

ANNEXURE 1

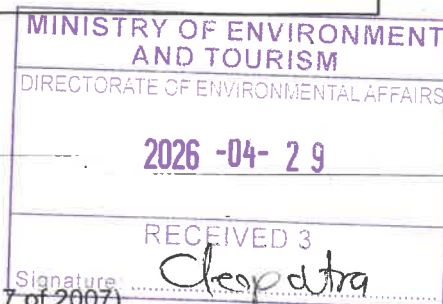
FORMS

Form 1

REPUBLIC OF NAMIBIA

ENVIRONMENTAL MANAGEMENT ACT (No. 7 of 2007)

(Section 32)



APPLICATION FOR ENVIRONMENTAL CLEARANCE CERTIFICATE (ECC APP NO. 007177)

PART A: DETAILS OF APPLICATION

PROPONENT/APPLICANT'S INFORMATION:	ENVIRONMENTAL CONSULTANT'S INFORMATION:
<ol style="list-style-type: none"> 1. Name (Person or Business): Roads Authority of Namibia 2. Business Registration / Identity No.: N/A 3. Correspondence Address: Private Bag 12030 Ausspannplatz, Windhoek 4. Name of Contact Person: Mr. Ismael Nehadi 5. Position of Contact Person: Project Control Engineer 6. Telephone No. +264 61 284 7428 / +264 81 143 8162 7. Fax No: N/A 8. E-mail Address: nehadii@ra.org.na 	<ol style="list-style-type: none"> 1. Name (Person or Business): Serja Hydrogeo-Environmental Consultants cc 2. Business Registration / Identity No: CC/2020/001/0007 3. Correspondence Address: P. O. Box 27318 Windhoek 4. Name of Contact Person: Ms. Fredrika Shagama 5. Position of Contact Person: Environmental Assessment Practitioner 6. Telephone / Mobile No.: +264 (0) 81 749 9223 7. Fax No: Not Applicable 1. E-mail Address: info@serjaconsultants.com / eias.public@serjaconsultants.com

PART B: SCOPE OF THE ENVIRONMENTAL CLEARANCE CERTIFICATE

1. THE ENVIRONMENTAL CLEARANCE CERTIFICATE IS FOR:

The 'listed activities' that are relevant or related to the proposed activities are listed below:

LISTED ACTIVITY 10: INFRASTRUCTURE

- Listed Activity 10.2: the construction of the route determination of roads and the design of associated physical infrastructure, where –
 - (a) **It is a public road**
 - (b) *The road reserve is wider than 30 meters; or*
 - (c) *The road caters for more than one lane of traffic in both directions.*

- Listed Activity 10.2 (a) is further explained under Schedule 1 (b) of the EIA Regulations as:

"Public road" means any road, street, or thoroughfare or any other place which is commonly used by the public or any section thereof, or to which the public or any section thereof has a right of access, and includes

(a) *the verge of any such road, street, or thoroughfare*

(b) **any bridge, culvert, causeway, ferry, ford, or drift traversed by any such road, street, or thoroughfare.**

Associated activities: mining and quarrying activities for construction sand and gravel from borrow pits

- Listed Activity 3.1 The construction of facilities for any process or activities that require a license, right, or other forms of authorization, and the renewal of a license, right, or other forms of authorization, in terms of the Minerals (Prospecting and Mining Act), 1992.
- Listed Activity 3.2 Other forms of mining or extraction of any natural resources, whether regulated by law or not.

Water resources development – to supply construction works

- Listed Activity 8.1: The abstraction of ground or surface water for industrial or commercial purposes.

2. DETAILS OF THE ACTIVITY(S) COVERED BY THE ENVIRONMENTAL CLEARANCE CERTIFICATE:

2.1 Title of Activity

Environmental Clearance Certificate (ECC) for the Proposed Construction of the New Oute River Bridge on District Road 3703 (DR3703) in the Kunene Region

2.2 Location of Activity

The proposed bridge is located on the District Road 3703 (DR3703) over the Oute River (also known as the Hoarusib River) between Okaundje and Orotjitombo Villages, about 33km west of Opuwo Town

in the Opuwo Rural Constituency. The DR3703 runs from the Epupa Constituency via the Opuwo Rural Constituency until the Opuwo Urban Constituency. The locality map is provided in the accompanying EIA Scoping Report and Environmental Management Plan (EMP).

2.3 Nature of Activity

The Proposed Construction of the New Oute River Bridge on District Road 3703 (DR3703) in the Kunene Region

2.4 Scale and Scope of the Activity

The project scale is small to medium. The proposed project activities will be implemented as summarized below (and detailed in the EIA Scoping Report):

Project Activities

The DR3703 is an important route connecting the villages of Otjitanda and Etanga, and the town of Opuwo, which is the main centre for economic and social facilities. However, the road has become inaccessible during the rainy season when the Oute River flows, thereby cutting off communities from accessing much-needed services in Opuwo. The project, therefore, includes the design of a new bridge or major culvert across the Oute River on DR3703 and subsequently, the bridge construction works.

The project will involve the design, construction, and eventual operation of the Oute Bridge across the DR3703 between Okaundje and Orotjitombo Villages in the Kunene Region. Based on the preliminary constructability and durability assessment, the bridge to be constructed will be a cast-in-situ reinforced concrete cellular type. This is considered the most appropriate structural solution for further development. The cast-in-situ reinforced concrete cellular bridge option best matches the project constraints associated with a remote rural site, reduces reliance on specialist construction expertise and heavy plant. The option also supports the Roads Authority's objective of uplifting emerging contractors, and it is expected to provide a more durable and less service-intensive solution over the design life when compared with the prestressed precast beam alternative (DAT JV, 2026).

Planning and Design Phase

The main components of the project planning and design will include the following, as provided by the DAT JV Preliminary Design Report (2026):

Geotechnical investigation and evaluations

This entails project-specific geotechnical recommendations, including founding levels, allowable bearing pressures, pile/caisson feasibility, excavation conditions, and seepage/dewatering requirements. These will be provided upon completion of the geotechnical investigation and interpretation of the results.

Hydrological and hydraulic analyses

The hydrological and hydraulic analysis recommendations are based on the findings of the hydrological and hydraulic analyses, undertaken in terms of the requirements of the RA's "Drainage Manual" (1st

Edition, October 2014). The project's Hydrological and Hydraulic Analyses Report concluded with the following recommendations for the Oute River Bridge:

- 1:50-Year Flood Event (given return period discharge (QT) = 464.63m³/s)
- 1:100-Year Flood Event (Q2T = 580.10m³/s).

Drainage considerations

75mm diameter weepholes installed at 1.5m centres in the bridge deck to discharge surface runoff into the river.

Construction materials and water supply investigation

This entails the investigation of the availability and suitability of coarse and fine aggregates and construction water for structural concrete works. However, these have not yet been confirmed at this stage, as a detailed geotechnical site investigation and materials investigation have not yet been completed.

Structural considerations

Two bridge concepts were considered at this preliminary design stage to identify the preferred structural form for further development. In selecting alternative structural forms suitable for the Oute River crossing, these design objectives were used as the primary screening criteria:

- Safety (strength, stability, and robustness, including performance under extreme flood events).
- Durability and serviceability (whole-life performance, maintenance requirements, and reliability in a harsh environment).
- Economy and constructability (with specific emphasis on the rural/remote site setting, logistics, programme risk, and the availability of local construction capability), and
- Aesthetics, appropriate to the surrounding environment and road context (DAT JV, 2026).

Construction Phase

The construction phase will include clearing of vegetation along the demarcated area for the bridge, stripping topsoil, and shaping the site. The layers of gravel needed for the construction works will be sourced from approved borrow pits in the area, transported, spread, and compacted in layers. Culverts and side drains are installed to manage surface water, and signage and safety features are added.

The Borrow Pit (BP) for the bridge construction works.

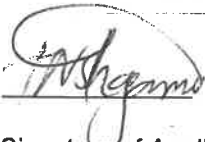
The construction of the bridge requires materials such as sand and gravel that will be sourced (extracted) from selected localities near the site. The exploration/survey and materials testing for the borrow pit to select suitable site for the borrow pit for the construction materials will be done to determine preliminary locations. The selection of the BP site (upon confirmation of good materials) will be based on materials that meet the quality requirements for bridge construction. It is important to note that the BPs will be on communal land. Thus, the exploration, establishment, and utilisation of the BP site have been communicated with communities in the consultation meeting held on the 24th of March 2026 in Ohungumure Village.

For any new BPs where additional BPs may be required, compensation guidelines, as per the Roads Authority and relevant government policies (National Compensation Policy), will be followed for implementation. This is to ensure that the affected landowners/land custodians are compensated fairly and that the process and material extraction are done efficiently, safely, and amicably.

The full project description and project requirements (human resources, technology, equipment, etc.) are provided in detail in the EIA Scoping Report.

PART C: DECLARATION BY APPLICANT

I hereby certify that the particulars given above are correct and true to the best of my knowledge and belief. I understand the environmental clearance certificate may be suspended, amended, or cancelled if any information given above is false, misleading, wrong, or incomplete.



FREDRIKA SHAGAMA

Environmental Assessment Practitioner

Signature of Applicant Full Name in Block letters

Position

Serja Hydrogeo-Environmental Consultants

On behalf of the **Roads Authority of Namibia**

23 March 2026

Date