APP-006939

LAND RECLAMATION AND BERTH 9 MODIFICATION PROJECT IN THE PORT OF WALVIS BAY, ERONGO REGION

Notice to Organs of State

March 2026

GEO Pollution Technologies

TEL.: (+264-61) 257411 ♦ FAX.: (+264) 88626368
CELL.: (+264-81) 1220082
PO BOX 11073 ♦ WINDHOEK ♦ NAMIBIA
E-MAIL: gpt@thenamib.com

25 February 2026

To: **The Executive Director**
Ministry of Agriculture, Fisheries, Water and Land Reform
Private Bag 13343
Windhoek

Re: **Berth 9 Modification Project in the Port of Walvis Bay, Erongo Region**

The Port of Walvis Bay is Namibia's principal deep-water port and a strategic gateway to global markets (Figure 1). The port is one of two ports in Namibia and is located in Walvis Bay, Erongo Region. First established in 1793, it remained under South African administration from 1910 until its reintegration into Namibia in 1994. Since then, the port has become central to the national economy and plays a vital role in facilitating trade for Namibia and several landlocked countries in southern Africa, including Botswana, Zambia, and Zimbabwe, via the Walvis Bay Corridor network. The main industrial and commercial activities are currently concentrated in the South Port, which hosts key infrastructure for container handling, break-bulk cargo, fishing, ship repair and logistics services, while the North Port remains in an early development phase with only the new petroleum storage and handling terminal completed to date. With the South Port operating near full capacity and the North Port still years away from full development, interim measures to expand cargo-handling capacity in the South Port have become necessary. The first major intervention was the construction of the new container terminal on 40 hectares of reclaimed land, improving container throughput. Building on this expansion, the Namibian Ports Authority (Namport) now proposes to modify Berth 9 (Figure 2), currently dedicated to cruise-liner berthing, to add a further 4.7 hectares to the commercial harbour area, providing much-needed operational space and enhancing the port's short- to medium-term capacity.

Namport proposes to extend and reconfigure the existing Berth 9 interface through land reclamation and associated marine and landside infrastructure. Modification of Berth 9, a dolphin-type jetty, will entail reclamation of the water area between the berth and the container terminal to create new backup land directly adjacent to the existing quay infrastructure. Typically, construction will begin with the installation of a steel sheet-pile or combi-wall system to establish a retaining wall structure. This will be followed by driving large steel tubular piles into the foundation of the area to be reclaimed and filling them with concrete to create the primary load-bearing supports. The area will then be reclaimed by filling it with suitable material from onshore sources and/or from sediment obtained by dredging in the port area. Once the piling works and reclamation are completed, formwork and reinforcement will be placed and a reinforced concrete deck will be cast to create the final operational platform. The design will include service tunnels to house all the quayside services required by ships. Onshore services will also be installed, i.e. roads, pavements, water, sewer, lighting and electricity distribution, so that all services in the existing port can simply continue into the extended section. It should be noted that some deviations from the design and construction of the modified Berth 9 area may ultimately realise based on final designs.

Geo Pollution Technologies (Pty) Ltd, an independent environmental consultant, was appointed by Namport to conduct an environmental assessment for the proposed Berth 9 modification project. The purpose of the environmental assessment is to identify and address the potential impacts of the project on the environment, where the environment includes biophysical, social and economic impacts. The environmental assessment will be accompanied by an environmental management plan (EMP) and will