

ENVIRONMENTAL IMPACT ASSESSMENT
SCOPING REPORT
FOR THE CONSTRUCTION AND OPERATION OF A NEW FILLING STATION AT THE
GREENWELL MATONGO CLASS A POLICE STATION, KATIMA-MULILO, ZAMBEZI REGION

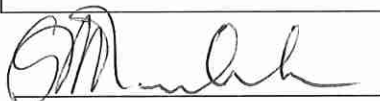


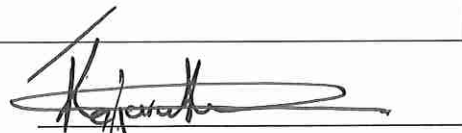
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EXECUTIVE SUMMARY

The construction and operation of the filling station at the newly constructed Greenwell Matongo Police station in Katima-Mulilo, is a critical national developmental project in the region. The proposed project will enhance timely responses to criminal activities carried out in Katima-Mulilo. The establishment of this critical infrastructure will facilitate and expedite the activities of the police in the town in order to maintain the law and order and ensure law enforcement as well as public safety. The completion and operation of the filling station will foster rapid deployment of law enforcement officers to crime scenes without any refuelling delays of vehicles. The improvement in public safety in the town will significantly contribute to the socio-economic development of the town and at the same time attracting investment opportunities that will boost the economy of the town.

The fact that Katima-Mulilo is a border town it's imperative to highly prioritise public safety in the town through timely response to the criminal activities before the criminals escape to neighbouring countries. The integration of the fuel service facility at the newly constructed Class A police station will reduce cross-border flight of criminals through immediate deployment of law enforcement to crime scenes

The proposed project has minimal impacts on the environment, since the project site is within an already transformed urban landscape area characterised by urban infrastructure, roads, buildings, and urban infrastructures. The project site is not an ecologically sensitive areas and it has limited natural habitat remains; vegetation cover is sparse due to prior development.

ABBREVIATION

DEA	Directorate of Environmental Affairs
DESR	Draft Environmental Scoping Report
EA	Environmental Assessment
EAP	Environmental Assessment Practitioner
ECC	Environmental Clearance Certificate
ECO	Environmental Compliance Officer
ECS	EnvironClim Consulting Services
EIA	Environmental Impact Assessment
EMA	Environmental Management Act
EMP	Environmental Management Plan
GPS	Global Positioning System
Ha	Hectare
I&APs	Interested and Affected Parties
IT	Information Technology
KM	Kilometres
MAFWLR	Ministry of Agriculture, Fisheries, Water and Land Reform
MEFT	Ministry of Environment, Forestry and Tourism
MM	Millimetres
MME	Ministry of Mine and Energy
NAMPOL	Namibian Police
NAMWATER	Namibia Water Corporation Limited
PPEs	Personal Protective Equipment's
SME	Small Medium Enterprise

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1.PROJECT BACKGROUND

1.1 INTRODUCTION

The Ministry of Home Affairs, Immigration, Safety and Security (NAMIBIAN POLICE), hereinafter referred to as the proponent, intends to construct and operate a new filling station at the newly constructed Greenwell Matongo Police station in Katima-Mulilo, Katima-Mulilo - Urban Constituency, Zambezi Region. The piece of land covering an area of approximately 3.2 hectares and situated along the Mafuta road was donated to the Namibian Police by the Katima-Mulilo Town Council (KTC) for the purpose of establishing a Class A Police Station. The proposed development will be integral to the Greenwell Matongo Police Station, because it will enhance operational efficiency for the police in Katima-Mulilo and, more broadly, across the wider Zambezi Region. Furthermore, the integrated fuelling facility will significantly enhance crime prevention efforts. Enabling on-site refuelling will eliminate delays in deploying law enforcement units, ensuring a faster, more responsive police service to the community. The proposed new development, inclusive of the new police station, constitutes a major capital project for the region with a total value of 130 million Namibian dollars (NAD). In addition, the project will make a substantial economic contribution to the town during the construction phase. About 30 people, mainly targeting the locals, particularly the youth, will be employed during the construction phase. The proposed development will be constructed by August 26 Holding (Pty) Ltd as the main contractor, and other minor works will be outsourced to local small and medium enterprises from the town. The engineering support services will be rendered by Octopus Consulting Engineers.

The proposed development is a listed activity as per the Environmental Management Act 2007 (Act No. 7 of 2007) (EMA), and an Environmental Clearance Certificate (ECC) is therefore required to commission the proposed development. EnvironClim Consulting Services (ECS) was consequently appointed by the Ministry of Home Affairs, Immigration, Safety and Security (Namibian Police), to conduct an Environmental Impact Assessment (EIA) and formulate an Environmental Management Plan for the proposed development.

1.2 PROJECT LOCATION

The proposed new police station is situated at Greenwell Matongo, within the townland of Katima-Mulilo, along the Mafuta Road, adjacent to Greenwell Matongo Primary School. The site is approximately 2 kilometres south-east of the Central Business District (CBD) (see **Figure 1 and Figure 2** below). The total project area, including the proposed new Class A police station covers an area of 3.2 hectares.

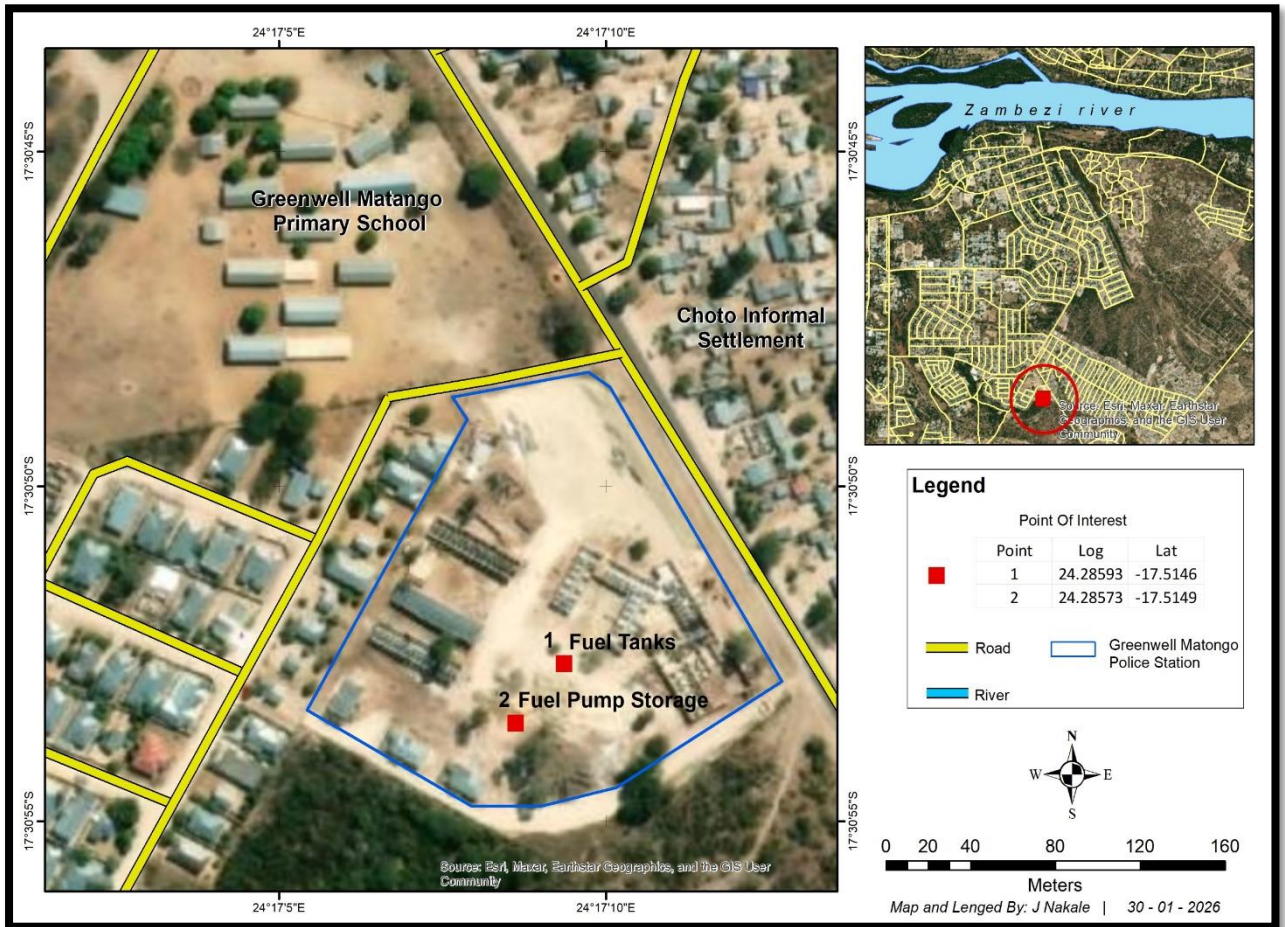


Figure 1: Location of the proposed new filling station and adjacent land-use at Greenwell Matongo, Katima-Mulilo, Zambezi Region (GPS coordinates: -17.305200S, 24.17872E).

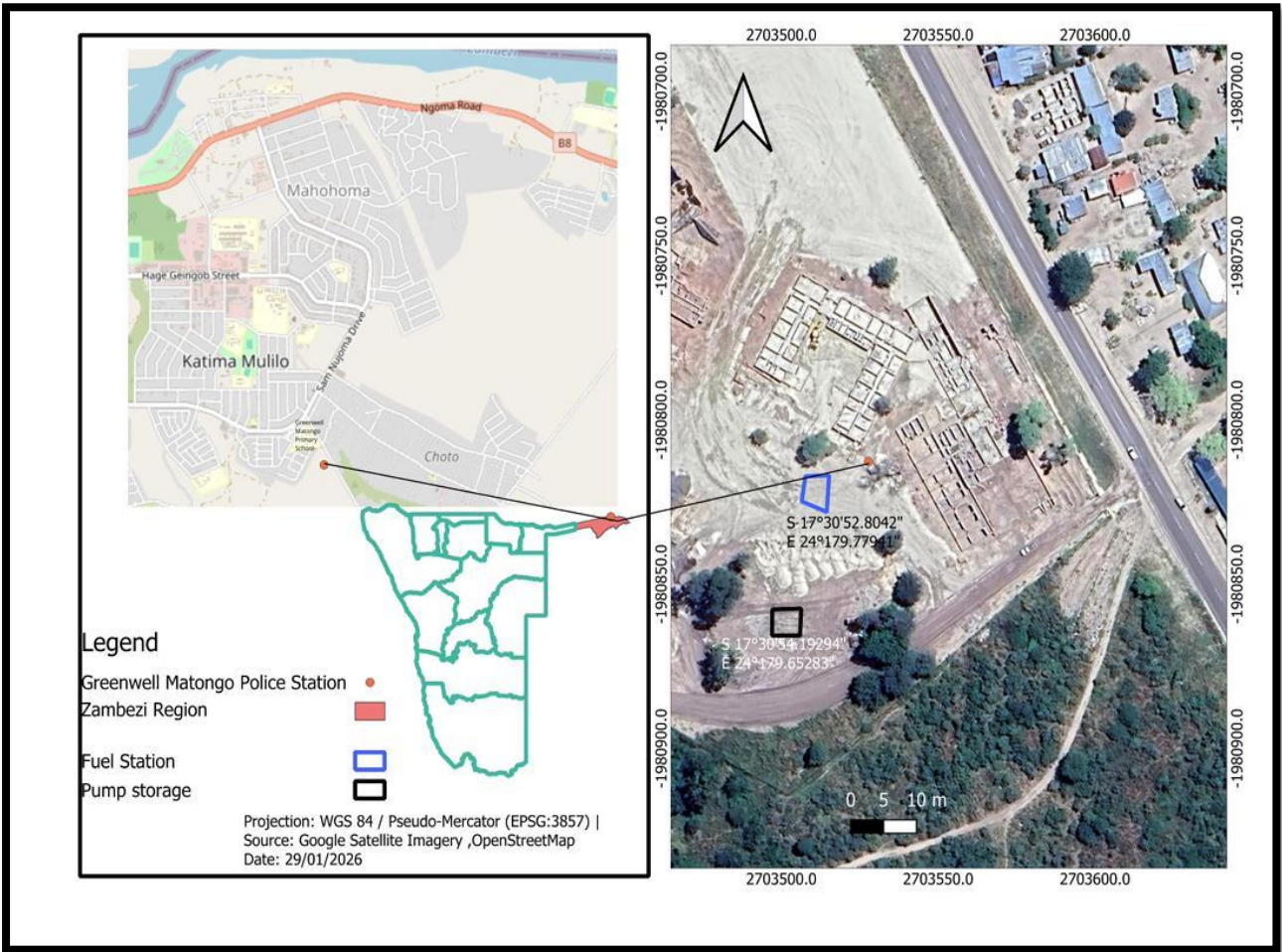


Figure 2: Location of the proposed new filling station at Greenwell Matongo, Katima-Mulilo, Zambezi Region.

1.3 TERMS OF REFERENCES

The Environmental Impact Assessment (EIA) was conducted in strict accordance with Namibia's environmental legislation, specifically the Environmental Management Act (No. 7 of 2007) and its accompanying Regulations (Government Notice No. 30 of 2012).

The primary purpose of this EIA is to provide comprehensive information to the Office of the Environmental Commissioner, enabling an informed decision regarding the issuance of an Environmental Clearance Certificate (ECC) for the proposed project. The process, as defined by the Environmental Impact Assessment Regulations (2012), includes the following key steps, which are detailed in this document as follows:

- ❖ Provide a detailed description of the proposed construction and operation of the proposed new filling station;
- ❖ Identifying all legislation and guidelines that have reference to the proposed development;
- ❖ Identify existing environmental (physical, biological and social) conditions of the area in order to determine their environmental sensitivity;
- ❖ Inform Interested and Affected Parties (I&APs) and relevant authorities of the details of the proposed development and provide them with a reasonable opportunity to participate during the process;
- ❖ Consider the potential environmental and social impacts of the proposed development and assess the significance of the identified impacts and;
- ❖ Outline management and mitigation measures in an Environmental Management Plan (EMP) to reduce and/or moderate possible negative impacts and draw up a feasible decommissioning plan for the proposed development.

1.4 ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENT

The Environmental Impact Assessment Regulations (2012) explicitly mandate that no construction involving the treatment, handling, or storage of hazardous substances may proceed without a valid Environmental Clearance Certificate (ECC). An ECC must be secured in accordance with Regulation 6. Therefore, it is imperative that a public consultation process be conducted in full compliance with Regulation 21, and that an Environmental Scoping Report and an Environmental Management Plan (EMP) be prepared and submitted to the office of the Environmental Commissioner for review as part of the Environmental Clearance Certificate application process.

1.5 THE PURPOSE OF THE SCOPING REPORT

This report, together with the attached Environmental Management Plan (EMP) (Annexure G), has been prepared to fulfil the requirements for an Environmental Impact Assessment (EIA) concerning the construction and operation of a new filling station at the recently built Greenwell Matongo Police Station in Katima Mulilo, Katima Mulilo Urban Constituency, Zambezi Region.

The essence of this report is therefore to;

- ❖ Identify any significant environmental impacts to be taken into consideration prior to the construction and operation of a filling station.
- ❖ Identify information required for decision making purpose.
- ❖ Inform the public about the proposed construction and operation of a filling station
- ❖ Identify the key stakeholders, consider their comments and concerns
- ❖ Define sensible and possible empirical alternative to the proposed development
- ❖ Initiate the terms of references for the envisaged EIA.

1.6 PROJECT ALTERNATIVES

1.6.1 Alternatives

Several potential sites such as Erf 2017 were evaluated for suitability within the Greenwell Matongo informal settlement for the construction and operation of the new Class A Greenwell Matongo police station and integrated new filling station. The selected site was determined to be the most appropriate due to its appropriate site to accommodate the police station and associated facility including the proposed new filling station. In addition, the site is strategically located, because its situated within the informal settlement itself, where crimes incidence are often reported. This placement ensures a direct and responsive police presence in the community, aligning with the project's core objective of enhancing local security and service delivery.

1.6.2 No - Go Alternatives

The no-go alternative serves as a critical reference point, establishing a baseline against which all other project options are evaluated. This alternative entails maintaining the status-quo not proceeding with the construction and operation of the new filling station at Greenwell Matongo Police Station. If the proposed project is not realized, the community of Greenwell Matongo and the broader Katima Mulilo area will experience operational challenges such as not responding to crimes on time and limited police patrols. This scenario carries a significant consequence which includes compromising the safety and security of the community due inadequate fuel supplies and response capabilities. The no-go alternative fails to address the identified gap in localised, efficient law enforcement and would forgo the associated socio-economic benefits of the development.

2. SUMMARY OF LEGAL AND POLICY FRAMEWORK APPLICABLE TO THE PROJECT

The proposed project shall be established and operated under the provision of the mandatory statutory framework of Namibia and relevant international laws of which Namibia is a signatory.

Table 1: Legal requirements relevant for the proposed project

Legislation	Summary	Applicability
The Namibian Constitution	The Namibian constitution is the supreme law of the country which is committed to sustainable development. Article 95(1) of the Constitution of Namibia states that: - “The State shall actively promote and maintain the welfare of the people by adopting policies aimed at ... The maintenance of ecosystems, essential ecological processes and biological diversity of Namibia and utilization of living natural resources on a sustainable basis for the benefit of all Namibians, both present and future”.	To undertake the EIA in order to maintain the ecological process and diversity of ecosystem.
The Environmental Management Act (No. 7 of 2007)	The Environmental Management Act No 7 of 2007 aims to promote the sustainable management of the environment and the use of natural resources and to provide for a process of assessment and control of activities which may have significant effects on the environment; and to provide for incidental matters. The acts provide a list of activities that may not be undertake without an environmental clearance certificate. Further, the Act ensures that;	Legal requirement to undertake an EIA

Legislation	Summary	Applicability
	<p>(a) Potential threats are considered timeously</p> <p>(b) A comprehensive stakeholder's consultation is conducted, and all interested and affected parties are given an opportunity to comment on the project</p> <p>(c) Decision are robust by considering the above-mentioned activities</p>	
Atmospheric Pollution Prevention Ordinance Act (No.11 of 1976)	<p>This Ordinance serves to control air pollution from point sources, but it does not consider ambient air quality. This ordinance is being repealed by the proposed Pollution Control and Waste Management Bill. Any person carrying out a 'scheduled process' which are processes resulting in noxious or offensive gases typically pertaining to point source emissions have to obtain a registration certificate from the Department of Health.</p>	<p>Generation of greenhouse gases by the filling station.</p>
Draft Pollution Control and Waste Management Bill	<p>This Bill serves to regulate and prevent the discharge of pollutants to air and water as well as providing for general waste management. The Bill will repeal the Atmospheric Pollution Prevention Ordinance (11 of 1976) when it comes into force. The Bill also provides for noise, dust or odour control that may be considered a nuisance. Further, the Bill advocates for duty of care with respect to waste management affecting humans and the environment and calls for a waste management licence for any activity relating to waste or hazardous waste management.</p>	<p>Possible fuel spill and leakages may pollute ground and surface water.</p>

Legislation	Summary	Applicability
Environmental Policy framework (1995)	This policy subjects all developments and project to environmental assessment and provides guideline for the Environmental Assessment. Its provision mandate that Environmental Assessment take due consideration of all possible impacts and incorporate them in the development or planning stages.	Provision of the EIA and guidelines
The Occupational Safety and Health Act No. 11 of 2007;	<p>Safety: A safety risk is a statistical concept representing the potential of an accident occurring, owing to unsafe operation and/or environment. In the working context “SAFETY” is regarded as “free from danger” to the health injury and to properties.</p> <p>Health: Occupational Health is aimed at the promotion and maintenance of the highest degree of physical, mental and social wellbeing of workers in all occupations. This is done by ensuring that all work-related hazards are prevented and where they occur, managed.</p>	<p>Construction and operation of the filling station has the potential risk of injuries.</p> <p>Provision of clean ablution facility, routine health check-ups for employees, occupational health awareness etc.</p>
Public Health Act No. 36 of 1919	The Act serves to protect the public from nuisance and states that no person shall cause a nuisance or shall suffer to exist on any land or premises owned or occupied by him/her or of which he/she is in charge of any nuisance or other condition liable to be injurious or dangerous to health.	Ensure public safety from noise, dusts, and air pollution.

Legislation	Summary	Applicability
Water Resources Management Act (2004)	This Act provides a framework for managing water resources based on the principles of integrated water resources management. It provides for the management, development, protection, conservation, and use of water resources. Furthermore, any watercourse on/or in close proximity to the site and associated ecosystems should be protected in alignment with the listed principles.	Ensure that the natural water courses in the area are not polluted and implement pollution control mechanism to avoid water pollution
Petroleum Product and Energy Act No, 13 of 1990	This Act provides a framework for handling and distribution of petroleum products which may include purchase, sale, supply, acquisition, possession, disposal, storage or transportation thereof.	Safe handling of the petroleum products such as fuel and lubricants.
Labour Act No. 11 of 2007	This Act aims to regulate labour in general and includes the protection of the health, safety and welfare of employees. The 1997 regulations relating to the Health and Safety of employees at work sets out the duties of the employer, welfare and facilities at the workplace, safety of machinery, hazardous substances, physical hazards, medical provisions, construction safety and electrical safety.	Follow legal labour requirements such as safety, remuneration etc
Regional Council Act, 1992 (Act No. 22 of 1992)	The Regional Councils Act legislates the establishment of Regional Councils that are responsible for the planning and coordination of regional policies and	Observe the Katima Mulilo Town Council by-laws.

Legislation	Summary	Applicability
	development. The main objective of this Act is to initiate, supervise, manage and evaluate development at regional level.	
Soil Conservation Act No. 76 of 1969	This act promotes the conservation of soil, prevention of soil erosion.	Coordinate movement fuel delivery trucks to prevent soil erosion and ensure conservation of topsoil.
Hazardous Substances Ordinance No. 14 of 1974	This ordinance gives provision to control the handling of hazardous substance in all circumstances, such as manufacturing, imports and exporting of these to ensure human and environmental safety.	Handling of chemicals, fire and explosion risks.
National Heritage Act No. 27 of 2004	The Act makes provision for the protection and conservation of places and objects of heritage significance and the registration of such places and objects. Part V Section 46 of the Act prohibits removal, damage, alteration or excavation of heritage sites or remains, while Section 48 sets out the procedure for application and granting of permits such as	The construction of the filling station may unearth archaeological material.
Word's Best Practises	<p><i>Precautionary Approach Principle</i></p> <p>This principle is worldwide accepted when there is a lack of sufficient knowledge and information about the possible threats to the environment. Hence if the anticipated impacts are greater, then precautionary approach is</p>	The construction and operation of the filling station particularly in the area with biodiversity and underground water can be detrimental to the ecosystem and water resource. Therefore, precaution must be

Legislation	Summary	Applicability
	<p>applied. In this project, there are no eminent uncertainty however in cases when they arise, this approach should be applied.</p> <p><i>Polluter Pays Principle</i></p> <p>This principle ensures that proponents takes responsibility of their actions. Hence in cases of pollution, the proponent bears the full responsibility to clean up the environment.</p>	<p>taken into consideration when refilling underground storage tank at the filling station is taking place.</p> <p>In the event of any damage of biodiversity and pollution of underground water, the proponent must be held accountable to compensate for the damages.</p>

3. DESCRIPTION OF THE PROPOSED NEW FILLING STATION AT GREENWELL MATONGO POLICE STATION

3.1 INTRODUCTION

The Ministry of Home Affairs, Immigration, Safety and Security, through the Namibian Police Force, has identified the critical need for an integrated filling station at the Greenwell Matongo Police Station in Katima-Mulilo. This development is a fundamental component of the new Class A Greenwell Matongo Police Station. Its primary purpose is to enhance the operational efficiency and response capability of the police force in Katima Mulilo and, by extension, across the wider Zambezi Region, by ensuring immediate fuel availability for law enforcement vehicles.

The population of Katima-Mulilo is experiencing daily growth. In response, the Namibian Police Force has reported a corresponding escalation in prevalent crimes, including housebreaking with intent to steal, robbery, rape, and gender-based violence. This trend underscores the urgent need to intensify and enhance law enforcement operations within the town to effectively combat crime and ensure public safety. The construction and subsequent operation of the filling station at the Greenwell Matongo Police Station will alleviate the burden of over-reliance on the main Katima Mulilo Police Station and ensure a timely response to crimes within the informal settlement.

3.2 FILLING STATION ARCHITECTURAL DESIGN AND ENGINEERING SERVICES

The filling station will consist of key infrastructures, forecourt erected on a cover slab, and underground fuel storage tanks that will be constructed to the highest safety and engineering standards. The fuel storage tanks will have a total capacity of approximately 92 000 liters, comprising of 46 000 liters for diesel (50 PPM), 23 000 liters diesel (10 PPM) and 23 000 liters for petrol (95 ULP). There will be two underground storage tanks, each with a capacity of 46m³ and one internally compartmentalised into 23m³/23m³. The pump for the filling station will comprise the standard flow 3 product 6 hose dispenser and high-speed flow 2 product 2 hose dispenser. The construction and connection of the facility will be executed in full compliance with all applicable engineering specifications and safety standards, specifically the South African National Standards (SANS) (refer to **Figure 3** for a detailed layout).

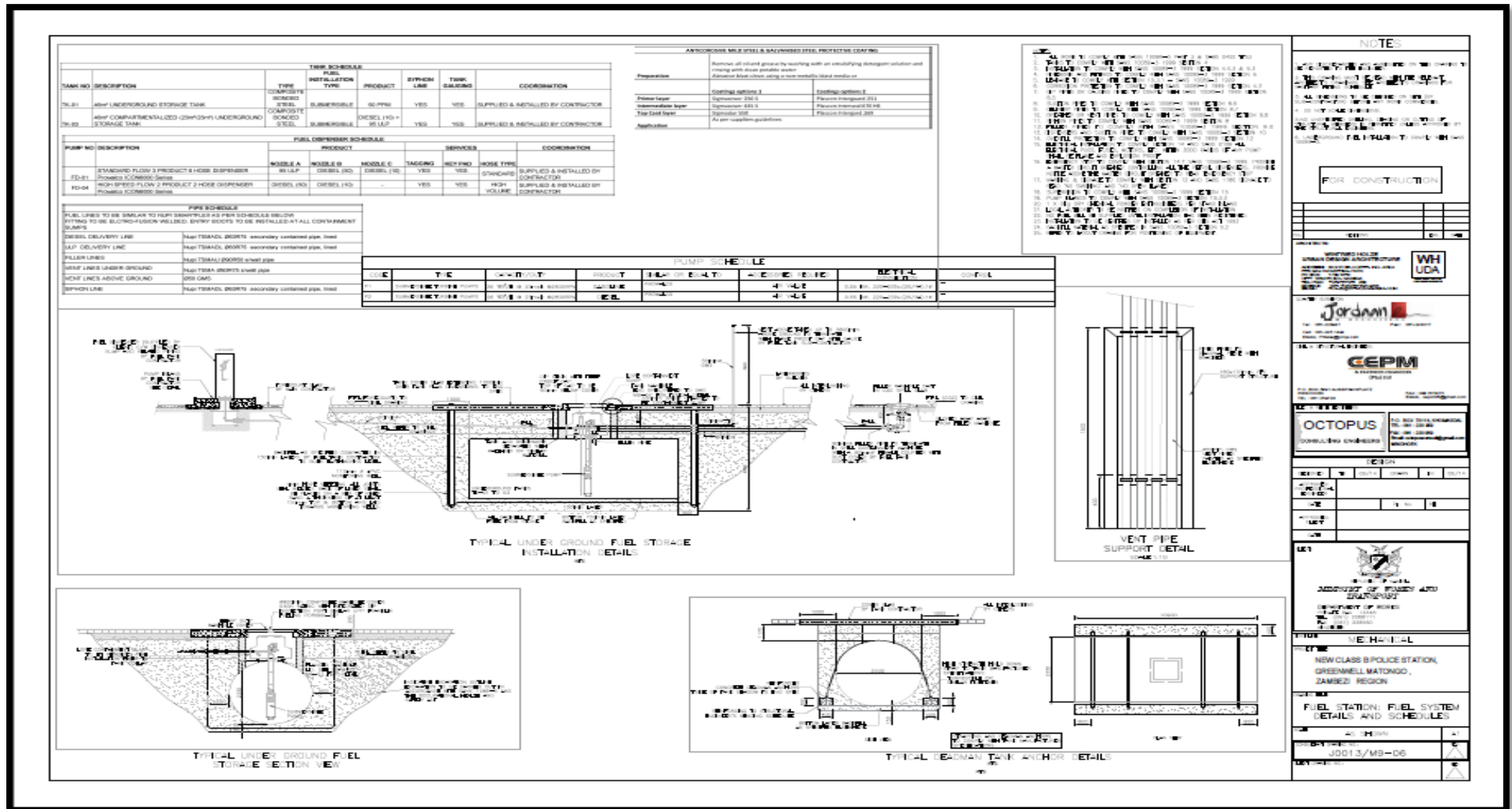


Figure 3: A detailed design of the new filling station at Greenwell Matongo Police Station at Katima-Mulilo, Katima_Mulilo Urban Constituency, Zambezi Region.

3.3 LABOUR REQUIREMENTS

The proposed new filling station is an integral component of the Class A Greenwell Matongo Police Station in Katima Mulilo, which is currently under construction. This development will supplement the police station's operational capabilities and make a substantial economic contribution, particularly during the construction phase. Approximately 30 jobs will be created, primarily targeting local residents, with a focus on youth. Roles will include bricklayers, equipment operators, technicians, engineers, and administrative and technical support staff. Upon completion, the facility will be operated by permanent employees of the Namibian Police Force. Additional cumulative jobs are anticipated for specialized services such as pump servicing and facility maintenance. This development, inclusive of the new police station, constitutes a major regional capital project with a total value of NAD 130 million. The proponent has secured the land from the Katima Mulilo Town Council after following all due procedures. The proposed development will be constructed by August 26 Holding (Pty) Ltd as the main contractor and other minor works will be outsourced to local small and medium enterprises from the town. The engineering support services will be rendered by Octopus Consulting Engineers.

3.4 BULK SERVICES AND INFRASTRUCTURES

3.4.1 Energy supply

Electricity will be supplied via the existing infrastructure of the Northern Regional Electricity Distributor (NORED), the primary distributor for northern Namibia. A dedicated three-phase transformer will be installed to service the entire facility. To ensure an uninterrupted power supply, a diesel generator will be installed as a backup power source. In line with efforts to transition towards green energy and reduce the carbon footprint, the feasibility of implementing a solar roofing system will be assessed. All relevant statutory procedures and approvals will be followed for any renewable energy installation.

3.4.2 Water supply

Water will be integral to the project, required for construction activities, human consumption, and personal hygiene. The general water requirement during the construction of the filling

station is projected to be approximately 200 cubic meters. Water will be sourced from the existing Namibia Water Corporation (NamWater) pipeline in the area. All usage will comply with municipal regulations and conservation best practices.

3.4.3 Access Road

The proposed filling station is accessible via Mafuta Road, which connects to Sam Nujoma Avenue (see **Figure 4**). This is a tarred road maintained by the Katima Mulilo Town Council.



Figure 4: The road network in the vicinity of the proposed new filling station at Greenwell Matongo Police Station, Katima Mulilo, Zambezi Region.

3.4.3 Waste management

The waste management hierarchy will be embodied in the environmental policy of the company. Waste generated during the construction and operation of the filling station will be managed using a cradle-to-grave approach. Building rubble and all other waste will be removed from site and taken to a designated landfill. Domestic waste will be handled through a combination of recycling, minimization, and disposal at the Katima-Mulilo landfill. For sewerage, the station's reticulation system will be connected to the existing municipal network of the Katima-Mulilo Town Council to ensure environmentally safe disposal. In addition, a waste minimization hierarchy illustrated in **Figure 5** will guide waste management throughout both the construction and operational phases. This hierarchy will also be incorporated into the company's environmental policy.

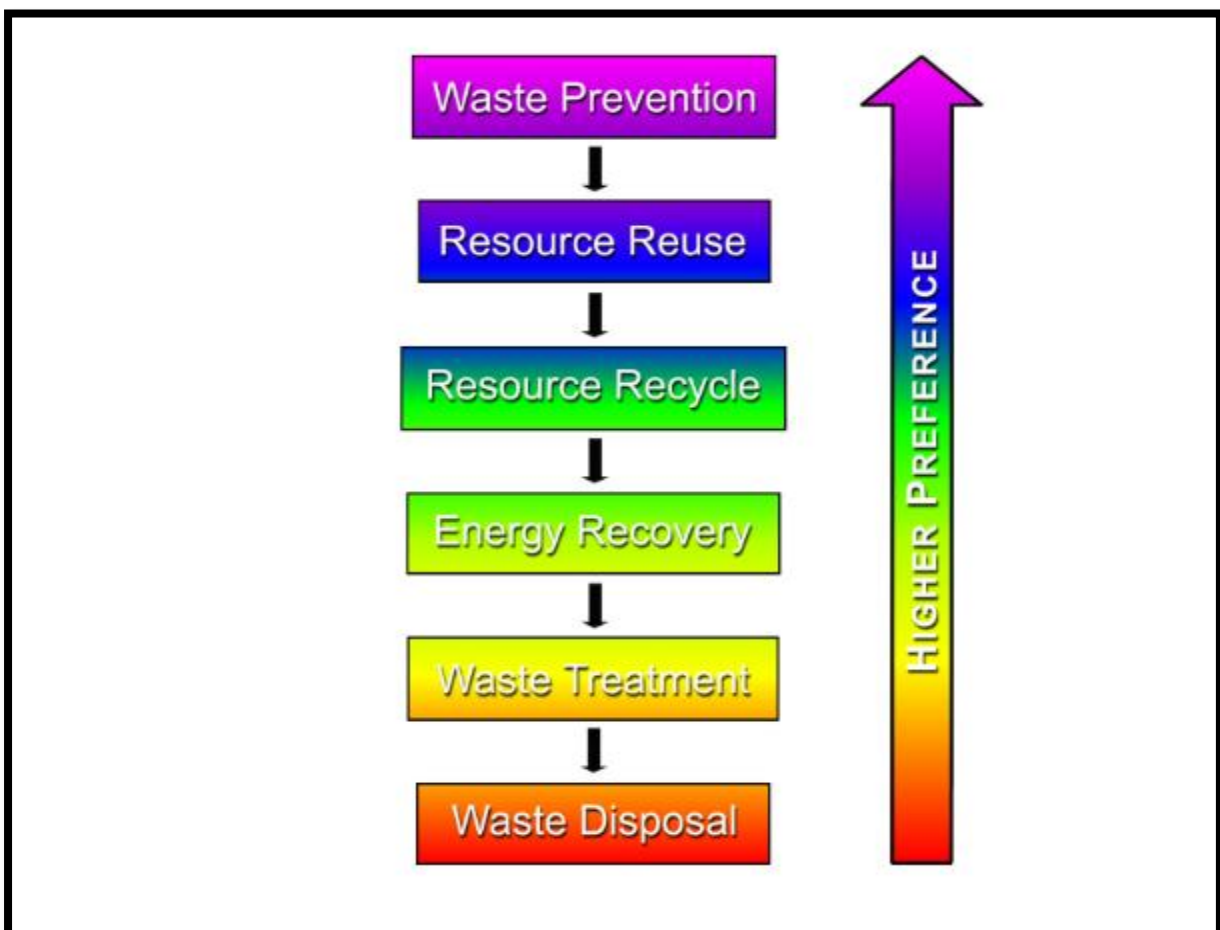


Figure 5: Waste minimisation hierarchy that will be adopted during the construction and operation of the new filling station at Greenwell-Matongo, Katima-Mulilo Urban Constituency, Zambezi Region.

4. INFRASTRUCTURE SERVICES

4.1 HOUSING AND OFFICES

The pre-fabricated structures will be erected and used as the site office during construction. The existing construction basecamp for the Class A Police Station will be utilized to house employees without local accommodation in Katima Mulilo. Once construction is complete, all operations will be conducted from the fully equipped Namibian Police offices within the new station (see **Figure 6** for the site layout). The facility will be comprehensive and include; A charge office and administrative office block, separate male and female barracks, Staff houses, Recreational facilities: a soccer field, netball court, basketball court as well as abundant parking for client and staff.

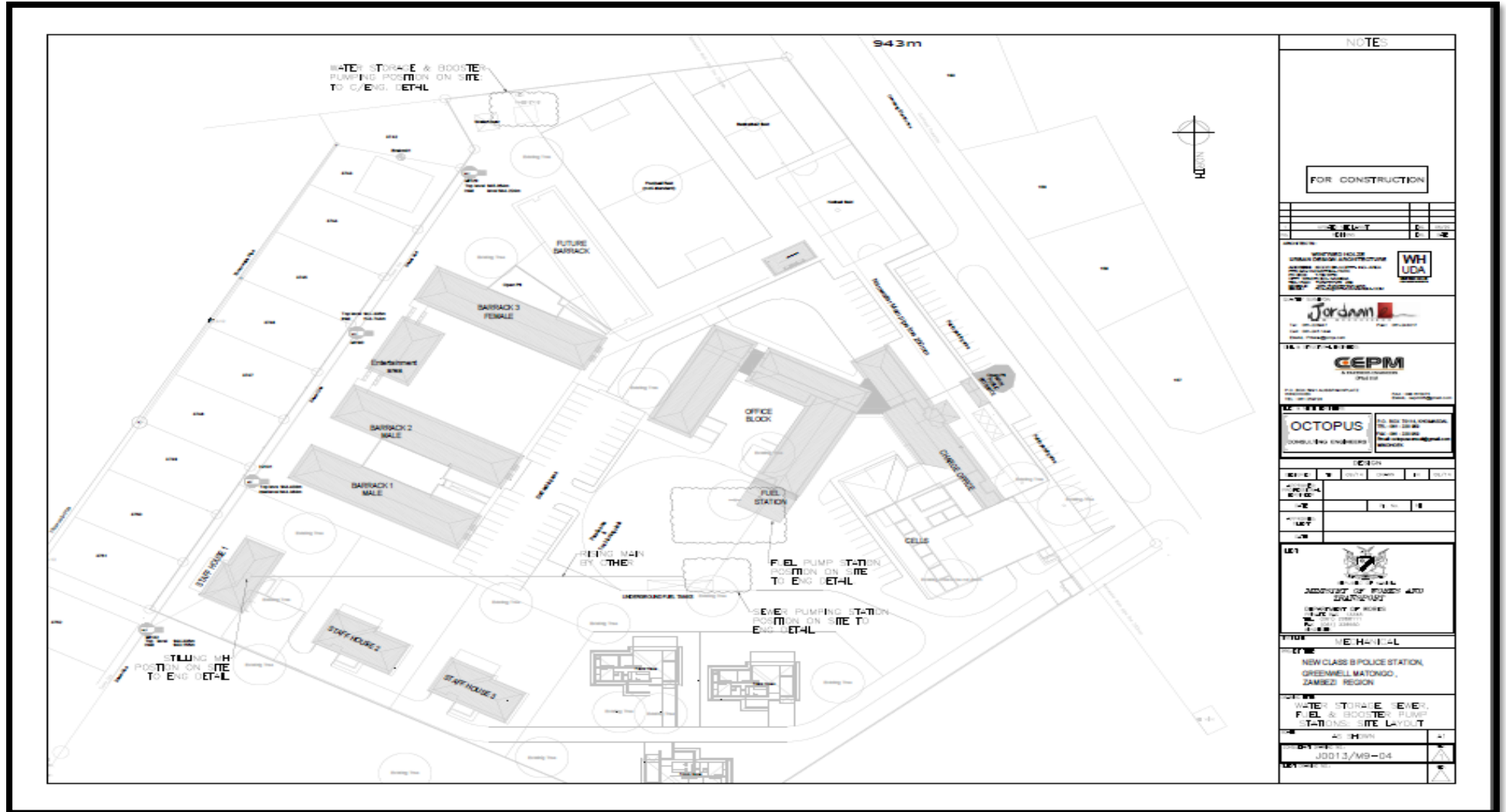


Figure 6: The site layout for the proposed new filling station at Greenwell Matongo Police Station, Katima_Mulilo, Zambezi Region.

4.2 STORAGE OF FUEL, LUBRICANT AND CONSUMABLES

Due to the proximity and location of the proposed site, all construction vehicle will be re-fuelled at existing filling stations in Katima-Mulilo. The immovable construction equipment will be re-fuelled up at the site and fuel will be kept safely in compartmentalised fuel trailer tank with a capacity of five hundred litres of petrol and one thousand litres of diesel to be used explicitly for the operation of diverse construction equipment at the site. Upon completion of the filling station all vehicle will be filled up at the new filling station. Whereas, lubricants and consumable materials will be kept in safe containers at a designated area at the project site during the construction phase. The lubricants and consumable substances will merely be used for mechanical purposes and it is assumed that they are non- hazardous. Operating diverse equipment requires a formalized management plan to ensure safety, efficiency, and maintenance.

4.3 TELECOMMUNICATION AND IT SYSTEM

The town of Katima-Mulilo has comprehensive telecommunication network coverage from all major service providers, ensuring reliable connectivity for essential services. This will facilitate effective internet access for email correspondence and telephonic communications for operational coordination at the site. To ensure worker safety is not compromised, the use of mobile cellular phones during active working hours will be restricted. Designated break areas and times will be established for personal communications.

4.4 SECURITY

Given its location within Katima Mulilo, security for the proposed development will be a high priority, with measures implemented for both the construction and operational phases. A local security company will be contracted to provide daily, on-site security services. Access to the site will be under strict control. All vehicles entering and exiting the site will be registered, and their license discs will be scanned for record-keeping and security tracking. During the operational phase a wireless CCTV surveillance system will be installed at strategic points throughout the facility. The Namibian Police Force (NamPol) will ensure tight security and constant monitoring, with police officers present on the premises at all times.

5. CURRENT AND FUTURE LAND USE ALTERNATIVE

The proponent has formally secured the land from the Katima Mulilo Town Council, as evidenced by the council resolution (see **Annexure B**). The construction and operation of the filling station and the Class B Police Station will be situated on a 3.2-hectare site. This location was selected as the most favourable due to its minimal distance from the main road (Mafuta Road), ensuring high visibility and accessibility. Direct access to existing essential services, including electricity (NORED) and water (NamWater), which simplifies utility provision and reduces development costs. The location optimally facilitates the core objective of ensuring efficient and reliable fuel supply for the Namibian Police Force (NamPol) vehicles. This was the most favourable site in terms of minimal distance from the main road and the availability of infrastructure and essential services such as electricity and water so as to ease the provision of fuel to Namibian Police Force (NamPol). A town planning consultant has been appointed by the Council to manage the statutory procedures required to subdivide the plot and facilitate its registration with the Deeds Office under the Ministry of Agriculture, Fisheries, Water and Land Reform (MAFWLR). The proposed site is located adjacent to Greenwell Matongo Primary School on its western boundary, an area zoned for institutional use. The surrounding land to the south and north is predominantly zoned for residential use.

6. DESCRIPTION OF THE BIO-PHYSICAL ENVIRONMENT

6.1 CLIMATE

The proposed site for the construction of the filling station is entirely falling within the townland of Katima Mulilo town Council. The town is prominent because of its aesthetic value and its strategic location on the bank of the Zambezi River and bordering with Zambia. The annual average rainfall for the town is approximately 654 mm. The average minimum temperature 2° – 4° and average maximum temperature is 34° – 36° (Mendelsohn, 2003). The following graphs illustrates the different climatic conditions of the area.

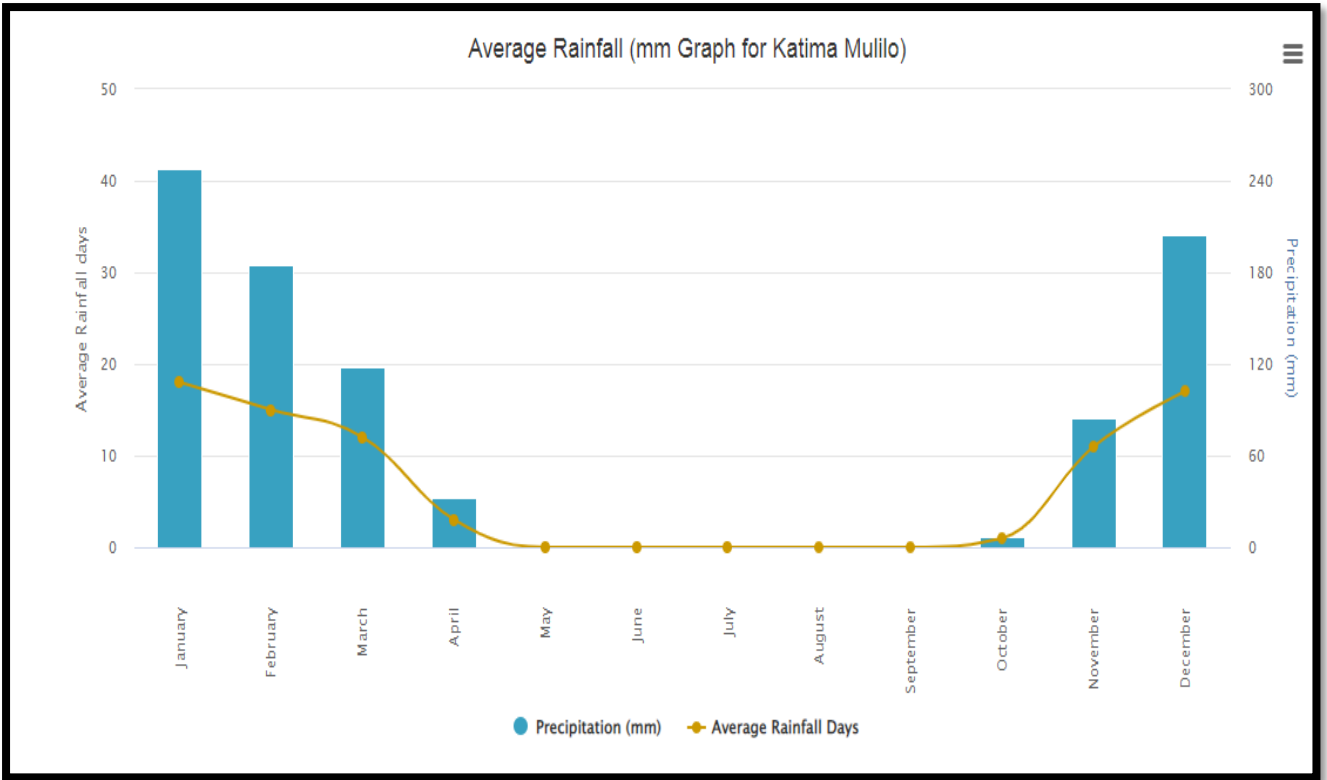


Figure 7: Average rainfall graph for Katima-Mulilo (Worldweatheronline, 2026).

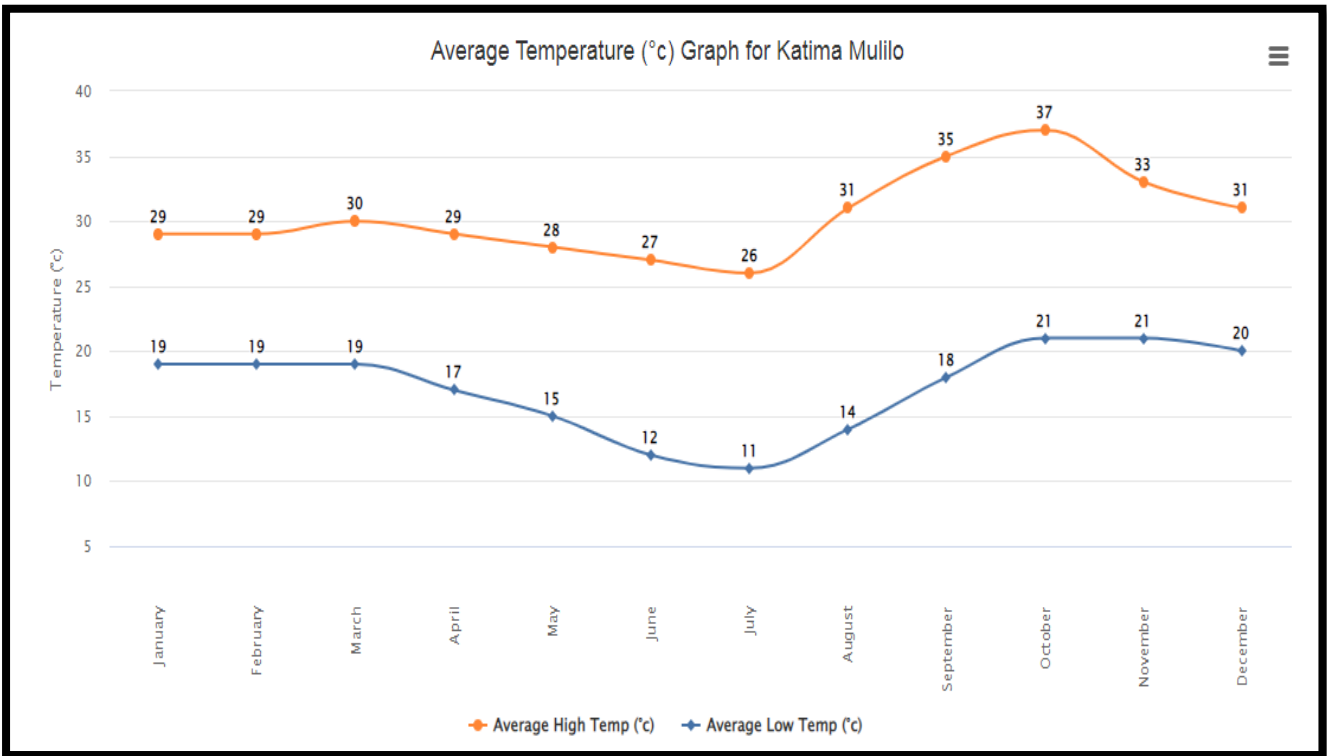


Figure 8: Average monthly temperature graph for Katima_Mulilo (Worldweatheronline, 2026).

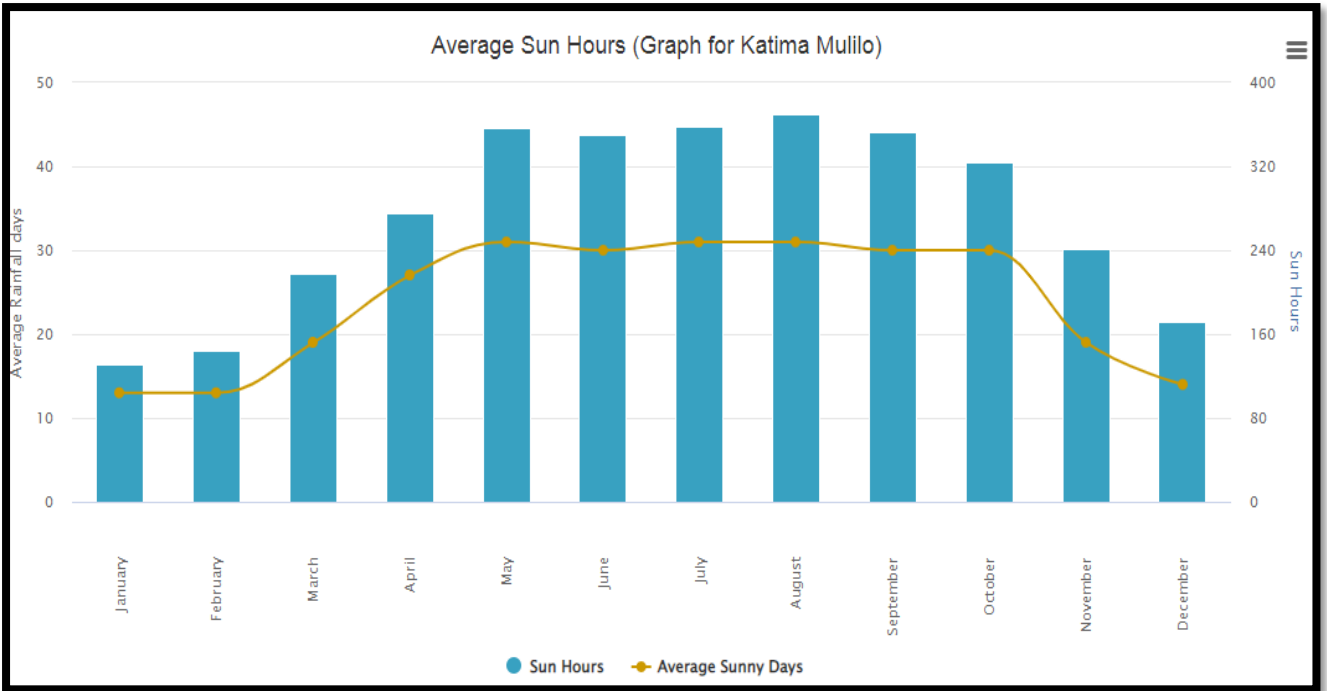


Figure 9: The average sun hours graph for Katima_Mulilo (Worldweatheronline, 2026).

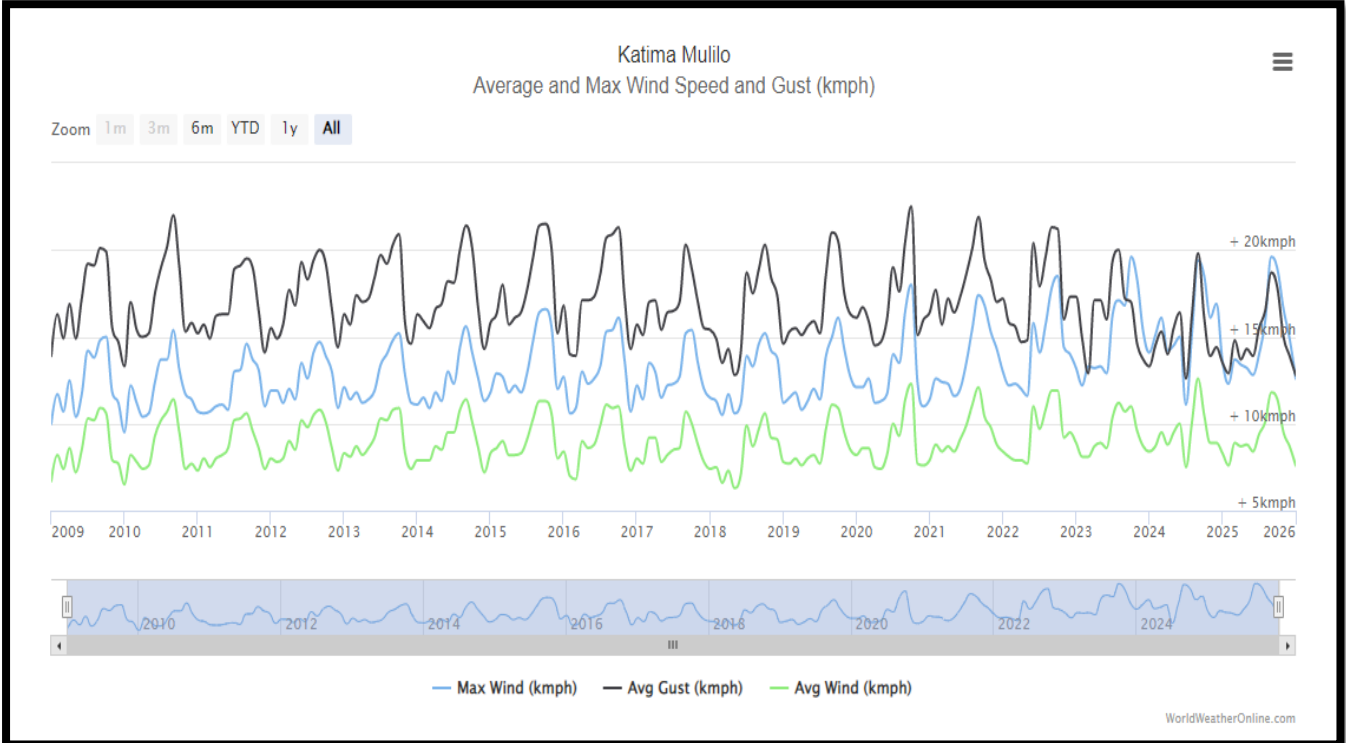


Figure 10: Average and maximum wind speed graph for Katima-Mulilo (Worldweatheronline, 2026).

The construction and operation of the filling station face a significant risk of disruption from heavy rainfall, potentially leading to work stoppages, infrastructure damage, and economic loss. Recent weather patterns demonstrate that Katima Mulilo can experience above-average rainfall, directly threatening project timelines. The distinct rainy season, from October to April, requires specific precautions. Building materials vulnerable to water damage (e.g., cement) must be stored properly in a safe, dry location during this period as depicted in **Figure 7**. The area experiences significant monthly temperature variation, with very hot and cooler months. Temperature extremes can impact material handling (e.g., concrete curing), worker safety, and operational efficiency, necessitating adaptive work schedules and material choices as reflected in **Figure 8**. The annual variation in daylight duration is a critical factor for planning daily construction activities, shift scheduling, and the potential integration of solar energy solutions, as illustrated in **Figure 9**. Understanding wind speed patterns (2009–2025) is imperative for safe construction practices, particularly for crane operations, scaffolding safety, and managing dust or particulate matter as depicted in **Figure 10**. Integrating this climatic data into the project's planning and scheduling is paramount to ensuring resilience, safeguarding personnel and assets, and maintaining project continuity.

7. DESCRIPTION OF GEOHYDROLOGY

7.1 HYDROLOGY AND GEOHYDROLOGY

Beside the Zambezi River that is situated some few kilometres north of the townland of Katima-Mulilo. There are no known underground water flows in the project area. However, the proposed area is underlain by discretely productive yet variable aquifer.

8. DESCRIPTION OF THE CULTURAL HERITAGE

8.1 CULTURAL HERITAGE

The proposed area for the establishment and operation of the new filling station is not known to have any artefact or historical significance prior to or after independence. The area does not have any National Monuments and the particular site has no record of any cultural or historical significance or non-site resemblance of any nature. No graveyard or related article was found

on the proposed project site during the site visit and no indication of the occurrence of artefact made during the public participation meeting. If any archaeological artefacts are to be found on the site during the construction phase, it should be reported to the National Heritage Council (NHC) in Windhoek. Any human or other remains that are discovered should be reported to the Namibian Police for further investigation.

9. DESCRIPTION OF THE BIODIVERSITY

9.1 AVIAN-FAUNA DIVERSITY

Table 2: Birds known and/or likely to occur in the general area of Katima_Mulilo, Katima-Urban Constituency, Zambezi Region.

Scientific name	Common name	Namibia Status
<i>Agapornis roseicollis</i>	Rosy-faced Lovebird	Endemic
<i>Apus bradfieldi</i>	Bradfield's Swift	-
<i>Cypsiurus parvus</i>	African Palm Swift	-
<i>Streptopelia senegalensis</i>	Laughing Dove	-
<i>Oena capensis</i>	Namaqua Dove	-
<i>Ardeotis kori</i>	Kori Bustard	Near Threaten
<i>Pterocles namaqua</i>	Namaqua Sandgrouse	-
<i>Falco rupicolus</i>	Rock Kestrel	-
<i>Falco chicquera</i>	Red-necked Falcon	-
<i>Corvus albus</i>	Pied Crow	-
<i>Hirundo albigularis</i>	White-throated Swallow	-
<i>Hirundo dimidiata</i>	Pearl-breasted Swallow	-
<i>Hirundo cucullata</i>	Greater Stiped Swallow	-
<i>Hirundo semirufa</i>	Red-breasted Swallow	-
<i>Pycnonotus nigricans</i>	African Red-eyed Bulbul	-
<i>Eremomela icteropygialis</i>	Yellow-bellied Eremomela	-
<i>Prinia flavicans</i>	Black-chested Prinia	-
<i>Mirafrapa passerina</i>	Monotonous Lark	-
<i>Mirafrapa africana</i>	Rufous-naped Lark	-
<i>Mirafrapa fasciolata</i>	Eastern Clapper Lark	-
<i>Mirafrapa sabota</i>	Sabota Lark	-
<i>Calendulauda africanoides</i>	Fawn-coloured Lark	-
<i>Ammomanopsis grayi</i>	Gray's Lark	Endemic
<i>Chersomanes albofasciata</i>	Spike-heeled Lark	-
<i>Certhilauda benguelensis</i>	Benguela Long-billed Lark	-
<i>Eremopterix leucotis</i>	Chestnut-backed Sparrowlark	-
<i>Eremopterix verticalis</i>	Grey-backed Sparrowlark	-
<i>Calandrella cinerea</i>	Red-capped Lark	-

<i>Alauda starki</i>	Stark's Lark	-
<i>Bradornis infuscatus</i>	Chat Flycatcher	-
<i>Namibornis herero</i>	Herero Chat	-
<i>Nectarinia fusca</i>	Dusky Sunbird	-
<i>Bualornis niger</i>	Red-billed Buffalo-Weaver	-
<i>Philetairus socius</i>	Sociable Weaver	-
<i>Ploceus rubiginosus</i>	Chestnut Weaver	-
<i>Quelea quelea</i>	Red-billed Quelea	-
<i>Estrilda astrild</i>	Common Waxbill	-
<i>Vidua paradisaea</i>	Long-tailed Paradise -Whydah	-
<i>Vidua regia</i>	Shaft-tailed Whydah	-
<i>Passer domesticus</i>	House Sparrow	-
<i>Passer motitensis</i>	Great Sparrow	-
<i>Passer melanurus</i>	Cape Sparrow	-
<i>Passer griseus</i>	Southern Grey-headed Sparrow	-
<i>Anthus similes</i>	Long-billed Pipit	-
<i>Serinus alario</i>	Black-headed Canary	-
<i>Crithagra atrogulariis</i>	Black-throated Canary	-
<i>Serinus flaviventris</i>	Yellow Canary	-
<i>Serinus albogularis</i>	White-throated Canary	-
<i>Emberiza capensis</i>	Cape Bunting	-
<i>Emberiza flaviventris</i>	Golden-breasted Bunting	-

Generally, the area has an abundance of birdlife due to the presence of vegetation that created suitable habitats of diverse species known to occur in the area. The planned development will impact the avian-fauna due to habitat alterations and fragmentation. The noise from the processing construction related activities can impact the daily activities of the birds and their breeding patterns. The birds form part of the ecosystem and their key ecological functions cannot be disregarded. Thus, biodiversity conservation initiative should be established to reduce negative impacts on the avian-fauna and safeguard their existence. The integration of the existing trees in the architectural design of the facility is indeed a good reflection of environmental stewardship. Therefore, there is a need for the restoration programme to be initiated at the site once the construction is completed.

9.2. FLORA DIVERSITY

The proposed site for the filling Station is located within the established townland, where vegetation is limited due to historical anthropogenic development. The notable plant species

occurring at the site on the parcel are basically the trees that have been left and integrated into the architectural design of the entire facility. Approximately 14 existing trees have been preserved and incorporated into the architectural design of the Class A Greenwell Matongo Police Station. The site assessment indicates no significant stands of protected or regionally endangered flora within the project footprint.

10. DESCRIPTION OF THE SOCIO-ECONOMIC

The Zambezi Region is a unique socio-economic landscape within Namibia, characterized by its distinct geography, demographics, and economic drivers. Katima-Mulilo is the administrative capital of the region and it is situated approximately 1226 Km north-east of Windhoek. Its located at a junction of four countries (Angola, Zambia, Zimbabwe, Botswana) fosters informal and formal trade, though this is not fully optimized. The town is accessible via the Trans-Caprivi Highway, a vital trade corridor. The town is a popular tourist's attraction due to beautiful scenery and unique cultural tourism. A sector with high growth potential, centered around the rich wildlife and river systems (e.g., national parks, lodges). This provides critical casual employment. The major employer is through regional and local government offices, schools, and healthcare facilities. The region has a population size of 142 373 and Katima-Mulilo is projected to have a population size of nearly 46 401 inhabitants (Namibia 2023 Population and Housing Census Report). The town have a regional state hospital as well as some of the government regional offices.

11. DESCRIPTION OF THE PUBLIC PARTICIPATION

11.1 PUBLIC PARTICIPATION REQUIREMENT

In term of Section 21 of the EIA Regulations a call for a public consultation with all I&APs is mandatory through the EIA process. The consultation process includes providing an opportunity to the members of the public to comment on the proposed development. In terms of this project the public was given adequate time to provide their comments towards the proposed development. In order to reach out to the wider public, the site notices were placed at the notice boards of Katima-Mulilo Town Council (See **Annexure D**). A public participation meeting was scheduled for the **17th January 2026** but no member of the public turned up for the meeting.

The public was further given time to comment on the proposed development and the comments received via email has been incorporated in this report (See **Annexure E**). Please see **Table 4** below for activity undertaken as part of the public participation process. The public was given time to comment on the project until the 14th March 2025 (See **Annexure C**) proof of Newspaper advertisement).

Table 3: Public Participation Activities.

Activity	Remarks
Placement of Advertisements in the Newspaper (Confidente & Windhoek Observer)	See Annexure C
Proof of comments from I&AP's	See Annexure E

11.2 ENVIRONMENTAL ASSESSMENT PHASE 2

The second phase of the Public Participation Process (PPP) comprises lodging the Draft Environmental Scoping Report (DESR). An Executive Summary of the DESR was prepared and the public was given until the **06th February 2026** to submit their comments, suggestion or opinions towards the proposed development.

12. ASSESSMENT METHODOLOGY

The essence of this section is to provide a detail assessment methodology exploited to determine the significance, management, location and operational impacts for the planned filling station at Greenwell Matongo, Katima-Mulilo, Katima-Mulilo Urban Constituency, Zambezi Region and to identify the probable alternatives on the bio-physical and socio-economic environment.

Assessment of the predicted significance of impact of the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo, Katima-Mulilo Urban Constituency, Zambezi

Region. Currently the proposed development is not operative, however, by its nature, inherently unstipulated environmental assessment is therefore imprecise. As a methodology to respond to events of uncertainty a standardised and internationally acknowledge practice has been established. Consequently, this assessment adopted such methodology to determine the significance of the possible environmental impacts allied with the planned development at Greenwell Matongo, Katima-Mulilo as represented in **Table 4** below;

Table 4: Standardised and internationally recognized methodology to determine the significance of the conceivable ecological impacts.

CRITERIA	CATEGORY
Impact	Description of the potential impact
Nature Describe type of effect	Positive: The activity will have a social/economic/environmental benefit. Neutral: The activity will have a no effect. Negative: The activity will have a social/economical/environmental harmful effect.
Extent Describe the scale of the impact	Site Specific: Expanding only as far as the activity itself (onsite). Small: Restricted to the site's immediate environment within 1km of the site (limited). Medium: Within 5 km of the site (local). Large: Beyond 5 km of the site (regional).
Duration Predicts the lifetime of the impact	Temporary: <1 year (not included in the construction). Short-term: 1-5 years. Medium: 5-15 years. Long-term: > 15 years (Impact will stop after the operation or life span of the of the project, either due to natural course or by human interferences).

	<p>Permanent: Impact will be where mitigation or moderation by natural course or by human interference will not occur in a particular time period that the impact can be considered temporary.</p>
<p>Intensity</p> <p>Describe the magnitude (scale/size) of the impact</p>	<p>Zero: Social and/ or natural function and/ or process remain unaltered.</p> <p>Very low: Affect the environment in such a way that natural and/ or social functions/ processes are not affected.</p> <p>Low: Natural and/ or social functions/ processes are slightly altered.</p> <p>Medium: Natural and/ or social functions/ processes are notably altered in a modified way.</p> <p>High: Natural and/ or social functions/ processes are severely altered and may temporarily or permanently cease.</p>
<p>Probability of occurrence</p> <p>Describe the probability of the impact actually occurring</p>	<p>Improbable: Not at all likely.</p> <p>Probable: Distinctive possibility.</p> <p>Highly probable: Most likely to happen</p> <p>Definite: Impact will occur regardless of any prevention measures.</p>
<p>Degree of Confidence in predictions</p> <p>State the degrees of confidence in predictions based on availability of information and specialist knowledge.</p>	<p>Unsure/Low: Little confidence regarding information available (<40%).</p> <p>Probable/Med: Moderate confidence regarding available (40% -80%).</p> <p>Definite/High: Great confidence regarding available (>80%).</p>
<p>Significance Rating</p>	<p>Neutral: A potential concern which was found to have no impact when evaluated.</p>

<p>The impact on each component is determined by a combination of the above criteria.</p>	<p>Very low: Impacts will be site specific and temporary with no mitigation necessary.</p> <p>Low: The impact will have a minor influence on the proposed project and/ or environment. These impacts require some thought to adjustment of the project design where achievable or alternative mitigation measures.</p> <p>Medium: Impacts will be experienced in the local and surrounding areas for the life span of the project and may result in long term changes. The impact can be reduced or improved by amendment in the project design or implementation of effective mitigation measures.</p> <p>High: Impacts have high magnitude and will be experienced regionally for at least the life span of the project or will be irreversible. The impacts could have the no -go proposition on portions of the project in spite of any mitigation measures that could be implemented.</p>
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The above internationally acknowledged procedure to determine the significance of the possible environmental impacts can only be attained if appropriately executed. The magnitude of the impacts must be associated with the relevant standards (threshold value specified and source reference). The scale of impact is developed based on the specialist knowledge of a definite field.

For each impact, the **EXTENT** (spatial scale), **MAGNITUDE** (size or degree scale) and **DURATION** (time scale) are defined. These standards are optimised to establish significance of the impact, beginning with the event where there is no mitigation required and then with the most effective mitigation measures established. The implementation of effective mitigation measures lies with the proponent, in this case the Ministry of Home Affairs, Immigration, Safety and Security and their acceptance and eventually condition that comes with approval from relevant environmental authority.

The **SIGNIFICANCE** of the impact is consequential based on the interpretation of the temporal and spatial scales and magnitude. The significance is additionally informed by the nature of the impact as well as the receiving environment.

13. MITIGATION MEASURES

A mitigation hierarchy of action has been adopted as response to the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo. The mitigation hierarchy includes; avoidance, minimization, restoration and compensation (See **Figure 10** below). It's highly acceptable to acknowledge the positive benefit accompanying the intended development towards the receiving environment and in the event if there are negative impact associated with the proposed development to apply the mitigation measures detailed in the hierarchy.

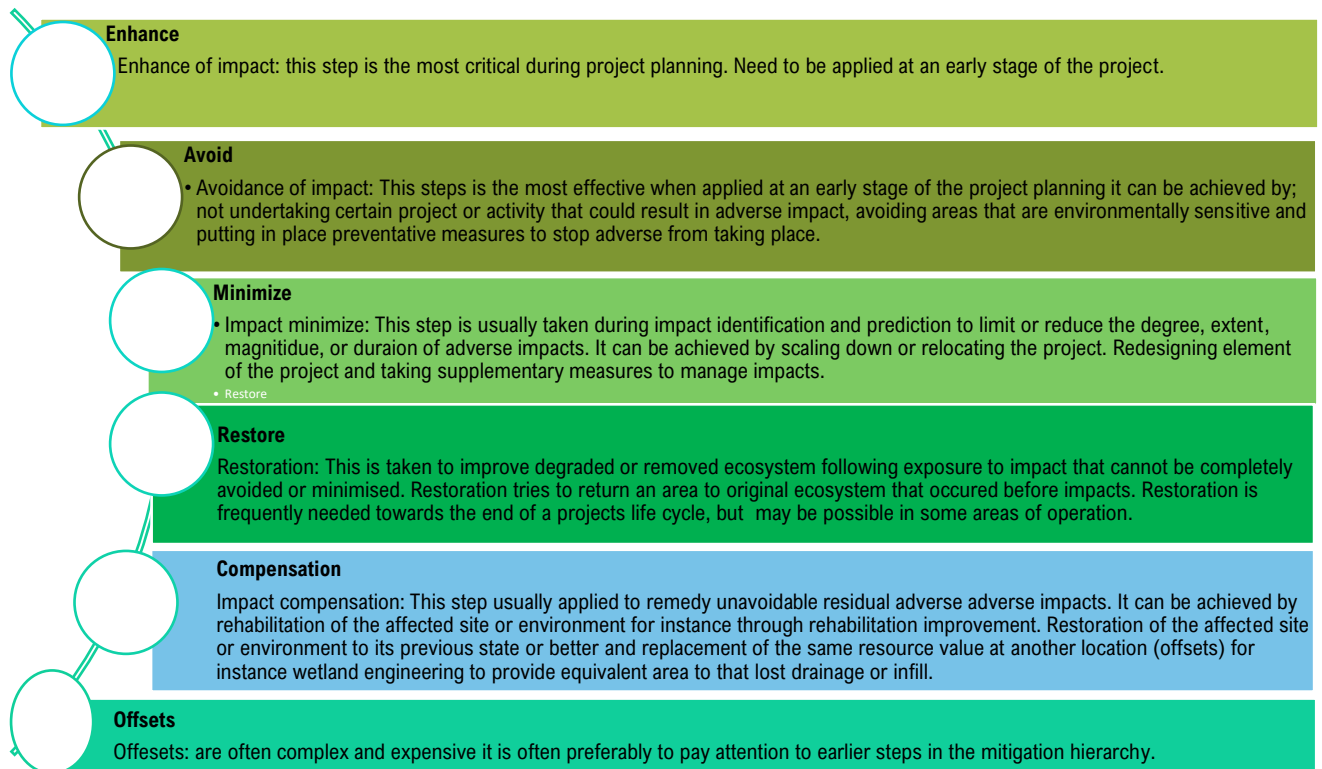


Figure 11: The mitigation hierarchy entails; avoidance, minimization, restoration and compensation.

14. ASSESSMENT OF POTENTIAL IMPACTS AND MITIGATION

This section explains the bio-physical and socio-economic environmental impacts associated with the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo, Katima-Mulilo Urban Constituency, Zambezi region as detailed in Section 3. The long-term impact allied with the proposed development as well as short terms impacts such as construction of the site office and other associated infrastructures have been taken into consideration. The assessment of potential impacts associated with the proposed development will allow the MEFT: DEA to grasp with the proposed development as well as the management of the environmental aspects which have been recognized during the assessment process. The pronouncement by the authority on the environmental acceptance of the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo, Katima-Mulilo Urban Constituency, Zambezi region and setting of conditions (should the proposed development be authorised) will be directed by this section as well as the evidence provided in this environmental assessment report.

The reference point and potential impacts that occur as result of the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo, are clearly stipulated and evaluated with proposition on likely mitigation measures. Moreover, reference has been made on the conceivable cumulative impacts that may take place because of the proposed development.

14.1 IMPACTS DURING THE CONSTRUCTION AND OPERATION OF THE FILLING STATION

A significant modification to the receiving environment is expected to occur once the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo begin. Consequently, the area envisaged for the project must be fenced off and demarcation of key areas should be made as per the layout of the facility.

14.1.1 Surface and ground water Impacts

There are possibilities that during construction and operation of the filling station facility some contaminant may percolate into the soil and causing potential risk to underground water. To circumvent the contamination of underground water there should be continuous monitoring on the permeation of chemicals from point source. Additionally, precaution should be taken so that there are no fuel leakages on vehicles during construction and operation of the filling station. If there will be refuelling of diverse construction equipment onsite requires additional attention and tank must be mounted on stilts to prevent any possible seepages.

14.1.2 Noise Impacts

Noise pollution from the processing facility is expected to occur due to the fact that the construction equipment emit noise during the construction phase. Emitting noise during construction will be inevitable and such noise will impact human as well as the quality of life for animals including avian-fauna. The construction of the filling station may emit noise of more than the acceptable 85 decibel level. Thus, it's prudent that protective gears such as ear protecting apparatuses must be provided to the employees and enough breaks should be given to avoid employees being exposed to excessive noise over an extended period. The filling station must be constructed in such a way that noise direction is taken into account by strategically placing equipment and incorporate acoustic barrier and including noise dispersion simulation in the design work in order to reduce the impacts of noise.

14.1.3 Dust and emission impacts

General the air quality of the area is considered to be good, however, the construction and operation of the filling station will involve making trenches that will result in the production of dust. The dust particles might may be detrimental to the health of the people. The discharge of tiny dust particles may influence the air quality of the area. In addition, the movement of vehicles such as delivery trucks during the construction as well as operation may also attribute to the generation of dust in the area. Its highly suggested that the construction and operation of of the filling station should adhere to the provision of the Public Health Act of 2015 and the Atmospheric Pollution Prevention Ordinance (No. 11 of 1976). Water suppression techniques should be used to reduce the impact of dust in the area and complaint on the issue of dust should be handle as an emergency. There must be continuous monitoring of dust and report should be submitted to the office of the Environmental Commissioner. It is suggested that the facility must be paved to prevent dust generation.

14.1.4 Impacts on biodiversity

The proposed area for the filling station has limited biodiversity due to anthropogenic development. The impact on vegetation will be minimal and effort have been made to integrate existing trees in the architectural design of the facility. Furthermore, any potential impact on biodiversity will be localised. The proponent should therefore work initiate environmental stewardship initiative such as planting indigenous trees in the area as well as considering environmental offsetting. The indigenous trees can be obtained the nursery of the Directorate of Forestry The proponent should consult the forestry office in Katima-Mulilo for technical support and guidance on planting trees.

14.1.5 Visual and Sense of Place Impacts

The visual and sense of place for the area will be transformed to a certain degree. There will be heaps of sand and aggregate at the site particularly during the construction phase. Once the structure for the filling station is completed there be modification to the usually visual and sense of place for the area resulting in a loss of aesthetic values of the area. It's recommended that the structure and design of the facility must blend in with the natural environment to condense visual intrusion.

14.1.6 Soil pollution

There is potential for soil contamination to occur due to the construction phase and operational phase. Excessive remnant from construction may pose impacts to the environment and this may result in soil contamination in the affected area. The contaminated soil may also cause water pollution to both surface and underground water. The construction materials and fuel tanks should be placed in an area with impermeable liners to prevent soil and underground water pollution. As a precautionary measure the proponent should have in place a continuous soil analysis program that must be conducted on periodic basis to monitor soil pollution.

14.1.7 Social Impacts

The level of unemployment in the region as well as in the country as a whole is exponential increasing. The youth has made up a high percentage of the unemployed population. Therefore, there is an urgent need for the creation of employment opportunities in the country. The construction sector often takes up a large number of people that unemployed. The planned development is expected to employ a considerable number of the unemployed people predominantly the youth from Greenwell Matongo, Katima-Mulilo and surrounding areas. The proposed initiative will also make a positive impact towards the community through the corporate social responsibility program that is planned for the town. In addition, the local community will be afforded an opportunity to undergo training in operating construction equipment.

14.1.8 Traffic Impacts

The planned development will have a moderate impact on the traffic volume in the area and existing road networks will be utilised. Few delivery trucks are anticipated during the construction phases when they deliver the required construction materials transport. Moreover, during the operational phase the number of vehicles will be expected to slightly increase because they will commence with refuelling at the filling station and delivering fuel. Its recommended that the construction and operation of the filling station should be conducted as per schedule and vehicles should follow to usage of defined right of ways, as a measure to reduce the impacts to negligible.

14.1.9 Existing Service Infrastructure Impacts

The project will source power from the existing NORED overhead powerline in the area. Electricity will be required to supply power to the facility. While water required for domestic usage will be source from the existing NAMWATER pipeline. As an intervention to ensure that water conservation receive the highest priority, water will be used sparingly and where possible water recycling initiatives will be imposed.

14.1.10 waste management service impacts

Although the proposed development intends to optimise a cradle to grave approach in terms of waste generated from the construction and operation of the filling station. Generally, a project of this magnitude will generate waste that comprises industrial waste and domestic waste. Thus, there is a need for ablution facility and provision for solid waste management services. The proponent will supply adequate sanitary facilities which will be maintained and kept in a good hygienic condition. The proponent will be liable for connecting the sewerage pipe to the Katima-Mulilo Town Council network. The proponent must consult Katima-Mulilo Town Council to ensure that all the correct procedures are followed. Wheelie bins and skip containers must provide at the site to handle solid waste fractions. The waste should be sorted in the correct marked bins and any industrial waste generated must be handled by a professional company. The generated domestic waste will be collected by the Katima-Mulilo solid waste department and disposed of at landfill.

14.1.11 Storage and Utilisation of Hazardous Substance

There will be limited chemicals that will be used for the purpose of this project during the construction phase, however, in the event that any chemicals application will be required during the construction phase the proponent should adhere to the Hazardous Substance Ordinance (No: 14 of 1974) for a detailed guideline on how to ensure the safety of the environment and as well as the employees. Hazardous substances can cause adverse to the environment if happen to be improperly handled. Any hazardous substance should be kept safe in a safe place all the time.

14.1.12 Health, Safety and Security Impacts

The construction and operation of filling station will require adopting international best practice and adhering to relevant international and national standards. If the filling station must be properly constructed and comply with engineering standards. The contractor must stick to the architectural design to avoid any potential for defects and malfunctioning which will impact the operation as well as adverse impact on the environment. This will impact and compromise the health and safety of the work-force. Enduring exposure to high doses of dust can be harmful to human health and the environment. Hence, the proponent should ensure that all employees are registered with Social Security Commission and have social security benefits as stipulated in the Social Security Act (No. 34 of 1994). The proponent should implement an uninterrupted implement employee wellness program. A temporary workforce is likely to happen since people will migrate into the area in pursuit aimed at employment opportunity. The employees should undergo intensive induction program on HSE before commencing with any work at the site. Similar project of this magnitude in past has proven major potential health effects which include the risk of HIV/AIDS transmission through distinct factors that include social mobility. The migrant workers may have chances to intermingle with the local community and this may pose a serious risk due to sexual exploitation and behaviours that may result in the spread of diseases.

15. AN ENVIRONMENTAL MANAGEMNT PLAN

An Environmental Management Plan (EMP) is attached to this report as **Annexure G**. The essence of the of the EMP is to formulate measures that will mitigate adverse impact associated with the environment as well as to protect the environmental resources and enhance the quality of the environment where feasible. The EMP will further provide guidelines on the decommissioning phase of the project in order to condenses the negative impacts associated with the construction and operation of the filling station.

16. SUMMARY OF POTENTIAL IMPACTS

A summary of the significance of the conceivable impacts associated with the construction and operation of the filling station is detailed in the environmental impact assessment matrix (See **Table 5** below). The mitigation measures for the impacts have been explained in the

environmental matrix. Consequently, the matrix needs to be considered integral in reducing the impact of the planned development to negligible.

Table 5: Environmental impact assessment matrix for the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo, Katima-Mulilo Urban Constituency, Zambezi Region

Description of potential impact	Project alternative	No mitigation / mitigation	Extent	Magnitude	Duration	SIGNIFICANCE	Probability	Confidence	Reversibility	Cumulative impact
IMPACTS DURING CONSTRUCTION AND OPERATION OF THE FILLING STATION										
Surface and Ground Water Impacts	Construction and operation of the filling station activities	No mitigation	Local	Medium-Low	Short term	Medium-Low	Probable	Certain	Reversible	Medium-Low (-ve)
		Mitigation	Local	Low	Short term	Low	Probable	Certain	Reversible	Low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Medium term	Neutral	Probable	Certain	Reversible	Neutral
Noise Impacts	Construction and operation of the filling station	No mitigation	Local	Medium	Short term	Medium	Probable	Certain	Reversible	Medium (-ve)
		Mitigation	Local	Medium - Low	Medium term	Medium-Low	Probable	Certain	Reversible	Low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Dust and Emission Impacts	Construction and operation of the filling station	No mitigation	Local	Low	long term	Medium	Probable	Certain	Reversible	Low (-ve)
		Mitigation	Local	Very low	Medium term	Medium-Low	Probable	Certain	Reversible	Very low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Impacts on biodiversity	Construction and operation	No mitigation	Local	Medium	Short term	Medium	Probable	Certain	Reversible	Medium (-ve)

Description of potential impact	Project alternative	No mitigation / mitigation	Extent	Magnitude	Duration	SIGNIFICANCE	Probability	Confidence	Reversibility	Cumulative impact
	of the filling station	Mitigation	Local	Low	Short term	Low	Probable	Certain	Reversible	Medium - Low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Visual and Sense of Place Impacts	Construction and operation of the filling station	No mitigation	Local	Medium	Short term	Medium	Probable	Certain	Reversible	Medium – low (-ve)
		Mitigation	Local	Low	Short term	Medium-Low	Probable	Certain	Reversible	Low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Soil Pollution Impacts	Construction and operation of the filling station	No mitigation	Local	Very low	Short term	Medium	Probable	Certain	Irreversible	Very low(-ve)
		Mitigation	Local	Negligible	Short term	Medium -Low	Probable	Certain	Irreversible	Negligible (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Social Impacts	Construction and operation of the filling station	No mitigation	Local	Medium-Low	Short term	High++	Probable	Certain	Reversible	Medium-Low (-ve)
		Mitigation	Local	Low	Short term	High++	Probable	Certain	Reversible	Low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Traffic Impacts	Construction and operation	No mitigation	Local	Low	Short term	Medium-Low	Probable	Certain	Reversible	Low (-ve)
		Mitigation	Local	Very low	Short term	Low	Probable	Certain	Reversible	Very low

Description of potential impact	Project alternative	No mitigation / mitigation	Extent	Magnitude	Duration	SIGNIFICANCE	Probability	Confidence	Reversibility	Cumulative impact
	of the filling station									
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Existing Service Infrastructure Impacts	Construction and operation of the filling station	No mitigation	Local	Medium	Short term	Medium	Probable	Certain	Reversible	Medium - Low (-ve)
		Mitigation	Local	Low	Short term	Medium - Low	Probable	Certain	Reversible	Very low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Waste Management Service Impacts	Construction and operation of the filling station	No mitigation	Local	Medium	Short term	Medium	Probable	Certain	Reversible	Medium - Low (-ve)
		Mitigation	Local	Low	Short term	Medium - Low	Probable	Certain	Reversible	Low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Medium term	Neutral	Probable	Certain	Reversible	Neutral
Storage and Utilisation of Hazardous Substances	Construction and operation of the filling station	No mitigation	Local	Low	Short term	Medium	Probable	Certain	Reversible	Low (-ve)
		Mitigation	Local	Very low	Short term	Low	Probable	Certain	Reversible	Very low (-ve)
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
Health, Safety and Security Impacts	Construction and operation	No mitigation	Local	Neutral	Short term	Medium	Probable	Certain	Reversible	Medium-Low

Description of potential impact	Project alternative	No mitigation / mitigation	Extent	Magnitude	Duration	SIGNIFICANCE	Probability	Confidence	Reversibility	Cumulative impact
	of the filling station	Mitigation	Local	Neutral	Short term	Medium - Low	Probable	Certain	Reversible	Low
	No go	No mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral
		Mitigation	Local	Neutral	Short term	Neutral	Probable	Certain	Reversible	Neutral

17. CONCLUSION AND RECOMMENDATIONS

The purpose of this section is basically summarising the assessment report based on the environmental impact assessment matrix for the construction and operation of the filling station at Greenwell Matongo, Katima-Mulilo as comprehensively represented on Table 7 and suggested appropriate recommendations. A substantial number of the negative impacts associated with the proposed development are falling within the **medium** and **medium-low** significance. The medium significance that have been rated for some of the negative impacts can be ameliorated to negligible if the suggested mitigation measures have been embraced. The mitigation measures for the proposed development are provided in **Section 15** of this report and further detailed in the EMP in **Annexure G** that form part of this report and must be read together with this report.

The main positive impact associated with the proposed construction and operation of the filling station. The proposed development will be integral to the Greenwell Matongo Police Station, because it will enhance operational efficiency for the police in Katima-Mulilo and, more broadly, across the wider Zambezi Region. Furthermore, the integrated fuelling facility will significantly enhance crime prevention efforts. By enabling on-site refuelling, it will eliminate delays in deploying law enforcement units, ensuring a faster and more responsive police service to the community. Additionally, employment opportunity, capacity development will be realised as well as initiative aimed preserving the environment.

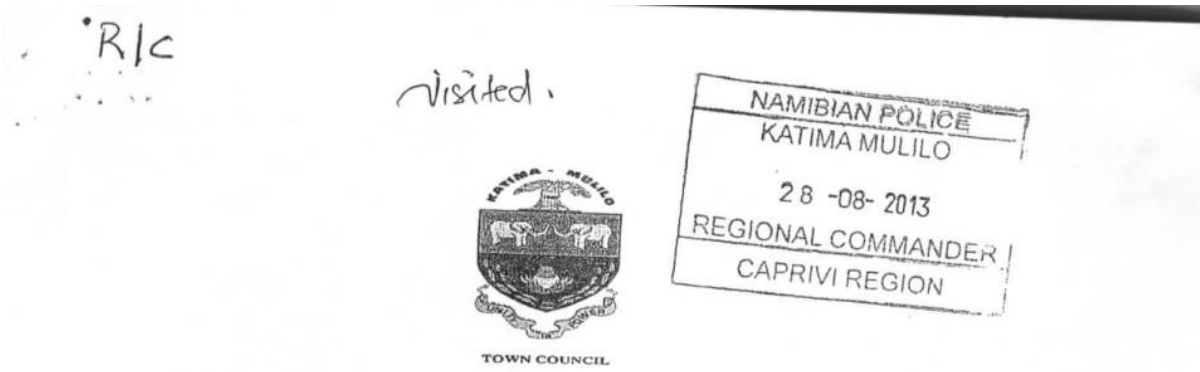
The information presented in this report is substantial and confirms the project's alignment with key environmental and regulatory requirements. Consequently, it is recommended that the Environmental Clearance Certificate (ECC) for this project be approved and issued by the Directorate of Environmental Affairs (DEA) of the Ministry of Environment, Forestry and Tourism (MEFT). Given the dynamic nature of the environment, the proponent must implement a regular monitoring program. This includes appointing a qualified Environmental Practitioner to conduct continuous environmental audits. The findings of these audits must be submitted to the Office of the Environmental Commissioner to ensure ongoing compliance and environmental safeguard.

18. REFERENCES

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Annexure A: Layout for the proposed filling station

Annexure B: Proof of consent of Katima-Mulilo Town Council



KATIMA MULILO TOWN COUNCIL
PROPERTIES, TOWN PLANNING & DEVELOPMENT
Private Bag 5009
Katima-Mulilo
Phone: +264 66 25 3220, Fax: +264 66 253212
E-mail Address: kmtc@iway.na

Enquiries: O. Kwangwama 0816297218

August 15, 2013

The Regional Commander: Zambezi Region
Namibian Police
P. Bag 1022
Katima Mulilo

Attention: Commissioner B. S. Sankwasa

Dear Sir

RE: ALLOCATION OF LAND FOR THE ESTABLISHMENT OF A CLASS A POLICE STATION

Please be advised that the Katima Mulilo Town Council, in its meeting held on the 13th of August 2013, resolved to allocate a portion of land behind Greenwell Primary School, measuring 3ha, to the Namibian Police for the purpose of establishing a class "A" Police Station. The allocation of the undemarcated land is made subject to the following conditions:


- i. That Council Resolution Number 17/01/2011 giving erf 2017 Greenwell to the Police be revoked as that plot was deemed too small for the police purpose
- ii. That Council has approved the allocation/donation of 3.2ha of land behind Greenwell School along the Mafuta Road to the Namibian Police for purposes of establishing a class "A" Police Station
- iii. That Council will engage a town planning consultant to do the statutory procedures to subdivide the plot and get it registered in the Deeds Office.

Council will therefore revert back to you once the statutory procedures have been completed.

You are therefore requested to indicate in writing within 90 days of the date of this letter whether you are still interested to proceed with this transaction as detailed above.

Should you have any queries please do not hesitate to contact our planning department.

Sincerely


MR. CHARLES NAWA NAWA
CHIEF EXECUTIVE OFFICER



Annexure C: Proof of Newspaper Advertisement to call for a public participation meeting

20 | FRIDAY 12 DECEMBER 2025

PROPERTY

Renovate or relocate? Key factors to consider before making the move

Deciding whether to renovate your current home or move to a new one is a deeply personal choice - but it can have significant implications for your property's resale value, says Samuel Seiff, chairman of the Seiff Property Group. If you love your neighbourhood and aren't concerned about recovering renovation costs, upgrading your existing home might be a easy decision. However, if your goal is to add value ahead of a future sale, Seiff advises weighing the cost of renovations against the potential value they'll add.

Renovations often come with both a financial commitment and considerable inconvenience, he cautions. Homeowners must assess whether they can accommodate both. For some, an emotional attachment to their home or the convenience of its location may justify upgrading instead of taking on the costs and logistics of moving.

A desirable, well-located property also tends to offer better returns on improvements, making value gains more achievable through carefully planned upgrades.

A crucial first step is conducting a realistic cost-benefit analysis to determine whether improving your current home makes better financial sense than buying a new one. Well-planned, property-outside renovations can enhance your lifestyle and boost resale value - but owners should avoid overly elaborate finishes that may not appeal to future buyers. Renovations commonly run over budget, and sellers may not recoup all costs when they eventually list the property.

On the other hand, moving may be the more practical and financially sound choice - especially if a new home offers more space, modern features, or better long-term value. While relocating comes with transfer duties, agent commissions and moving expenses, these may still be more favourable than renovating if the upgrades won't deliver sufficient value. Many suburbs have "cooling

price" where overpending leads to overcapitalising, making it difficult to recover renovation costs on resale.

Is selling the right choice?

Arnold Maritz, Co-Principal for Lew Goffen Sothby's International Realty in Cape Town's Southern Suburbs, notes that selling a home is more than a financial decision - it's an emotional one, involving routines, family life and long-held memories.

Maritz shares a practical guide to help homeowners evaluate whether selling is the best move:

- 1. Evaluate your financial position**
Review your bond balance, equity, expected selling price, closing costs and whether a sale aligns with your long-term financial goals.
- 2. Assess market conditions**
Research current property values, demand and trends. Speak to agents, browse listings and attend show houses. Consider how your home's size, condition, location and features affect demand and potential pricing.
- 3. Clarify your reasons for selling**
Are you outgrowing your space, relocating for work, or craving a lifestyle change? Understanding your motivations helps guide your decision.
- 4. Consider your future housing plans**
Evaluate whether you're ready to buy again, rent, or explore other options - and whether these fit your budget, preferred location and timeline.
- 5. Calculate all costs**
Factor in agent commissions, repairs, staging, compliance certificates and other selling expenses to determine your potential net profit or loss.
- 6. Assess your emotional readiness**
Selling can be emotionally challenging, especially if you've lived in the home for many years. Consider how the transition may affect your sense of stability and routine.
- 7. Consult property professionals**



Engage experienced agents and mortgage experts. Their guidance can provide clarity and help you make an informed, strategic decision.

"Ultimately, deciding to sell your home is a personal and multifaceted decision," says Maritz. "Take the time to weigh the pros and cons so you can

move forward with confidence - and trust your instincts to make the best choice for your unique circumstances."
-PROPERTY 24

CALL FOR REGISTRATION AS INTERESTED & AFFECTED PARTIES

ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED MINERAL PROSPECTING ACTIVITIES ON EPL EPL9637, KHOMAS AND HARDAP REGIONS

1. PROJECT SITE AND DESCRIPTION

Sunrise Investments cc (the Proponent), intends to apply to obtain an Environmental Clearance Certificate for their proposed prospecting activities in respect to Base and Rare Metals, Dimension Stone, Industrial Minerals and Precious Metals on a combined area approximate area of 19958 Ha in the Khomas and Hardap Regions. The key component of the proposed activity entails geological mapping and survey and manual sample collection for laboratory analysis, and small-scale mining operation. Access to the sampling or survey sites will be by existing tracks and on foot where vehicle access is limited.

2. PUBLIC PARTICIPATION PROCESS

EnviroLeap Consulting invites all Interested and Affected Party (I & AP) to register and receive Environmental Assessment (EA), Scoping and EMP documents relating to the proposed project for their comments and input. Interested and Affected Parties are herewith request to register by writing to us at the address below no later than 09 January 2026.

3. COMMENTS AND QUERIES

Please register and direct all comments, queries to:
Mr. Lawrence Tjitrindj, Environmental Assessment Practitioner
Email: law@enviroleap.com



NOTICE FOR ENVIRONMENTAL IMPACT ASSESSMENT

EnviroLeap Consulting Services cc hereby gives notice to all potentially 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 Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAMES:

Environmental Impact Assessment (EIA) for the Construction and Operation of a New Police Facility at the Gowerell Mungo Police Station in Katima Mulilo, Zambezi Region.

PROJECT LOCATION: The project will be located at Gowerell Mungo Police Station, Katima Mulilo, Zambezi Region.

PROJECT DESCRIPTION:

The project involves conducting an Environmental Impact Assessment (EIA) for the Construction and Operation of a New Police Facility at the Gowerell Mungo Police Station in Katima Mulilo, Zambezi Region.

PROJECT INVOLVEMENT:

Proponent: Namibia Police (Nampol)

Environmental Assessment Practitioner (EAP): EnviroLeap Consulting Services cc

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: In line with Namibia's Environmental Management Act (No. 7 of 2007) and EIA regulations (GN 30 of 6 February 2012), all I&APs are hereby invited to register and submit their comments, concerns or questions in writing via Email: enviroleap@gmail.com on or before Monday, 2nd February 2026.

A public participation meeting will be held as follows:
Place: Kaocosa 1141, 5687 San Nujosa Drive, Katima Mulilo
Date: 17 January 2026
Time: 09:00
Contact: 0264 819955643
Email: enviroleap@enviroleap.com



PROPERTY

From sale to transfer: How buyers and sellers can avoid costly delays

In complex and lengthy transactions like property sales, delays of any sort are not only frustrating, they can also be extremely costly and may even scupper the deal entirely, however, while some delays cannot be anticipated, it is possible to exponentially reduce the risk. This is according to Cobus Odendaal, CEO of Law Geffen Sotheby's International Realty in Johannesburg and Randburg, who says: "Essentially there are two primary types of delay; the first relating to the confirmation of the sale and delays that occur once the sale has been confirmed and, in many instances, both can be avoided by doing one's homework and having all one's ducks in a row from the onset."

"Property transactions are known to be a protracted process with multiple steps and reams of documentation, and once the potential minefield of suspensive conditions and contractual obligations has been successfully navigated and the deal is finally done and signed on the dotted line, many people breathe a sigh of relief."

"However, the deal isn't done until the transfer has actually happened and the anticipated downhill cruise to transfer can still become an uphill battle if one isn't careful."

Odendaal explains how this can happen: "One of the main reasons for delayed transfers is that the timeline is out of sync, especially when two or more deals are linked and money from one sale is needed to purchase the next property and so on."

"It's also important that buyers budget for the transfer costs of the new property they are buying or have an access bond in place on their current home, otherwise when the attorney calls for bond cancellation that bond account will be frozen and they will not be able to access the funds."

He adds that not giving the required 90 days' notice of cancellation of the existing bond can also cause delays as well as avoidable late cancellation fees.

"If a homeowner is seriously thinking about selling, they should give notice to the bank holding the bond. In doing so, they are not committing to selling, merely notifying the bank of the possibility and they can keep on renewing the cancellation if their decision to sell is postponed or they can revoke the notification if they change their minds."

One of the transferring attorney's key roles is to co-ordinate and control all the role players involved in a transfer, including SARS (transfer duty), the municipality (Rates Clearance Certificate) and the bank.

"In order to do this as seamlessly as possible, it is essential that both the buyer and seller submit all the necessary documentation in time, as per the legal requirements and without omissions. This is especially important if either party resides in another country or is in any way difficult to contact for information and signatures."

According to conveyancers and property law attorneys at Abrahams & Gross, the RCC issued by the



city council certifies that there are no outstanding funds due to the municipality at the time of the registration of transfer to the purchaser. This certificate is a requirement in terms of the Deeds Registries Act and must be lodged in the Deeds Office. The Registrar of Deeds will not register the transfer of a property unless the conveyancer lodges a valid RCC along with other required documents at the Deeds Office.

Rates Clearance Figures
The conveyancer will make application to the city council for the issuing of rates clearance figures. Rates clearance figures are comprised of all arrears amounts for rates, taxes, electricity, water, sewerage, and refuse, as well as an advance payment covering a period of 60 days being the period of validity of the rates clearance certificate.

Whose responsibility is it to obtain a rates clearance certificate?

It is the seller's responsibility to settle amounts due in order to obtain the RCC. Upon request, the seller must pay the conveyancer and not the city council directly. The conveyancer will then pay the city council to ensure that the payment is linked to the application number in respect of the transfer as well as for the purposes of expedition of the issuing of the rates clearance certificate.

Once the conveyancer has paid for and obtained the RCC, the seller's account at the city council will be in credit and the seller will no longer be required to make any further monthly payments to the city council prior to transfer.

Once registration of transfer has been completed, the conveyancer submits a refund form to the city council in respect of any credit that may be due to the seller. This usually occurs when the registration of transfer takes place prior to the expiration of the 60-day period. The city council takes approximately four to seven months to reconcile

the seller's and purchaser's accounts and pay the refund.

Odendaal says that although snags and stumbling blocks can occur at any point of the transaction, they most commonly occur at the following stages:

Bond approval;
Bond cancellation;
Signing of transfer documents;
Obtaining valid compliance certificates;
Issues encountered at lodgements requiring the removal of notes by the Registrar of deeds;
Transfers which are unusual and more complex, such as estate transfers which require an endorsement of the Master of the High Court, which can cause a delay.

"Most of these delays can easily be avoided through prompt co-operation with the transferring attorney or, if they are outside of South Africa, by giving power of attorney to a person within South Africa who can sign the necessary documents and act on their behalf."

"It's also vital that the client is completely upfront with the agent regarding their financial situation," says Odendaal. "Agents can facilitate and expedite the process by having a bond originator prequalify them and the thorough credit check will reveal any potential snags which can then be rectified before they cause any problems. "This step is particularly important for buyers who are self-employed as banks are very strict about the documentation that they require for a bond application. At this stage I always advise all my clients to avoid making any expensive purchases that could negatively impact their affordability."

Odendaal concludes: "Experienced estate agents will guide their clients every step of

the way and as long as they are upfront with their realtors, there should not be too many problems to circumvent.

"I also recommend appointing an accomplished conveyancing attorney who is really on the ball. And, as the

transferring attorney and agent work closely together behind the scenes to ensure a smooth transfer, it is always an advantage if they already have an established working relationship."

Property 24

NOTICE FOR ENVIRONMENTAL IMPACT ASSESSMENT

Environmental Consulting Services cc hereby gives notice to all potentially 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 Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAMES:

(a) Environmental Impact Assessment (EIA) for the establishment of mining activities on Mining Claims no.; 75027, 75460, 75460, 75461, 75462, Omaso Village, Omaso District, KwaZulu-Natal Region

(b) Environmental Impact Assessment (EIA) for the establishment of mining activities on Mining Claims no.; 09048, 09049, 09050, 09051, Omaso Village, Omaso District, KwaZulu-Natal Region.

PROJECT LOCATION: The mining claims are situated approximately 80 km west of Omaso, at Omaso & Omaso Villages, respectively, in the KwaZulu-Natal Region.

PROJECT DESCRIPTION:
The project involves conducting an Environmental Impact Assessment (EIA) for the establishment of mining activities for base and rare metals, as well as industrial minerals, at the above mining claims.

PROJECT INVOLVEMENT:
Proprietor (a) Omaso River Investments (Pty) Ltd
(b) Independent View

Environmental Assessment Practitioner (EAP): Environmental Consulting Services cc

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: In line with Namibia's Environmental Management Act (No. 7 of 2007) and EIA regulations (GN 30 of 6 February 2012), all I&APs are hereby invited to register and submit their comments, concerns or questions in writing to: Email: enquiries@ecsafrica.com on or before Monday, 12th February 2025.

A public participation meeting will be held as follows:
Place: Community meeting place, Omaso Village
Date: 17th January 2025
Time: 10:00
Contact: +264 81 9255645
Email: enquiries@ecsafrica.com



NOTICE FOR ENVIRONMENTAL IMPACT ASSESSMENT

Environmental Consulting Services cc hereby gives notice to all potentially 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 Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAMES:
Environmental Impact Assessment (EIA) for the Construction and Operation of a New Fuel Facility at the Gweru Mine Police Station in KwaZulu-Natal, KwaZulu-Natal Region.

PROJECT LOCATION: The project will be located at Gweru Mine Police Station, KwaZulu-Natal, KwaZulu-Natal Region.

PROJECT DESCRIPTION:
The project involves conducting an Environmental Impact Assessment (EIA) for the Construction and Operation of a New Fuel Facility at the Gweru Mine Police Station in KwaZulu-Natal, KwaZulu-Natal Region.

PROJECT INVOLVEMENT:
Proprietor: Namibia Police (Nampol)

Environmental Assessment Practitioner (EAP): Environmental Consulting Services cc

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: In line with Namibia's Environmental Management Act (No. 7 of 2007) and EIA regulations (GN 30 of 6 February 2012), all I&APs are hereby invited to register and submit their comments, concerns or questions in writing to: Email: enquiries@ecsafrica.com on or before Monday, 12th February 2025.

A public participation meeting will be held as follows:
Place: KwaZulu-Natal, 1000 West, KwaZulu-Natal, KwaZulu-Natal
Date: 17 January 2025
Time: 10:00
Contact: +264 81 9255645
Email: enquiries@ecsafrica.com




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NOTICE FOR ENVIRONMENTAL IMPACT ASSESSMENT

Enviroclim Consulting Services cc hereby gives notice to all potentially 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 Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAMES:

Environmental Impact Assessment (EIA) for the Construction and Operation of a New Fuel Facility at the Greenwell Matongo Police Station in Karima Malilo, Zambezi Region.

PROJECT LOCATION: The project will be located at Greenwell Matongo Police Station, Karima Malilo, Zambezi Region

PROJECT DESCRIPTION: The project involves conducting an Environmental Impact Assessment (EIA) for the Construction and Operation of a New Fuel Facility at the Greenwell Matongo Police Station in Karima Malilo, Zambezi Region.

PROJECT INVOLVEMENT:

Proponent: Namibian Police (Nampol)

Environmental Assessment Practitioner (EAP): Enviroclim Consulting Services cc

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: In line with Namibia's Environmental Management Act (No. 7 of 2007) and EIA regulations (GN 30 of 6 February 2012), all I&APs are hereby invited to register and submit their comments, concerns or questions in writing via Email: enviroclim@gmail.com on or before Monday, 2nd February 2026.

A public participation meeting will be held as follows:
Place: Komumu Hall, 5689 Sam Nujoma Drive, Karima Malilo
Date: 17 January 2026
Time: 10h00
Contact: +264 81 5955643
Email: fransina@confidentenamibia.com




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CALL FOR REGISTRATION AS INTERESTED & AFFECTED PARTIES

ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED MINERAL PROSPECTING ACTIVITIES ON EPL EPL9637, KHOMAS AND HARDAP REGIONS

1. PROJECT SITE AND DESCRIPTION


Sunrise Investments cc (the Proponent), intends to apply to obtain an Environmental Clearance Certificate for their proposed prospecting activities in respect to **Base and Rare Metals, Dimension Stone, Industrial Minerals and Precious Metals** on a combined area approximate area of **19958 Ha** in the **Khomas and Hardap** Regions. The key component of the proposed activity entails geological mapping and survey and manual sample collection for laboratory analysis, and small-scale mining operation. Access to the sampling or survey sites will be by existing tracks and on foot where vehicle access is limited.

2. PUBLIC PARTICIPATION PROCESS

Enviro-Leap Consulting invites all Interested and Affected Party (I & AP) to register and receive Environmental Assessment (BID, Scoping and EMP) documents relating to the proposed project for their comments and input. Interested and Affected Parties are herewith request to register by writing to us at the address below no later than **09 January 2026**.

3. COMMENTS AND QUERIES

Please register and direct all comments, queries to:
 Mr. Lawrence Tjafindi, Environmental Assessment Practitioner
 Email: gan.trigson@gmail.com



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PUBLIC NOTICE

NOTICE FOR THE PUBLIC PARTICIPATION MEETING

Notice is hereby placed to inform all potentially Interested and Affected Parties (I & APs) that an application for Environmental Clearance Certificate will be made to the Ministry of Environment, Forestry and Tourism, in line with the provisions of Environmental Management Act 7 of 2007 and its Regulations of 2012.

Project Location: Small Scale Farming Units: 1852 and 1861 within the Karas Region, Karas – West Region.

Project Description: The project involves conducting and facilitating a public participation meeting for the selective logging of the two Small-Scale Farming Units: 1852 and 1861 within the Karas region constituency under the Herero Traditional Authority, Karas – West Region. The proponent intends to carry out selective logging to manufacture wood products at the existing Tufineng Factory, Karas – West Region.

Proponent: (1) Hc. Ursula Sabine Urunga (Unit: 1852) (2) Hc. Petrus Ep. Phokas Urunga (Unit: 1861)



All Interested and Affected Parties (I&APs) are invited to register, request background information document and submit inputs on or before **19 December 2025**. A public consultation scheduled to take place on the **18th December 2025** at Karas West Regional Council Auditorium in Rundu, @ 10h00.


For any inquiries please contact:
 Co-ordinator: tinajipi@tjajepa-archaeological-and-heritage-consultants.com
 +264 81 658 6033
tinajipi@tjajepa-archaeological-and-heritage-consultants.com

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NOTICE FOR ENVIRONMENTAL IMPACT ASSESSMENT

Enviroclim Consulting Services cc hereby gives notice to all potentially 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 Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAMES:
 Environmental Impact Assessment (EIA) for the Construction and Operation of a New Fuel Facility at the Greenwell Mungwa Police Station in Kunene Mutha, Zambesi Region.

PROJECT LOCATION: The project will be located at Greenwell Mungwa Police Station, Kunene Mutha, Zambesi Region.

PROJECT DESCRIPTION:
 The project involves conducting an Environmental Impact Assessment (EIA) for the Construction and Operation of a New Fuel Facility at the Greenwell Mungwa Police Station in Kunene Mutha, Zambesi Region.

PROJECT INVOLVEMENT:
 Proponent: Namdeb Police (Namdeb)
 Environmental Assessment Practitioner (EAP): Enviroclim Consulting Services cc

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: In line with Namibia's Environmental Management Act (No. 7 of 2007) and EIA regulations (GN 30 of 6 February 2012), all I&APs are hereby invited to register and submit their comments, concerns or questions in writing via Email: enviroclim@gmail.com on or before Monday, 27th February 2026.

A public participation meeting will be held as follows:
 Place: Kunene Hall, 6000 Sun Nujoma Drive, Kunene Mutha.
 Date: 17 January 2026
 Time: 10h00
 Contact: +264 815655843
 Email: enviroclim@gmail.com




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NOTICE FOR ENVIRONMENTAL IMPACT ASSESSMENT

Enviroclim Consulting Services cc hereby gives notice to all potentially 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 Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following:

PROJECT NAMES:
 (a) Environmental Impact Assessment (EIA) for the establishment of mining activities on Mining Claims no: (75627, 76489, 76490, 76491, 76492), Omaso Village, Opuwo District, Kunene Region
 (b) Environmental Impact Assessment (EIA) for the establishment of mining activities on Mining Claims no: (69948, 69949, 69950, 69951), Otuanri Village, Opuwo District, Kunene Region.

PROJECT LOCATION: The mining claims are situated approximately 80 km west of Opuwo, at Omaso & Otuanri Villages, respectively, in the Kunene Region.

PROJECT DESCRIPTION:
 The project involves conducting an Environmental Impact Assessment (EIA) for the establishment of mining activities for base and rare metals, as well as industrial minerals, at the above mining claims.

PROJECT INVOLVEMENT:
 Proponent (a) Omaso River Investments (Pty) Ltd
 (b) Isangwanzi Viers
 Environmental Assessment Practitioner (EAP): Enviroclim Consulting Services cc

REGISTRATION OF I&APs AND SUBMISSION OF COMMENTS: In line with Namibia's Environmental Management Act (No. 7 of 2007) and EIA regulations (GN 30 of 6 February 2012), all I&APs are hereby invited to register and submit their comments, concerns or questions in writing via Email: enviroclim@gmail.com on or before Monday, 12th February 2026.

A public participation meeting will be held as follows:
 Place: Community meeting place, Otuanri Village
 Date: 27th January 2026
 Time: 10h00
 Contact: +264 815655843
 Email: enviroclim@gmail.com



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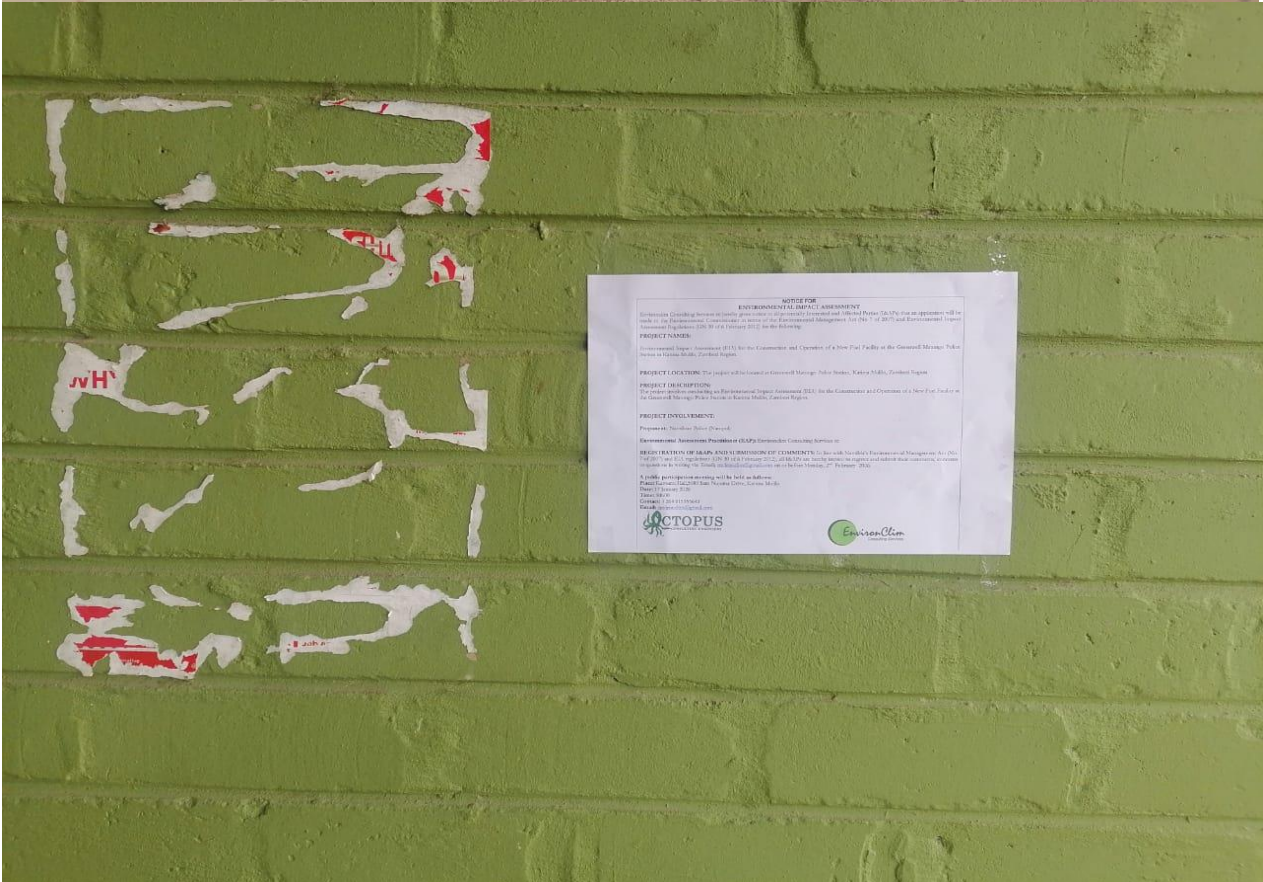
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Annexure D: Proof of site notices



Annexure E:Environmental Management Plan (EMP)

Annexure F: Curriculum Vitae for the Environmental Assessment Practitioner