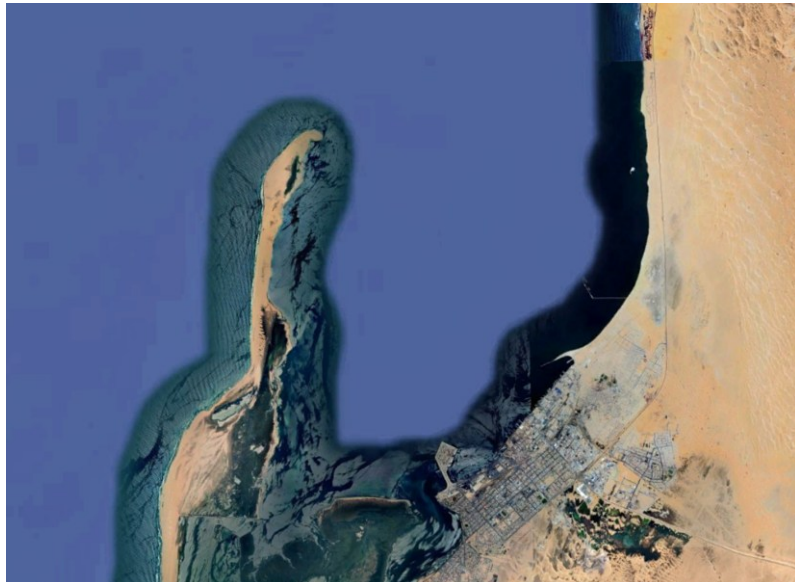


**ENVIRONMENTAL SCOPING ASSESSMENT AND ENVIRONMENTAL
MANAGEMENT PLAN FOR FUEL BUNKERING SERVICES WITHIN THE
PORT OF WALVIS BAY, ERONGO REGION**

BACKGROUND INFORMATION DOCUMENT



Prepared by:



Prepared for:

Maruvo Marine (Pty) Ltd

April 2026

1 INTRODUCTION

Geo Pollution Technologies (Pty) Ltd (GPT) was appointed by Maruvo Marine (Pty) Ltd (the Proponent) to undertake an environmental assessment for the proposed marine fuel bunkering service within the Port of Walvis Bay and associated port waters. The proposed service entails the ship-to-ship transfer of fuel for the refuelling of vessels. The Proponent will act as an intermediary service provider between bulk fuel distributors and their clients, by transporting fuel from the supplier to receiving vessels using a bunker barge. Fuel will be loaded onto the bunker barge through approved supply arrangements and transferred to receiving vessels at approved locations within the port and associated operational areas. The proposed service will involve the transport and transfer of Marine Gas Oil (MGO) and Very Low Sulphur Fuel Oil (VLSFO). No fuel blending will take place as part of the proposed operation.

The Proponent requested that an application for an environmental clearance certificate (ECC) for the proposed operations be made. The ECC application will be made in terms of the Environmental Management Act, Act No. 7 of 2007 (EMA). A scoping environmental impact assessment (EIA) report and an environmental management plan (EMP) are proposed to be submitted to the Ministry of Environment, Forestry and Tourism's Department of Environmental Affairs (DEA) in support of an application for an ECC. The environmental assessment will include all vessel commissioning and operational activities associated with the planned project.

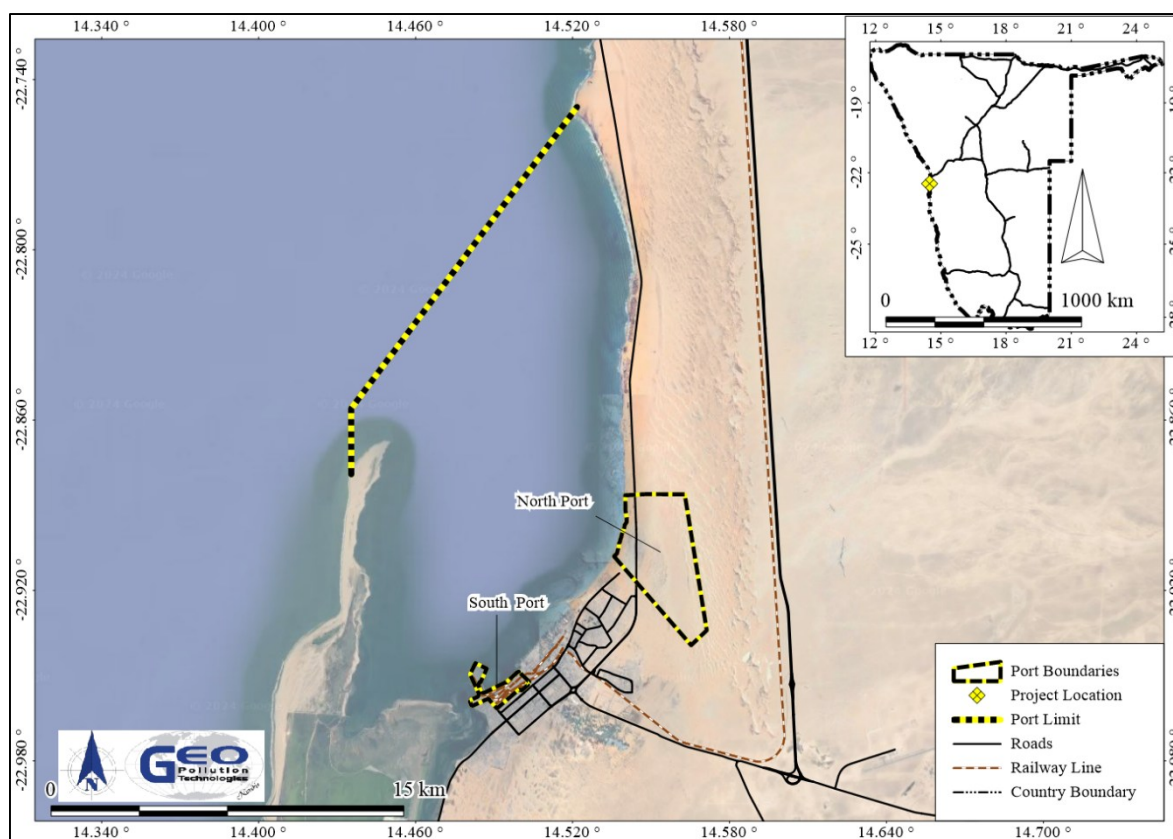


Figure 1 Project location

2 PURPOSE OF THE BID

With this background information document (BID), GPT aims to provide information to, and interact with, authorities and interested and affected parties (IAPs) regarding the project and the environmental assessment process. IAPs are therefore invited to register with GPT to:

- ◆ Be officially included in the list of registered IAPs for the project.
- ◆ Request additional information and clarifications.

- ◆ Provide information relevant to the proposed 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 which are considered for the environmental assessment are divided into the following phases: planning, operational and decommissioning phases. A brief outline of expected activities for each phase is detailed below.

3.1 PLANNING PHASE

While planning for vessel commissioning and project setup, operations, and decommissioning of the project, it is the responsibility of the Proponent 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:

- ◆ Where required, obtain permits and approvals from Namport, local and national authorities.
- ◆ 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 vessel commissioning and project setup, operations and decommissioning as outlined in the EMP and as required by the DEA.

3.2 OPERATIONAL PHASE

Operations will involve the provision of a marine fuel transport and bunkering service within the Port of Walvis Bay and associated operational areas. The Proponent will act as an intermediary between bulk fuel distributors and their clients by transporting fuel from the supplier to receiving vessels by means of a bunker vessel. The Proponent will therefore not act as a fuel wholesaler, retailer or fuel owner, but rather as a marine fuel transport and delivery service provider. Fuel will be loaded onto the bunker vessel through approved supply arrangements, which may include a combination of loading methods depending on operational requirements, including loading within the port and from other marine fuel supply vessels where applicable. The proposed service will involve the transport and transfer of MGO and VLSFO. Product specifications will be provided by the fuel supplier. The proposed services are expected to be rendered primarily to established fuel distributors operating under their own applicable environmental and operational approvals. In this regard, the Proponent will execute bunkering services as a contractor to the fuel wholesaler and will, in addition to complying with its own EMP and ECC, ensure that its operations are undertaken in alignment with the applicable EMP, ECC and bunkering licence conditions of the relevant fuel wholesaler.

The bunkering process will generally involve the bunker vessel manoeuvring alongside a receiving vessel and being safely secured prior to transfer. Once in position, a transfer hose will be connected to the receiving vessel's manifold, after which fuel will be pumped into the receiving vessel's storage tanks under controlled conditions. These operations require trained and experienced personnel and continuous monitoring will be necessary throughout the transfer process to prevent leakage or spillage. On completion of the transfer, the hose will be drained and disconnected, and the bunker vessel will safely disengage from the receiving vessel. Throughout the operation, strict safety procedures will be implemented by both vessels, including fire prevention measures, communication protocols, and spill prevention and response procedures.

3.3 DECOMMISSIONING PHASE

Decommissioning is not foreseen during the validity of the ECC. Decommissioning will entail either selling or scrapping the bunker barge. Where it is scrapped, dismantling will be by an approved contractor and all measures to prevent environmental pollution will be implemented.

3.4 PRELIMINARY IDENTIFIED IMPACTS

During the original environmental assessment, all components of the environment were considered, however only those components which were regarded as sensitive or likely to be impacted, were assessed. Impacts included the following:

- ◆ Reliable fuel supply to seafaring traffic
- ◆ Pollution of the environment
- ◆ Air quality
- ◆ Health and safety
- ◆ Waste generation
- ◆ Fire and explosion
- ◆ Seafaring traffic allisions and collisions

4 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
- ◆ Organisation represented or private interest
- ◆ Position in the organisation
- ◆ 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:



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.