

**PHASE 1 LAND RECLAMATION AND EXPANSION OF THE  
PORT OF LÜDERITZ IN ROBERT HARBOUR  
LÜDERITZ, ||KARAS REGION  
BACKGROUND INFORMATION DOCUMENT**



**Prepared by:**



**Prepared for:**



August 2025

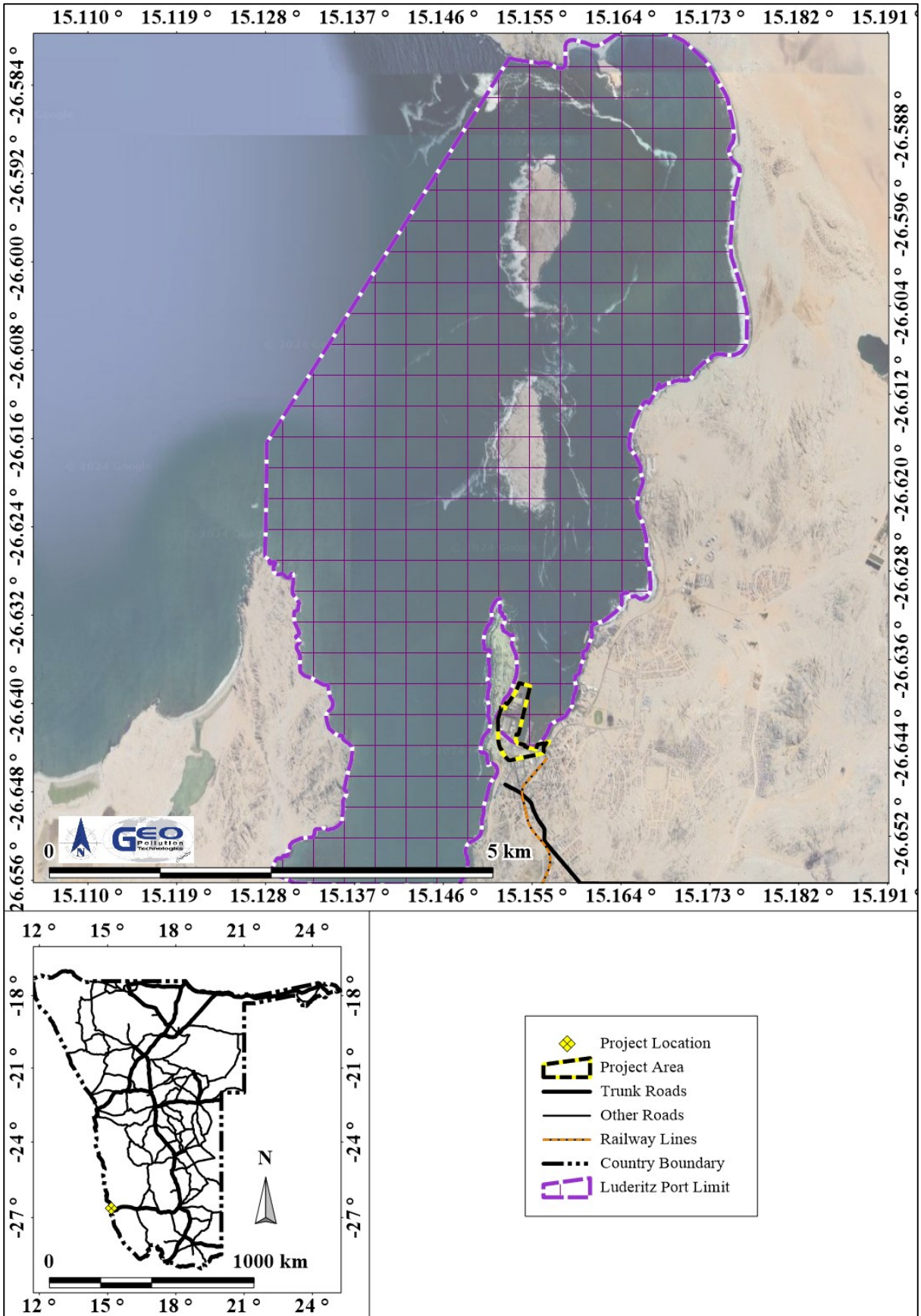
## 1. Introduction

The Namibian Ports Authority (Namport) was established under the Namibian Ports Authority Act (Act Number 2 of 1994) and is mandated with “...*the management and control of ports and lighthouses in Namibia and the provision of facilities and services related thereto; ...*”. At present, Namport controls the Port of Walvis Bay on the central coast and the Port of Lüderitz on the southern coast of Namibia. Among others, Namport’s key roles are to ([www.namport.com.na](http://www.namport.com.na)):

- ◆ Manage the port facilities to cater for current trade needs.
- ◆ Develop the ports for future demands.
- ◆ Contribute to the competitiveness of the SADC region's trade through the efficient, reliable and cost-effective supply of port services.
- ◆ Promote the Ports of Walvis Bay and Lüderitz as preferred routes for sea-borne trade between SADC, Europe and the Americas.
- ◆ Uplift and support the communities in which Namport operates.

Lüderitz was historically established as a harbour town, with the Port of Lüderitz (Figure 1-1) being central to its economic activities. Road and rail infrastructure were also constructed to Lüderitz, with the main aim of serving the port. Recent developments in the oil and gas sector, as well as an increased demand for port services related to the export of bulk metal ores and overall increased port utilisation leading to congestion, have necessitated Namport to increase port capacity in Lüderitz. To achieve this, Namport proposes two phases of expansion within Namport’s area of jurisdiction as defined by the officially declared port limits (Figure 3-1). Phase 1 will entail extending the main quay wall by 500 m and reclaiming of approximately 14 hectares of sea area, below the high water mark, to serve as backup land for the extended quay. Phase 2 will see demolition of the existing concrete jetty in the southernmost part of the harbour, reclamation of approximately 3 ha of sea area, and construction of a new concrete jetty. will then be constructed at the north-end of the reclaimed area. The extended quay walls, new jetty and additional backup land will allow for the berthing of additional vessels and increased backup cargo storage space, and thus increase the much-needed cargo handling capacity of the port.

Geo Pollution Technologies (Pty) Ltd was appointed by Namport to conduct an environmental impact assessment (EIA) for the proposed Phase 1 port expansion activity. The environmental assessment is conducted in accordance with the Environmental Management Act No. 7 of 2007 (EMA) and will include public and stakeholder consultation and the development of an environmental management plan (EMP). An application for an environmental clearance certificate (ECC) will be submitted to the Office of the Environmental Commissioner in the Department of Environmental Affairs (DEA), Ministry of Environment, Forestry and Tourism (MEFT). Depending on the outcome of the environmental assessment, the DEA may then award an ECC for the construction activities related to the expansion of the port. While the operational activities of the expanded port will be considered and addressed in the environmental assessment and its associated EMP, it will ultimately be incorporated into the existing operational EMP of the Port of Lüderitz. A separate EIA will also be conducted for the Phase 2 port expansion project.



**Figure 1-1 Existing boundary of the Port of Lüderitz**

## 2. Purpose of the BID

With this background information document (BID), Geo Pollution Technologies aims to provide information about the Phase 1 expansion project to interested and affected parties (IAPs) and stakeholders, and to allow IAPs to register with Geo Pollution Technologies to:

- ◆ Be officially included in the list of registered IAPs for the project.
- ◆ Request additional information and clarifications.
- ◆ Provide information relevant to the project which should be taken into account in the assessment of impacts.
- ◆ Share any comments, issues or concerns related to the project.
- ◆ Review and comment on the EIA, EMP and any other related submissions made to the DEA.

## 3. Project Description

Activities associated with the project have been divided into the following phases for purposes of the environmental assessment: planning, construction (inclusive of care and maintenance), operational and the decommissioning phases. A brief outline of each phase is detailed below.

### 3.1. Planning Phase

Planning is an ongoing activity. While planning for construction, operations and decommissioning of infrastructure, it is the responsibility of the Proponent (Namport) to ensure they are, and remain, compliant with all legal requirements. The Proponent must also ensure that all required management measures are in place prior to, and during all phases, to ensure potential impacts and risk are minimised. Typical planning activities include:

- ◆ Obtain permits and approvals from local and national authorities.
- ◆ Ensure compliance to land use rights.
- ◆ Appoint a health, safety and environmental coordinator or similar to implement the EMP.
- ◆ Provide for a fund to cater for environmental incidents such as pollution clean-up and ecological restoration if ever required.
- ◆ Ensure all appointed contractors and employees enter into agreements which includes the EMP.
- ◆ Establish and / or maintain a reporting system to report on aspects of construction, operations and decommissioning as outlined in the EMP and as required by the DEA.

### 3.2. Construction Activities

The main construction component of Phase 1 will be a 500 m quay wall extension with 14 ha reclaimed backup land (Figure 3-1). Note that this phase can further be subdivided into subsections and completed in sub-phases. Construction activities for Phase 1 will involve the following:

- ◆ Dredging and spoiling the existing loose sandy material which covers the rock where the new quay wall must be built. This activity is already covered in the port's existing EMP and ECC for dredging activities.
- ◆ Installation of a steel sheetpile retaining wall directly on the bedrock and filling the uneven gaps on the seabed between the steel wall and the bedrock with concrete, alternatively a reinforced concrete deck on piles type of quay wall may also be built with a rock revetment below the deck to contain the sand fill behind it.
- ◆ Land reclamation in between the quay wall and the eastern shore of Shark Island, and will be limited to below the high-water mark, i.e., the existing legal jurisdiction of the Port of Lüderitz.
- ◆ Installation of two rows of anchor-walls to hold the steel wall in place whilst filling and compacting with suitable sandy material.
- ◆ The source of the fill material to reclaim the land at the back of the wall will most likely be sourced from offshore dredged material, and/or onshore from outside town from suitable sand and gravel quarries (under separate EIA's). Any unsuitable dredged material will be spoiled at the existing approved offshore dump site.



- ◆ Once the quay wall installation and land reclamation is completed, a reinforced concrete capping wall will be installed on top of the wall which will also contain a service tunnel to house all the quayside services required by ships.
- ◆ Onshore services will also be installed, i.e., roads, pavements, railway extension, water, sewer, lighting and electricity distribution etc., so that all services in the existing port can simply continue into the extended section.

Apart from the land reclamation process, the port has existing infrastructure that may require periodic construction and maintenance activities in order to maintain or upgrade the port infrastructure, or to construct completely new infrastructure as the demand for various port services and facilities change. Some aspects of such construction activities may require their own environmental assessments, depending on the type and scale of the proposed construction activity.



**Figure 3-1** Proposed new quay area

### 3.3. Operational Phase

The Port of Lüderitz has an existing operational EMP that covers various port related activities. Ultimately, the operations on the expanded port area will also fall under the existing EMP. The port operates on a landlord and tenant principle where Namport is responsible for certain aspects of port operations, while tenants within the port must adhere to Namport's regulations, policies and management procedures, including the EMP. Such tenants may however also require their own environmental assessments, EMPs and ECCs should their operations trigger any listed activities of the Environmental Management Act No. 7 of 2007.

Operational activities on the expanded port area will focus on typical port related activities which include ship navigation in port limits, offloading and loading of bulk, break bulk and containerised cargo, storage and handling of cargo, handling passenger vessel operations, etc. This may see the future

construction of additional warehouses, workshops and cargo storage areas on the newly created backup land.

### **3.4. Decommissioning Phase**

Decommissioning of the entire port is not foreseen during the validity of the ECC. Some components of the port may however be decommissioned. Such decommissioning will entail the complete or partial removal of all related infrastructure and equipment and will produce waste that must be discarded. Any pollution present on such a site must be removed or remediated at such time, where applicable. This will allow for inclusion of all activities associated with such decommissioning, and provision for preventative and mitigation measures for any potential impacts that may occur.

### **4. Preliminary Identified Impacts**

During preparation of the EIA and EMP, all components of the environment will be considered. Components which will be impacted significantly, or which are deemed to be sensitive, will be assessed. Related impacts will be identified and addressed in the EIA and EMP. These include the following:

- Health and safety
- Security
- Fire
- Waste
- Groundwater, surface water and soil
- Air quality (e.g. dust)
- Noise
- Visual
- Heritage
- Socio-economic

As part of the environmental assessment, specialist input will be obtained on the potential visual, noise and heritage impacts that may result from the port expansion project.

### **5. Public Consultation**

Geo Pollution Technologies invites all IAPs to provide in writing, any issues and suggestions regarding the project. This correspondence must include:

- ◆ Name and surname
- ◆ Organization represented or private interest
- ◆ Position in the organization
- ◆ Contact details
- ◆ Any direct business, financial, personal or other interest which you may have in the approval or refusal of the application

All contributions by IAPs become public knowledge and will be circulated along with the reports as per the EMA requirements. The comments, inputs and suggestions will also be submitted to the DEA along with how any issues have been addressed in the EIA. The public participation process will remain ongoing during the environmental assessment. However, all comments and concerns should be provided timeously to ensure incorporation into the final report. The deadline for submission of comments will be communicated to all registered IAPs.

For any additional information the project team may be contacted at:



**Geo Pollution Technologies (Pty) Ltd.**

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Fax: (+264) 88626368

e-mail: phase1@thenamib.com

**Your Rights as an IAP according to the Environmental Management Act, No7 of 2007, Government Notice No 30 (Environmental Impact Assessment Regulations)**

*Section 23.*

- (1) *A registered interested or affected party is entitled to comment in writing, on all written submissions made to the Environmental Commissioner by the applicant responsible for the application, and to bring to the attention of the Environmental Commissioner any issues which that party, believes may be of significance to the consideration of the application, as long as -*
- (a) *comments are submitted within 7 days of notification of an application or receiving access to a scoping report or an assessment report;*
  - (b) *the interested and affected party discloses any direct business, financial, personal or other interest which that party may have in the approval or refusal of the application.*
- (2) *Before the applicant submits a report compiled in terms of these regulations to the Environmental Commissioner, the applicant must give registered interested and affected parties access to, and an opportunity to comment in writing on the report.*
- (3) *Reports referred to in sub regulation (2) include*
- (a) *scoping reports;*
  - (b) *scoping reports amended and resubmitted;*
  - (c) *assessment reports; and*
  - (d) *assessment reports amended and resubmitted.*
- (4) *Any written comments received by the applicant from a registered interested or affected party must accompany the report when the report is submitted to the Environmental Commissioner.*
- (5) *A registered interested or affected party may comment on any final report that is submitted by a specialist reviewer for the purposes of these regulations where the report contains substantive information which has not previously been made available to a registered interested or affected party.*

*Section 24:*

*The applicant responsible for an application must ensure that the comments of interested and affected parties are recorded in reports submitted to the Environmental Commissioner in terms of these regulations, and comments by interested and affected parties on a report which is to be submitted to the Environmental Commissioner may be attached to the report without recording those comments in the report itself.*