

BERTH 9 MODIFICATION PROJECT IN THE PORT OF WALVIS BAY

BACKGROUND INFORMATION DOCUMENT



Prepared by:



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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):

- ◆ 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.

The Port of Walvis Bay is Namibia’s principal deep-water port and a strategic gateway to global markets (Figure 1-1). First established in 1793, it remained under South African administration from 1910 until its reintegration into Namibia in 1994. Since then, the port has become central to the national economy and plays a vital role in facilitating trade for several landlocked countries in southern Africa, including Botswana, Zambia, and Zimbabwe, via the Walvis Bay Corridor network.

Today, the main industrial and commercial activities are concentrated in the South Port, which hosts key infrastructure for container handling, break-bulk cargo, fishing, ship repair, and logistics services. In contrast, the North Port remains in an early development phase, with the new petroleum storage and handling terminal being its only major completed facility to date.

With the South Port operating near full capacity, and the North Port still years away from full development, interim measures to expand cargo-handling capacity in the South Port have become necessary. The first major intervention was the construction of the new container terminal on 40 hectares of reclaimed land, significantly improving container throughput. Building on this expansion, Namport now proposes to modify Berth 9, currently dedicated to cruise-liner berthing, to add a further 4.7 hectares to the commercial harbour area, providing much-needed operational space and enhancing the port’s short- to medium-term capacity. To achieve this, Namport proposes to reclaim the water area between Berth 9 and the container terminal (Figure 3-1).

Geo Pollution Technologies (Pty) Ltd was appointed by Namport to conduct an environmental impact assessment (EIA) for the proposed project. 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 Berth 9 modification project. While the operational activities of the reclaimed port area 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 Walvis Bay.

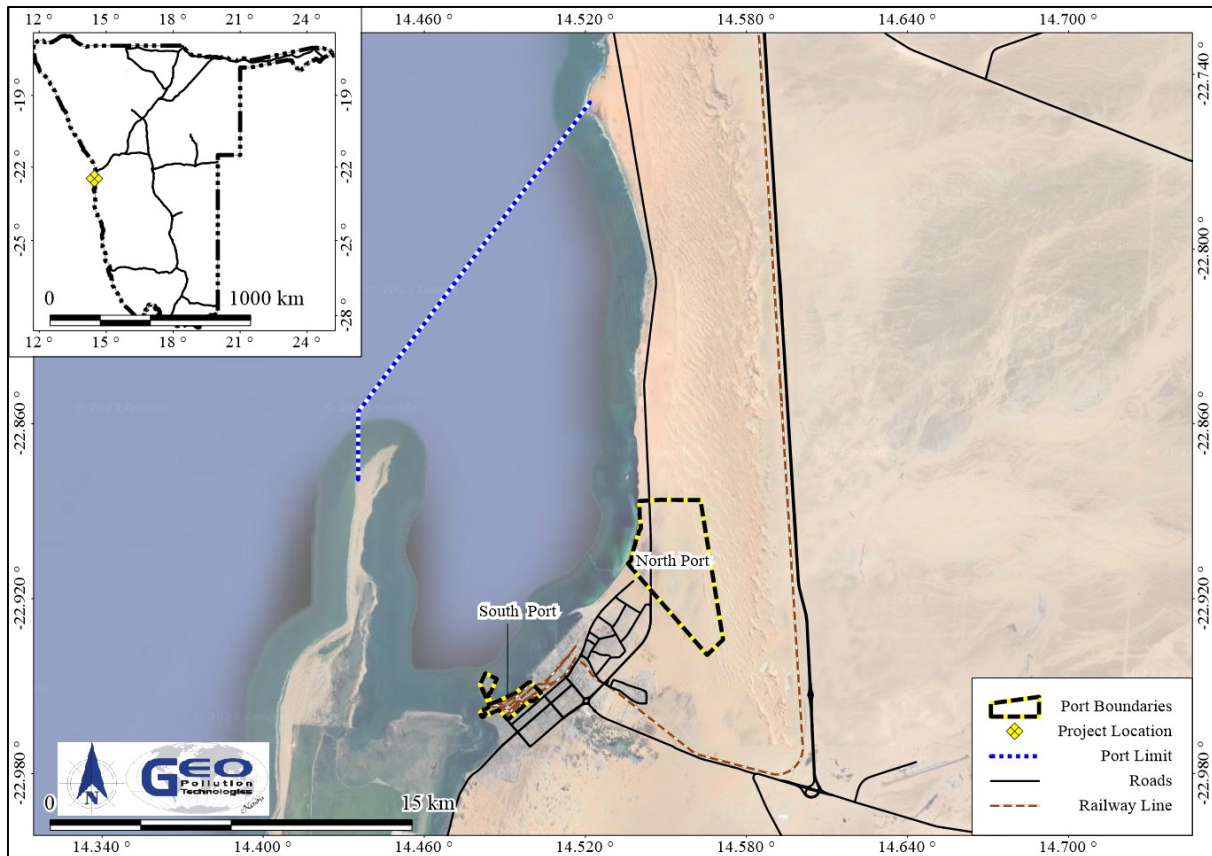


Figure 1-1 Existing boundary of the Port of Walvis Bay

2. Purpose of the BID

With this background information document (BID), Geo Pollution Technologies aims to provide information about port 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 relevant 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 construction, operations and decommissioning as outlined in the EMP and as required by the DEA.

3.2. Construction Activities

Modification of Berth 9, a dolphin-type jetty, will entail reclamation of the water area between the berth and the container terminal (Figure 3-1). Typically, construction will begin with the installation of a steel sheet-pile or combi-wall system to establish a retaining wall structure. This will be followed by driving large steel tubular piles into the foundation of the area to be reclaimed and filling them with concrete to create the primary load-bearing supports. The area will then be reclaimed by filling it with suitable material from onshore sources and/or from sediment obtained by dredging in the port area. Once the piling works and reclamation are completed, formwork and reinforcement will be placed, and a reinforced concrete deck will be cast to create the final operational platform. The design will include service tunnels to house all the quayside services required by ships. Onshore services will also be installed, i.e., roads, pavements, water, sewer, lighting and electricity distribution etc., so that all services in the existing port can simply continue into the extended section. It should be noted that some deviations from the design and construction of the modified Berth 9 area may ultimately realise.

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 Walvis Bay 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 initially focus on servicing the offshore oil and gas exploration industry as main supply base, as well as functioning as a base for Namport's own tugboat fleet. Once it has completed its function as supply base for oil and gas exploration, it will be used as multi-purpose terminal for the Port of Walvis Bay. 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 and handling passenger vessel operations, will form part of its operations. This may also see the future construction of additional infrastructure 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 on 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
- Ecology
- Air quality (e.g. dust)
- Traffic
- Noise
- Visual
- Socio-economic

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:



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.