO must safely oversee the transfer from the tanker to the USTs.
- Dispensing Fuel – client vehicles are refuelled by using the pumps installed in forecourt
- Quality Control: regular testing is conducted to check fuel quality, and all storage and dispensing equipment are to be well-maintained to prevent contamination.
- Safety & Security: management must ensure a safe environment for both customers and themselves, which includes monitoring for any suspicious activity.
- Cleanliness: The FRO premises must be kept clean, including the restrooms, sales floor, and the forecourt area around the pumps.
- Routine Maintenance: Regular maintenance is necessary to keep equipment like pumps in proper working order and prevent breakdowns.
- Emergency Procedures: All employees must be aware of and trained in safety procedures for handling fuel spills and fire emergencies

The plan is to have the FRO operated as a franchisee of Bachmus Oil and Fuel and will be branded as such.

Since Namibia does not its own standards for the construction and operation of FRO, the relevant sections of SANS (South Africa National Standards), e.g. SANS 10089:3 will be utilised.

SCOPE OF THE EIA

The EIA will entail the identification of environmental risks (scoping assessment), suggestion of mitigation/management actions to reduce, to eliminate or to avoid risks/impacts (Environmental Management Plan), Public Consultation Process and to submission of EIA reports to the OEC for review and decision on the ECC.

EIA Consultant & Contact Details	Ekwao Consulting Box 25021, Windhoek Cell: 081 418 3125 Email: ekwao@iway.na
	Closing date for inputs, comments & contributions from IAPs is close of business, **15 November 2025**

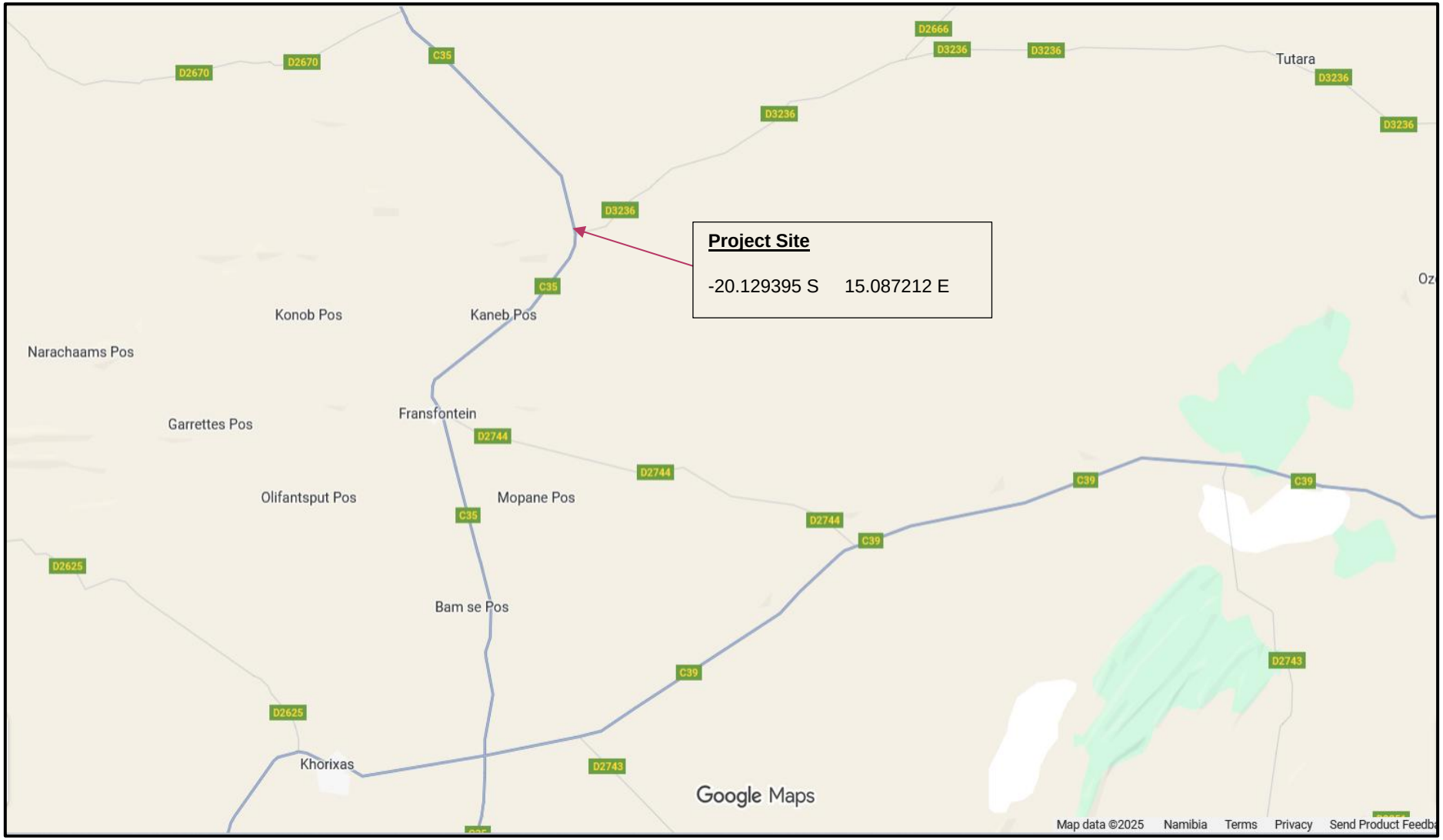

Figure 1: Project Location Map (Google Earth Image)

The EIA Process

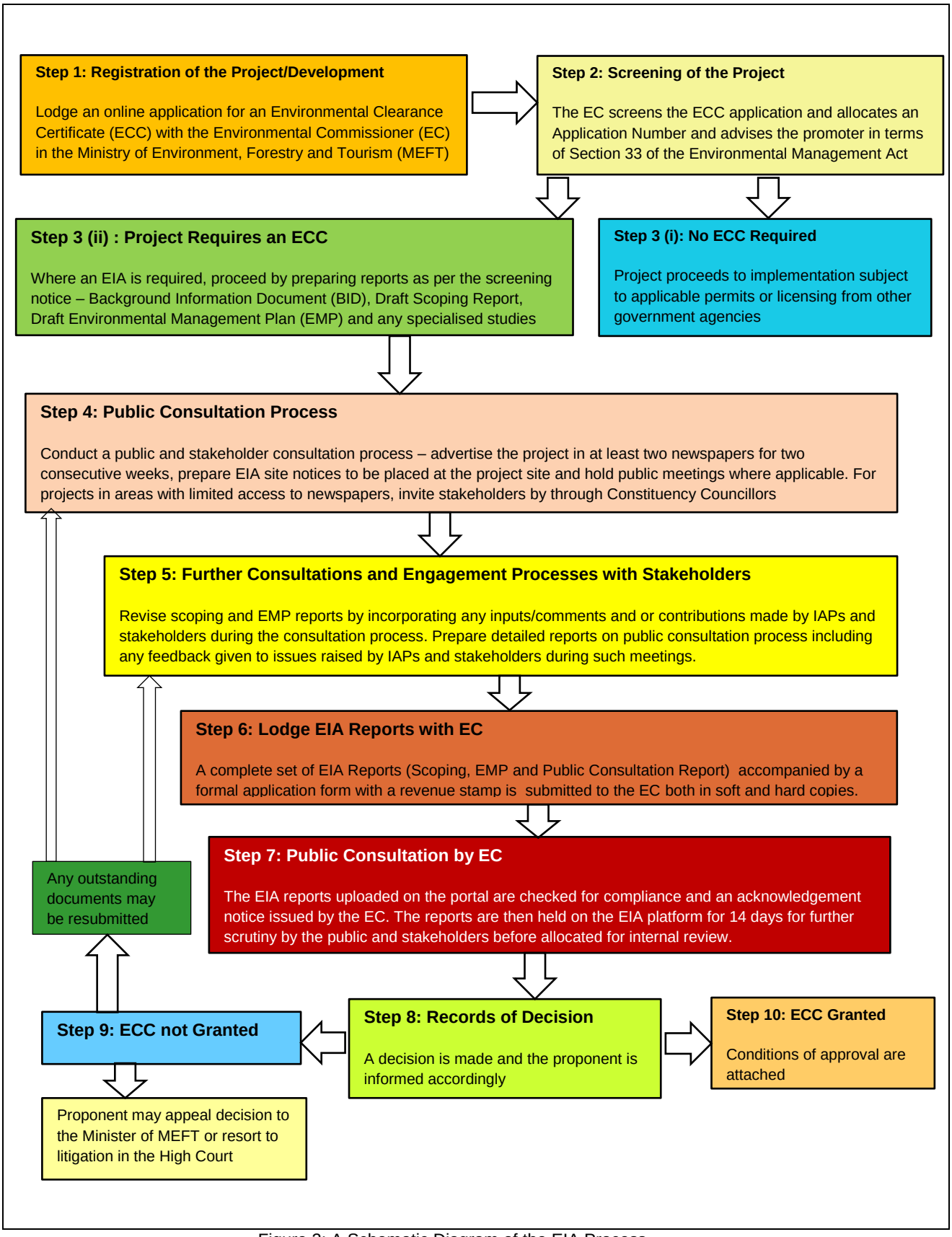

Figure 2: A Schematic Diagram of the EIA Process

Appendix C

TEAR SHEETS - NEWSPAPER ADVERTS

From the Mine to the Macro: Why My Seat on this UNIDO Jury is a Testament to Africa's Sustainable Future

Zenzi N Awases

For as long as I can remember, I have been a builder. As a geologist, I learned to read the story of the earth, written in rock layers and mineral deposits.

But I soon realized that the most valuable resources we have are not just the minerals we extract, but the people, the systems, and the ideas we build around them.

My journey from the field to the policy table, and now to the international jury for UNIDO's inaugural ONE World Sustainability Awards, has been guided by one unwavering belief: purpose and profitability are not just compatible; they are the only sustainable engine for true growth.

It is with immense pride and a deep sense of responsibility that I join this global jury.

These awards are a signal, a clarion call from the United Nations that the era of choosing between economic value and human value is over.

We are now in the business of championing those who ingeniously fuse the two.

When we look at the categories, Sustainable Supply Chains, Innovative Start-ups, and Women in Industry, I don't just see topics; I see the very pillars of the future I have dedicated my career to building in Africa's extractive sectors and beyond.

Sustainable Supply Chains are the Blueprint for Equity.

A chain is only as strong as its weakest link. For too long, the links in our global supply chains, especially in mining, have been forged with opacity, often at the expense of local communities and the environment.

True sustainability means building chains that are transparent, resilient, and equitable. It means ensuring that the wealth from a nation's soil translates into wealth for its people.

I will be looking for entries that don't just minimise harm, but actively create value that is shared, measurable, and meaningful from the ground up.

Innovative Start-ups are the Engine of Disruption.

The status quo is a comfortable enemy. It is the bold, the curious, and the courageous in startups who challenge it. They bring the agility and the audacity to ask, "What if?" What if we could eliminate mining waste? What if we could trace a mineral's journey with blockchain?

What if we could power entire operations with renewable micro-grids? I am eager to be inspired by the pioneers who are not waiting for permission to build a better industrial reality.

Their spirit is the lifeblood of a future-ready economy.

Women in Industry is the Unlocked Reservoir of Potential.

This category is deeply personal. From co-founding the Women in Mining Association of Namibia to leading the Association of Women in Mining in Africa, I have witnessed firsthand the transformative power of including women at every level. It is not a "nice-to-have"; it is a strategic imperative. When women lead, design, and operate, we bring diverse perspectives that de-risk projects, enhance community relations, and drive innovation. I will be seeking the stories of women and organisations that are not just breaking glass ceilings, but rebuilding the entire structure to be more inclusive and effective.

Sitting on this UNIDO jury is more than an honour; it is an alignment of purpose. It is a global stage to validate what I have always known: that the most profitable path forward is the one that lifts everyone up.

To the innovators, the disruptors, and the builders across the globe who are proving this every day, I cannot wait to see your work. The spotlight awaiting you in Saudi Arabia is not just for celebration, but for amplification. Your solutions are the blueprints we need.

Let's continue to build, together.

City of Windhoek Engages NFA on Land Application Discussions

Photo: Contributed

Mathias Hangala

The City of Windhoek (CoW) on Monday met with the Namibia Football Association (NFA) at Soccer House to discuss the association's 2024 land application for the development of a football Technical Centre.

This meeting follows a courtesy visit to the mayor by NFA president Robert Shimooshili and his delegation in late September, during which they discussed the proposed development and the importance of timely approval.

Furthermore, the NFA has formally applied for either a donation or a 99-year lease of Erf 340, located on Richard Kamuhuka Street in Katutura, near Soccer House. During the visit, the mayor and her team were presented with technical drawings and detailed development plans for the property.

In addition, the envisioned project includes a state-of-the-art technical centre, featuring a hotel, restaurants, and modern football development facilities — expected to be a step forward in strengthening local football infrastructure.

Speaking at the event for an update, Faniel Maanda, the City's Strategic Executive for Housing, Property Management, and Human Settlement, informed attendees that the matter would be tabled at the City's Management Committee meeting, which took place on Tuesday.

"Depending on the outcome of the Management Committee deliberations, the submission will proceed to the next Council meeting for a final decision," Maanda said.

Meanwhile, NFA Secretary-General, Cassius Moetie, spoke to the urgency of the matter, revealing that FIFA has set a deadline for the NFA to secure the land in order to unlock funding of approximately N$69.5 million for the project's implementation.

Speaking on the sidelines of the meeting, Windhoek mayor, Ndeshihafela Larandja, explained that the visit was a familiarisation tour requested by the NFA following discussions about a possible contract extension or land donation.

The projected facilities are expected to address the need for high-quality sports infrastructure.

According to Larandja, the project will not only benefit Katutura residents, but also uplift Namibia's image by providing teams with a conducive environment for training and accommodation.

Commenting on the visit, a resident highlighted the need to drill a borehole to ensure sustainable water access for the lawn maintenance and the overall upkeep of the facility.

Equally, Noa Alugongo, another resident, echoed the urgency, stressing that the initiative should be accelerated "before the pitch runs dry."

Meanwhile, Clement Dunaiski suggested that the surrounding infrastructure, particularly road maintenance, should also be prioritised to support the development.

Smart tips for first-time homebuyers

For first-time property buyers in South Africa, stepping into the market is an exciting yet daunting experience.

With fluctuating property values, regional market differences, and unique legal requirements, the process can be complex. Antonie Goosen, principal and founder of Meridian Realty, shares his insights on what new buyers should consider to make informed and sustainable decisions when entering the property market.

According to Goosen, one of the most crucial elements for first-time buyers is to consider the long-term implications of their purchase. "Buying property isn't just about meeting your current needs; it's also about considering how the home will fit into your future plans. This includes its potential resale value and how easily it could attract buyers down the line," he says.

While first-time buyers may be focused on affordability and functionality, he advises them to think ahead about what they may want from the property in five or ten years. "Think about how your family or career needs might change, and try to choose a property that offers room for growth," he adds.

Location is a critical factor in determining a property's long-term value. he emphasises that buyers should prioritise established or developing areas with good access to amenities, quality schools, and safety features. "Location is one of the most influential factors in determining a property's value," he explains. "A well-situated home not only enhances your living experience but also offers stability in property value."

oreover, Goosen suggests examining future development plans for the area. "Infrastructure upgrades, new business hubs, or public transport routes can boost property values, while new industrial zones may have the opposite effect. Do your research or ask your estate agent about upcoming developments that could impact the area's appeal."

For first-time buyers, understanding whether a property is fairly priced can be challenging. Goosen advises using comparative market analysis and working with a reputable agent. "An experienced agent can help you assess comparable properties in the area and offer valuable insights into pricing. This way, buyers can ensure they aren't overpaying in a competitive market," he notes.

While online tools provide price estimates, Goosen reminds buyers that these figures are not always reliable. "In-person assessments by agents are often more accurate because they account for the property's unique features and condition," he explains.

Though selling may be years down the line, Goosen encourages first-time buyers to consider factors that will make a property attractive to future buyers. Features like energy efficiency, good security, and functional layouts can have lasting appeal regardless of market trends. "These qualities tend to remain important to buyers and can enhance your home's resale value," he notes.

He also highlights the importance of budgeting for additional costs that extend beyond the purchase price. "Many first-time buyers forget about transfer fees, bond registration fees, and ongoing maintenance. Planning for these from the start prevents financial strain and ensures you're fully prepared for homeownership."

Finally, he suggests working with a knowledgeable estate agent who understands the intricacies of the local market. "A good agent can offer invaluable guidance, helping first-time buyers avoid common mistakes and making sure they find a home that aligns with their budget and needs," he says.

In summary, first-time buyers in South Africa can set themselves up for success by considering long-term implications, prioritising location, ensuring fair pricing, and seeking expert guidance. "Property is one of the most reliable ways to build wealth," says Goosen. "By making informed choices, first-time buyers can find a home that meets their needs now and continues to benefit them in the future."

Arnold Maritz, Co-Principal for Lew Geffen Sotheby's International Realty in Cape Town's Southern Suburbs and False Bay, shared the main advantages of real estate investment.

Cash flow: Unlike many other investments, real estate has the ability to generate cash flow, either in the form of profit once you've paid off your mortgage or as rental income, whether from an income-producing flatlet on your primary residence or from separate properties. Cash flow from real estate is also far more stable and predictable than most other businesses.

Ability to appreciate: Generally, the value of properties appreciates with time which means that the longer you've owned property, the more it will be worth, making it the ideal nest egg.

Tax concessions: As a real estate operator, you're able to deduct items such as interest and maintenance over time as business write-offs.

It gives you leverage: By consistently servicing the mortgage, you have the opportunity to tap the equity that you have built up and if you own multiple properties or buildings with several units under one roof, you have the option to cash out at any time.

Loan pay-down: When you buy a property with a mortgage in order to rent it out, your tenant is paying at least part of the monthly bond repayment, which means your property is essentially a savings account that grows automatically without you investing very much more – if anything at all.

Hedge against inflation: When inflation increases, so does your rental income and often your property value as well. In other words, when the cost of living goes up, so does your cash flow. **-PROPERTY 24**

PUBLIC NOTICE - ENVIRONMENTAL SCOPING ASSESSMENT AND PUBLIC CONSULTATION PROCESS

Notice is hereby given that an **Environmental Scoping Assessement** (ESA) and **Public Consultation Process** (PCP) are being conducted in terms of the Environmental Management Act (Act No. 7 of 2007) and related EIA regulations for the activity listed below.

On completion of the aforesaid ESA and PCP, a formal application will be submitted to the Office of the Environmental Commissioner (OEC) for consideration to grant an **Environmental Clearance Certificate** (ECC) allowing for the project development to start.

Activity	**Construction and Operation** of a Fuel Retail Outlet (FRO) and related amenities.
Project Location	Omuntele Village Oshikoto Region GPS Coordinates: -18.239323 S 16.238229 E
Proponent	Infinite Logistics and Transport CC
Intereted and Affected Parties	Affected and Intrested Parties (AIPs) are hereby invited to register for the ESA so as to obtain information on the study being conducted. Furthermore, AIPs are requested to submit written comments, objections and/or concerns which that might have with respect to the envisaged development. A Background Information Document (BID) is available upon request on registration.
Consultation Period	The duration to receive written submissions from IAPs starts from 17 October 2025 to 31 October 2025
EIA Consultant:	Ekwao Consulting Cell: 081 418 3125 Fax: 088 645 026 Email: ekwao@iway.na Box 25021, Windhoek

PUBLIC NOTICE - ENVIRONMENTAL ASSESMENTS AND PUBLIC CONSULTATION PROCESS

Notice is hereby given that an **Environmental Social Impact Assessment** (ESIA) is being conducted in terms of the Environmental Management Act, and related EIA Regulations for the project listed below. On completion of the aforesaid ESIA, a formal application for an **Environmental Clearance Certificate** (ECC) will be submitted to the Environmental Commissioner for consideration.

The Project	Construction and Operation of a **Fuel Retail Outlet** and related amenities
Location	Farm Orpheus No. 419 Corner of C35 and D3236 (Khorixas Fransfontein Road) Outjo District GPS Coordinates: -20.129307 S 15.087257 E
Promotor	Mr. DPJ Jansen van Vuuren
Invitation to Participate	Interested and Affected Parties (AIPs) are hereby invited to participate in the EIA process by registering with the EIA Consultant to receive information on the project. The duration for submition of any comments, objections and /or concerns from IAPs is between 23 October 2025 and 15 November 2025. A Background Information Document (BID) on the project is available.
EIA Consultant:	Ekwao Consulting Cell: 081 127 3027 Fax: 088 645 026 Email: ekwao@iway.na Box 25021, Windhoek

PUBLIC NOTICE - ENVIRONMENTAL SCOPING ASSESSMENT AND PUBLIC CONSULTATION PROCESS

Notice is hereby given that an **Environmental Scoping Assessement** (ESA) and **Public Consultation Process** (PCP) are being conducted in terms of the Environmental Management Act (Act No. 7 of 2007) and related EIA regulations for the activity listed below.

On completion of the aforesaid ESA and PCP, a formal application will be submitted to the Office of the Environmental Commissioner (OEC) for consideration to grant an **Environmental Clearance Certificate** (ECC) allowing the project development to start.

Activity	**Construction and Operation** of a Fuel Service Station and related amenities.
Project Location	Erf Rem/1334, Cnr of Dawid Meroro and Scheppmann Streets Pioneers Park Windhoek
Proponent	Rejoice Investments CC
Intereted and Affected Parties	Affected and Intrested Parties (AIPs) are hereby invited to register for the ESA so as to obtain information on the study being conducted. Furthermore, AIPs are requested to submit written comments, objections and/or concerns which that might have with respect to the envisaged project. A Background Information Document (BID) is available upon request on registration.
Consultation Period	Written submissions from IAPs will be accepted between 17 October 2025 and 17 November 2025
EIA Consultant:	Ekwao Consulting Cell: 081 418 3125 Fax: 088 645 026 Email: ekwao@iway.na Box 25021, Windhoek

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED NEW OXIDATION PONDS AND A 3.5 KM SEWER PIPE SYSTEM IN EPUKIRO POS 3, OMAHAKE REGION

Notice is hereby given to all potential Interested and Affected Parties (I&APs) and relevant stakeholders, that application for an Environmental Clearance Certificate will be submitted to the Competent Authority and to the Ministry of Environment, Forestry, and Tourism (MEFT) for the following activities.

Project title: Proposed construction of new Oxidation Ponds and a 3.5km Sewer pipe System

Project Location: Epukiro POS 3 Settlement, Omaheke Region

Proponent: Omaheke Regional Council

Description: The proponent intends to construct new Oxidation ponds and a 3.5km pressured Sewer pipe systems as well as the decommissioning of the existing Sewer Oxidation ponds in Epukiro POS 3 Settlement. This will ensure compliance with the relevant legislation such as the Water Resource Management Act, 11 of 2013, Public and Environmental Health Act, 1 of 2015 etc. In terms of Schedule 8.6 of the Environmental Management Act (Act No. 07 of 2007), the intended activities may not be undertaken without an Environmental Clearance Certificate obtained.

I&APs are hereby invited to register, request the Background Information Document (BID), and submit comments/input to info@greengain.com.na or jkondja@gmail.com **The last day to submit input is on 31 October 2025.**

The public and stakeholder meeting is scheduled as follow

Venue: Epukiro POS 3 Settlement, Agriculture Extension Office

Date: Thursday, 23 October 2025

Time: 10:00 am to 12;00 am

Green Gain Consultants
+264 81142 2927
info@greengain.com.na
https://www.greengain.com.na

ECT

NOTICE FOR PUBLIC PARTICIPATION
ENVIRONMENTAL IMPACT ASSESSMENT

Environam Consultants Trading (ECT) hereby gives notice to all potential Interested and Affected Parties (I&APs) that an application will be made to the Environmental Commissioner in terms of the Environmental Management Act (No 7 of 2007) and the Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAME: Amendment of the Environmental Clearance Certificate for the Operations of an Abattoir on Portion 808 of Farm Stampried 132, Stampriet, Hardap Region

PROJECT LOCATION: Portion 808 of Farm Stampried 132, Stampriet, Hardap Region

PROJECT DESCRIPTION: The amendment is triggered by the increase in production capacity from 10,000 to 30,000 chickens per day. As a result of the increase in production capacity, the changes require a fundamental scaling up of the system (infrastructure and equipment).

PROPONENT: Maranatha Abattoir Trading Enterprises

PUBLIC MEETING: A Public consultation meeting will be held on **10 November 2025** at the following venue and time:

- 10:00-11:00 at the project site (Portion 808 of Farm Stampried 132, Stampriet, Hardap Region)

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: All I&APs are hereby invited to register and submit their comments, concerns or questions in writing to:

Email: colin@environam.com

Mobile: 081 458 4297 on or before **17 November 2025**.

PUBLIC NOTICE - ENVIRONMENTAL ASSESMENTS AND PUBLIC CONSULTATION PROCESS

Notice is hereby given that an **Environmental Social Impact Assessment** (ESIA) is being conducted in terms of the Environmental Management Act, and related EIA Regulations for the project listed below. On completion of the aforesaid ESIA, a formal application for an **Environmental Clearance Certificate** (ECC) will be submitted to the Environmental Commissioner for consideration.

The Project	Construction and Operation of a **Fuel Retail Outlet** and related amenities
Location	Farm Orpheus No. 419 Corner of C35 and D3236 (Khorixas Fransfontein Road) Outjo District GPS Coordinates: -20.129307 S 15.087257 E
Promotor	Mr. DPJ Jansen van Vuuren
Invitation to Participate	Interested and Affected Parties (AIPs) are hereby invited to participate in the EIA process by registering with the EIA Consultant to receive information on the project. The duration for submition of any comments, objections and /or concerns from IAPs is between 23 October 2025 and 15 November 2025. A Background Information Document (BID) on the project is available.
EIA Consultant:	Ekwao Consulting Cell: 081 127 3027 Fax: 088 645 026 Email: ekwao@iway.na Box 25021, Windhoek

Ekwao Consulting

Appendix D

PROOF OF EMAIL COMMUNICATIONS

Joel Shafashike

From: Joel Shafashike <ekwao@iway.na>
Sent: Thursday, 27 November 2025 9:40 am
To: 'rgnldroman@gmail.com'
Subject: FW: Background Information Document on an EIA
Attachments: BID for a FRO on C35 Kamanjab.pdf

Atten: Mr Reginald Roman

We write to inform your good office that we are conducting an Environmental Impact Assessment (EIA) in terms of the Environmental Management Act for the development of new Fuel Retail Outlet (FRO) at the intersection of C35 and D3236 in the Outjo district, which we believe falls under the jurisdiction of the Khorixas Constituency.

In terms of the EIA regulations we are required to inform statutory stakeholders in the specific location such as your good office. The attached document contains information on the EIA being conducted.

Kindly acknowledge receipt

Regards

Joel Shafashike
Tel: +264811273027
Email: ekwao@iway.na
Box 25021 Windhoek, Namibia

EkwaoConsulting
EIA • Registration of Mineral Rights • Mining Technical Advice & Guidance

Joel Shafashike

From: Joel Shafashike <ekwao@iway.na>
Sent: Thursday, 27 November 2025 9:37 am
To: 'deploniak@yahoo.com'
Subject: Background Information Document on an EIA
Attachments: BID for a FRO on C35 Kamanjab.pdf

Atten: Ms Fabiola D Kurtz

We write to inform your good office that we are conducting an Environmental Impact Assessment (EIA) in terms of the Environmental Management Act for the development of new Fuel Retail Outlet (FRO) at the intersection of C35 and D3236 in the Outjo district, which we believe falls under the jurisdiction of the Khorixas Constituency – your constituency. In terms of the EIA regulations we are required to inform statutory stakeholders in the specific location such as your good office. The attached document contains information on the EIA being conducted.

Kindly acknowledge receipt

Regards

Joel Shafashike
Tel: +264811273027
Email: ekwao@iway.na
Box 25021 Windhoek, Namibia

EkwaoConsulting
EIA • Registration of Mineral Rights • Mining Technical Advice & Guidance

Joel Shafashike

From: Joel Shafashike <ekwao@iway.na>
Sent: Thursday, 27 November 2025 9:29 am
To: 'info@kunenerc.gov.na'
Subject: Background Information Documents on an EIA
Attachments: BID for a FRO on C35 Kamanjab.pdf

Dear Sir/Madam

I write to formally notify your good office that we are conducting an Environmental Impact Assessment for the development of a Fuel Retail Outlet (FRO) at the intersection of C35 and D3236 in the Khorixas Constituency.
In terms of the EIA Regulations we are required to inform statutory stakeholders such as your office. Attached hereto kindly find the BID on the project and the EIA being conducted.

Kindly acknowledge receipt

Regards

Joel Shafashike
Tel: 081 418 3125
Email: ekwao@iway.na
Box 25021 Windhoek, Namibia

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Kindly acknowledge receipt

Regards

Joel Shafashike
Tel: 081 418 3125
Email: ekwao@iway.na
Box 25021 Windhoek, Namibia

EkwaoConsulting
EIA • Registration of Mineral Rights • Mining Technical Advice & Guidance

Joel Shafashike

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Email: ekwao@iway.na
Box 25021 Windhoek, Namibia

EkwaoConsulting
EIA • Registration of Mineral Rights • Mining Technical Advice & Guidance

Joel Shafashike

From: Mail Delivery System <MAILER-DAEMON@mta03.iway.na>
Sent: Thursday, 27 November 2025 9:40 am
To: ekwao@iway.na
Subject: Successful Mail Delivery Report
Attachments: details.txt; Message Headers.txt

This is the mail system at host mta03.iway.na.

Your message was successfully delivered to the destination(s) listed below. If the message was delivered to mailbox you will receive no further notifications. Otherwise you may still receive notifications of mail delivery errors from other systems.

The mail system

<rgnldroman@gmail.com>: delivery via mta.iway.na[196.44.136.100]:25: 250 2.0.0 5AR7e80J013248-5AR7e80L013248 Message accepted for delivery

Joel Shafashike

From: Mail Delivery System <MAILER-DAEMON@mta03.iway.na>
Sent: Thursday, 27 November 2025 9:37 am
To: ekwao@iway.na
Subject: Successful Mail Delivery Report
Attachments: details.txt; Message Headers.txt

This is the mail system at host mta03.iway.na.

Your message was successfully delivered to the destination(s) listed below. If the message was delivered to mailbox you will receive no further notifications. Otherwise you may still receive notifications of mail delivery errors from other systems.

The mail system

<deploniak@yahoo.com>: delivery via mta.iway.na[196.44.136.100]:25: 250 2.0.0 5AR7bL5j007227-5AR7bL5l007227 Message accepted for delivery

Joel Shafashike

From: Mail Delivery System <MAILER-DAEMON@mta03.iway.na>
Sent: Thursday, 27 November 2025 9:30 am
To: ekwao@iway.na
Subject: Successful Mail Delivery Report
Attachments: details.txt; Message Headers.txt

This is the mail system at host mta03.iway.na.

Your message was successfully delivered to the destination(s) listed below. If the message was delivered to mailbox you will receive no further notifications. Otherwise you may still receive notifications of mail delivery errors from other systems.

The mail system

<info@kunenerc.gov.na>: delivery via mta.iway.na[196.44.136.100]:25: 250 2.0.0
5AR7ULBW029369-5AR7ULBY029369 Message accepted for delivery

Joel Shafashike

From: Mail Delivery System <MAILER-DAEMON@mta01.iway.na>
Sent: Thursday, 27 November 2025 9:43 am
To: ekwao@iway.na
Subject: Successful Mail Delivery Report
Attachments: details.txt; Message Headers.txt

This is the mail system at host mta01.iway.na.

Your message was successfully delivered to the destination(s) listed below. If the message was delivered to mailbox you will receive no further notifications. Otherwise you may still receive notifications of mail delivery errors from other systems.

The mail system

<fillemonhelmut@gmail.com>: delivery via mta.iway.na[196.44.136.100]:25: 250 2.0.0 5AR7hCQp016560-5AR7hCQr016560 Message accepted for delivery