



Submitted to: Tridock Shipyard Namibia (Pty) Ltd
Attention: Ms Kudakwashe Hartzenberg
PO Box 9090
No 2, 6th Street
Walvis Bay
Namibia

BID REPORT:

THE PROPOSED CONSTRUCTION AND OPERATION OF THE TRIDOCK SHIPYARD, OFF THE COAST OF NAMIBIA, WITHIN THE PORT OF WALVIS BAY, ERONGO REGION.

PROJECT NUMBER: ECC-154-519-BID-03-D

REPORT VERSION: REV 01

DATE: 12 SEPTEMBER 2024



TITLE AND APPROVAL PAGE

Project Name: The Proposed Construction and Operation of the Tridock Shipyard, off the Coast of Namibia, within the Port of Walvis Bay, Erongo Region.

Client Company Name: Tridock Shipyard Namibia (Pty) Ltd

Client Name: Ms Kudakwashe Hartzenberg

Client Phone Number: +264 64 203 704

Client Postal Address: PO Box 9090, Walvis Bay, Namibia

Client Email: info@tridockshipyard.com

Ministry Reference: APP-TBD

Authors: Monique Jarrett, Matt Totten Jr and Jessica Bezuidenhout

Status of Report: Final for government submission /Rev 01

Project Number: ECC-154-519-BID-03-D

Date of issue: 12 September 2024

Review Period NA

ENVIRONMENTAL COMPLIANCE CONSULTANCY CONTACT DETAILS:

We welcome any enquiries regarding this document and its content. Please contact:



Environmental Compliance Consultancy
PO Box 91193, Klein Windhoek, Namibia
Tel: +264 81 669 7608
Email: info@eccenvironmental.com



Stephan Bezuidenhout
EAP



Kudakwashe Hartzenberg
Client

DISCLAIMER

The report has been prepared by Environmental Compliance Consultancy (Pty) Ltd (ECC) (Reg. No. 2022/0593) on behalf of the Proponent. Authored by ECC employees with no material interest in the report's outcome, ECC maintains independence from the Proponent and has no financial interest in the Project apart from fair remuneration for professional fees. Payment of fees is not contingent on the report's results or any government decision. ECC members or employees are not, and do not intend to be, employed by the Proponent, nor do they hold any shareholding in the Project. Personal views expressed by the writer may not reflect ECC or its client's views. The environmental report's information is based on the best available data and professional judgment at the time of writing. However, please note that environmental conditions can change rapidly, and the accuracy, completeness, or currency of the information cannot be guaranteed.

TABLE OF CONTENTS

1	Background Information Document.....	4
1.1	Purpose of this document	4
1.2	Description of the proposed project	4
1.1	Company and project background	6
1.2	Project details - construction and operational phases.....	6
1.2.1	Construction	6
1.2.2	Operation	7
1.3	Need for the project	9
1.4	Consideration of alternatives	9
2	The Environmental and Social Impact Assessment Process	10
2.1	Screening	12
2.2	Scoping.....	14
2.3	Baseline studies	14
2.4	Terms of reference	15
2.5	Stakeholder engagement.....	15
2.6	Scoping report.....	17
2.7	Environmental and social impact assessment phase	17
2.7.1	Potential impacts.....	17
2.7.2	Draft environmental and social management plan.....	18
3	The Way Forward – Public Participation.....	19

LIST OF TABLES

Table 1 – Listed activities triggered by the proposed Project.....	12
--	----

LIST OF FIGURES

Figure 1 – Locality map for the proposed Tridock Shipyard Namibia Project.....	5
Figure 2 – Flowchart of the environmental and social assessment process	11
Figure 3 – Stakeholder map for the proposed Tridock Shipyard Namibia Project.....	16

1 BACKGROUND INFORMATION DOCUMENT

1.1 PURPOSE OF THIS DOCUMENT

This document has been compiled to provide interested and affected parties with an introduction of the proposed construction and operation of the Tridock Shipyard off the coast of Namibia, within the Port of Walvis Bay.

Environmental Compliance Consultancy (ECC) has been engaged by Tridock Shipyard Namibia (Pty) Ltd (TSN) (herein referred to as the Proponent or TSN) as their Environmental Assessment Practitioner (EAP) to undertake an environmental and social impact assessment (ESIA) in terms of the Environmental Management Act No.7 2007 and its Regulations.

The purpose of this Background Information Document (BID) is to provide Interested and Affected Parties (I&APs) with a background to the proposed Project and to invite I&APs to register as part of the ESIA process.

All those who register as an I&AP will be kept informed throughout the ESIA process. Registration provides a platform for participants to submit comments, concerns, or recommendations regarding the proposed Project. This BID includes the following information:

- The proposed Project and location
- The necessity of the Project, benefits or adverse impacts anticipated
- The alternatives within the Project that will be considered and assessed
- How the ESIA process works
- The public participation process and how to become involved
- Next steps and the way forward

1.2 DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project, located on the coast of Namibia within the north port of Walvis Bay, is to establish a state of the art drydock facility. The development of this internationally competitive facility will cater to the growing needs of maritime services for both the South-Western Region of Africa and international customers more broadly. The expansive shipyard will enable comprehensive support to a diverse range of floating assets, including vessels from various maritime sectors (e.g. offshore oil and gas rigs and floating production storage and offloading (FPSO) vessels, offshore mining vessels, fishing vessels, naval vessels, and offshore support vessels), effectively bolstering Namibia's maritime infrastructure above and beyond current capabilities. The development has come at a much-needed time as the growth of Namibia's oil and gas as well as offshore mining industries are accelerating. Not only will this be the largest drydock on the Namibian coast, but also the largest drydock on the west coast of Africa. The proposed Project location is shown below in Figure 1.

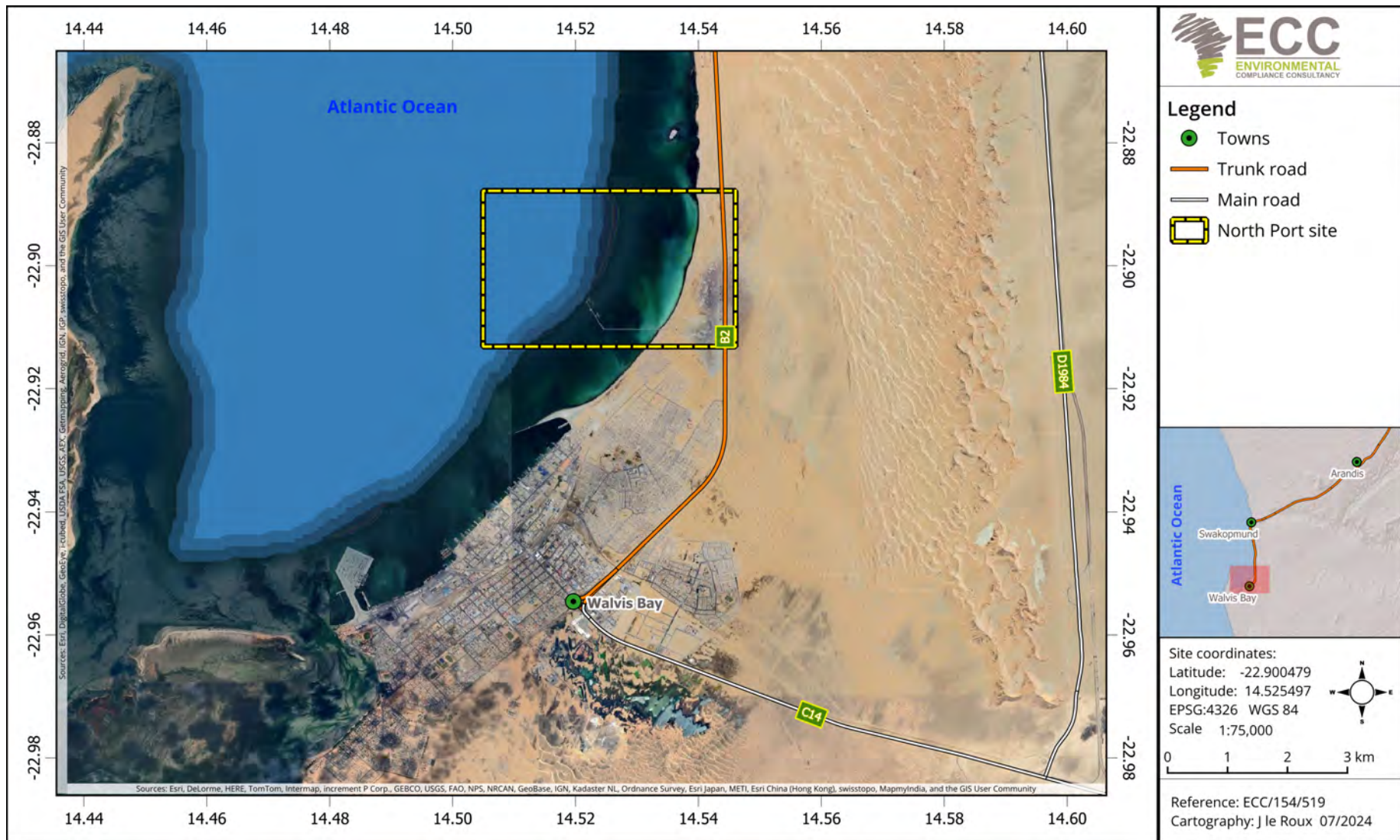


Figure 1 - Locality map for the proposed Tridock Shipyard Namibia Project

1.1 COMPANY AND PROJECT BACKGROUND

TSN was established by a dynamic team of Namibian entrepreneurs who initiated the Project in 2022 with a focus on setting up an internationally competitive maritime facility on the Namibian coast. TSN won the Namport tender to construct a shipyard in the north port of Walvis Bay and was awarded the contract in February 2024. The Project is currently in its bankable feasibility study (BFS) phase. This substantial infrastructure project involves the allocation of 65 hectares of land, all of which will be reclaimed. The precise dimensions of the land will be determined based on the outcomes of the BFS. The site is located in proximity to the Walvis Bay Ramsar listed wetland. The natural areas of Walvis Bay lagoon, Pelican Point up to its extreme northern tip and the adjacent intertidal areas, including the Walvis Bay saltworks and the area to the south of it, is listed as a Ramsar site (Ramsar Convention on Wetlands of International Importance). In addition, the preferred Project site location is situated adjacent to the Dorob National Park, an important bird area (IBA) and Ecologically or Biologically Sensitive Marine Areas (EBSA). The site location is in an area zoned as 'undetermined', therefore consent from the Walvis Bay Municipality will be required for the land component of the development.

So far, TSN has commissioned technical partners to assist with the development of the Project, namely Royal HaskoningDHV (RHDHV), recognised for their superior high-end ship repair yard design capabilities, and Damen, a renowned international ship repair yard constructor.

In 2023, Damen conducted a market study to assess the number of vessels such as tankers, naval vessels, fishing fleets, dredgers, oil and gas rigs and support vessels, etc sailing along the southwestern coast of Africa to ascertain the market potential for the development of a state-of-the-art shipyard off the coast of Namibia, while taking into consideration the presence of competing shipyards in other Southern African countries. Based on Damen's market opportunity analysis, the mid-case annual market potential forecast for maintenance and repair jobs within the planned grave dock in terms of number of vessels includes 85 commercial fleet vessels of 200 m length overall (LOA) or smaller, 91 commercial fleet vessels between 200-300 m LOA, 2 mining vessels, 1 offshore oil rig or drillship, and 9 other vessels, resulting in a mid-case total annual potential of 188 vessel repairs.

1.2 PROJECT DETAILS - CONSTRUCTION AND OPERATIONAL PHASES

1.2.1 CONSTRUCTION

During establishment, earthwork, steelwork and building construction will be carried out. The Project is anticipated to commence construction in 2026 for a period of 5 years with 3 years allocated for land reclamation.

The dry dock should be constructed large enough to accommodate the following:

- Max vessel dimensions: 250 – 300m vessel length range x 44 - 50m vessel beam range
- $\pm 12\,000\text{m}^2$ of laydown area
- Access from both sides

While the cranning should consist of the following:

- 10 x mobile cranes 30t – 120t
- 4 x mobile cranes 140t – 650t
- 1 x mobile crane 750t + 1 x mobile crane 275t (crawler changeout)
- Minimum reach of $\pm 30\text{m}$

The following activities will take place and the following infrastructure will be constructed:

- Land reclamation (excluding supply base);
- Dredging for accessibility;
- Temporary dikes;
- Access road;
- Bank protections;
- Quay walls – more than 1100 m (3.5 times the length of the dry dock);
- Quay wall for floating dock (210x36 m);
- 2 small jetties (disaster management and access to pontoon);
- Graven dry dock (315x60 m) without pile foundation;
- Entrance of the dry dock by entranceway.

Additionally, office buildings, training facilities, warehouses, canteens, workshop facilities and firefighting and medical service facilities will be constructed.

Furthermore, the following installations will be required:

- Sewage treatment plant including buffer tanks;
- Reverse Osmosis (RO) unit including buffer tanks;
- Electric power supply by 4x, 750 KvA generators;
- Electric power supply by photovoltaic (PV) and battery installations;
- Drainage system;
- Cable trenches for water, electricity, gas (if necessary) and 3 spare;
- Yard lighting;
- CCTV for all new buildings;
- Step down transformer station and distribution transformer;
- Transformer for dry dock supply and quay wall power supply;
- Lightning earth system.

1.2.2 OPERATION

The Project is expected to be operational by 2031. The facility will be designed to attract marine traffic by leveraging its advanced capabilities. It will feature a vast shipyard footprint spanning 65

hectares, operating 24 hours a day in three 8-hour shifts, seven days a week throughout the year. The facility will include a graving dock with dimensions of 300 meters in length, 75 meters in width, a docking draft of 15 meters, along an intermediate compartmentalized gate spanning 150 meters, equipped with an intermediate gate.

The shipyard will comprise a fleet of 16 or more mobile cranes, capable of lifting loads up to 900 tons, and a 1,400-meter industrial heavy-duty quay available for laydown and alongside repairs. The design and acquisition of two heavy-duty 5,000 m² floating pontoons will ensure adequate laydown facilities on both the port and starboard sides of all docking areas. These pontoons can be moved anywhere within the shipyard to meet operational needs. The shipyard will not only accommodate Namibian oil and gas and mining vessels currently serviced in the Republic of South Africa due to limited local capacity, but will also offer a valuable repair solution for international vessels.

During operations, the shipyard should be able to accommodate the following:

- Dedicated berthing space
- Fresh water supply: 300m³/hr
- 5 -7 million litres/inport
- Sea water supply: 300m³/hr
- Waste disposal facilities
- A mature supporting industry/contractor to handle a large volume of work (20 000 – 30 000 work hrs/day)

Further to this, some of the general equipment and machinery that will be required for operations are listed below:

- Harbour cranes;
- Mobile cranes;
- Cherry pickers;
- Platform trailers;
- Forklifts;
- Terminal tractor;
- Hydro blasting equipment;
- Compressors;
- Generators;
- Plasma cutting machines;
- Bending machines;
- Grinding machines;
- Folding machines;
- Saw machines;
- Drilling machines;
- Guillotine machine.

1.3 NEED FOR THE PROJECT

The Port in Walvis Bay (PWB) is a key anchor for current maritime logistic services and is well supported by a network of roads to manage extensive transport and logistic efforts within Namibia and its neighbouring landlocked countries.

As container transport volumes continue to grow globally, a greenfield approach is the sole solution to meet the demands of both current and evolving markets, such as green hydrogen, offshore oil and gas, diamond mining, merchant fleets, and cargo carriers up to large crude carriers (VLCC). This strategy will enhance Namibia's ability to expand value creation in primary industries, contributing through taxes and job creation, while also becoming the preferred gateway into Southern Africa.

The primary objective of the Project is to position the shipyard as an attractive option for commercial fleets, including locally bound vessels such as anchor handling tugs, platform supply vessels, workboats, and crew vessels. The Project will also appeal to offshore oil rigs, dredgers and large offshore mining vessels, which must often travel to South Africa, Cape Town, for major ship repairs, including Debmarine's fleet, which is currently serviced outside of Namibia.

The Project is estimated to cost up to N\$13 billion (~US\$ 728 million) and is projected to generate revenue of US\$150 million (N\$ 2.7 billion) per annum initially and is anticipated to double within three years after commissioning. This revenue will be reinvested into the Namibian economy, significantly contributing to the nation's gross domestic product (GDP). The Project is expected to create up to 1,000 direct jobs, as well as numerous indirect employment opportunities.

As the largest drydock shipyard on the West Coast of Africa, this project will offer unparalleled capabilities, attracting clients globally and potentially becoming the premier destination for maritime operations in the region. The Project will stimulate local employment, trade, and economic growth, making a substantial contribution to Namibia's development.

1.4 CONSIDERATION OF ALTERNATIVES

Best practice environmental assessment methodology calls for consideration and assessment of alternatives to a proposed project. During the assessment phase, alternatives will be considered and assessed. The alternatives will aim to optimize designs and processes to reduce potential impacts. Some aspects where alternatives may be required could include:

- Alternative sites for the Project;
- Alternative site layouts; and
- Alternative access routes.

2 THE ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT PROCESS

The ESIA for the proposed Project is being conducted by ECC and will be undertaken in terms of the Environmental Management Act, 2007 and its regulations. The process followed for this ESIA is set out in the flowchart in Figure 2.

ECC has been contracted by Tridock Shipyard Namibia (Pty) Ltd, as the independent Environmental Assessment Practitioner (EPA) to facilitate the ESIA process. Prior to the start of the proposed Project, an environmental clearance certificate is required in terms of the Environmental Management Act, 7 of 2007 and the associated EIA Regulations.

In terms of Section 32 (1) of the Environmental Management Act, No. 7 of 2007, ECC has determined that the Ministry of Works and Transport (MWT) is the competent authority for the proposed Project. The construction and operation of the shipyard triggers various listed activities as per the Environmental Management Act No. 7 of 2007 and its associated Regulations of 2012. The relevant activities list is provided below in Table 1.

Other key line ministries to be consulted and engaged during the ESIA process include the Ministry of Fisheries and Marine Resources (MFMR); Ministry of Agricultural, Water and Land Reform (MAWLR); Ministry of Mines and Energy (MME); and the Ministry of Industrialization and Trade (MIT). A final decision relating to the above-mentioned application will be made by the Ministry of Environment, Forestry and Tourism (MEFT); Department of Environmental Affairs (DEA).

The related environmental process will include:

1. Screening Phase (completed)
2. Scoping Phase, which includes baseline studies and the development of the Terms of Reference (ToR) for the ESIA (initiated)
3. Assessment Phase which includes impact prediction and evaluation of alternatives, assigning mitigation measures and developing monitoring and conceptual rehabilitation plans. This phase culminates in the drafting of the ESIA report and draft Environmental and Social Management Plan (ESMP) and submission to the appropriate competent authorities

The main objectives of the ESIA are to:

- a) Provide information describing the proposed TSN Project and associated activities,
- b) Provide an independent environmental and social assessment of the activities associated with the proposed Project,
- c) Develop management and mitigation measures associated with any identified potential impacts where necessary.



PUBLIC PARTICIPATION

Figure 2 – Flowchart of the environmental and social assessment process

2.1 SCREENING

A review of the planned Project was undertaken and the screening findings against the listed activities was conducted; the findings of which are summarised in Table 1.

Table 1 – Listed activities triggered by the proposed Project.

Listed activity as defined by the regulations of the EMA.	Screening findings and relevance to the project
Energy generation, transmission and storage activities 1. The construction of facilities (a) The generation of electricity (b) The transmission and supply of electricity	– Power will be required for this Project and will be supplied by the NamPower grid. – There will also be a step-down transformer station, a distribution transformer and a transformer for dry dock supply and quay wall power supply. – Photovoltaic (PV)-battery systems may be built to provide additional energy to the shipyard. Excess energy generated could be supplied back to the NamPower grid.
Waste management, treatment, handling, and disposal activities (2.1) The construction of facilities for waste sites, treatment of waste and disposal of waste. (2.2) Any activity entailing a scheduled process referred to in the Atmospheric Pollution Prevention Ordinance, 1976. (2.3) The import, processing, use and recycling, temporary storage, transit or export of waste.	– Internationally, waste disposal from ships is governed by the International Convention for the Prevention of Pollution from Ships (MARPOL). – Private service providers may be contracted to collect and remove waste from the port. – The Proponent will ensure that there are adequate waste collection bins and skips to prevent pollution. – Ballast water treatment systems will be operating in the shipyard as part of ballast water treatment.
Water resource development (8.1) The abstraction of ground or surface water for industrial or commercial purposes. (8.2) The abstraction of groundwater at a volume exceeding the threshold	– Ground and surface water may be abstracted or sourced for the operation. – Groundwater may be abstracted to support the operational activities through identified abstraction boreholes, with an approved abstraction permit, from the Department of Water Affairs, as required by the Water Resources Management Act of 2013 and

Listed activity as defined by the regulations of the EMA.	Screening findings and relevance to the project
authorised in terms of a law relating to water resources. (8.4) Construction of canals and channels including diversion of the normal water flow of water in a riverbed and water transfer scheme between water catchments and impoundments. (8.5) Construction of dams, reservoirs, levees and weirs (8.10) Reclamation of land from below or above the high-water mark of the sea or associated inland waters (8.11) Alteration of natural wetland systems	Water Resource Management Regulations of 2023. – The proponent shall make use of boreholes to pump out/dewater the site to allow for land reclamation. – The Project will include the construction of canals and channels for the movement of various ships and vessels – The Project will require the construction of a temporary cofferdam. – The project will also include a reverse osmosis (RO) unit. – The Project will be constructed below the high watermark. – Land will be reclaimed from the ocean to allow for the construction of the docks and berths. – The Project will require a wastewater treatment plant, buffer tanks and the associated permits as per the Water Resources Management Act of 2013 and its associated regulations of 2023. – The coastal area where the Project is located will be altered to accommodate the shipyard.
Hazardous substance treatment, handling and storage (9.1) The manufacturing, storage, handling or processing of a hazardous substance defined in the Hazardous Substances Ordinance, 1974. (9.2) Any process or activity which requires a permit, licence or other form of authorization, or the modification of or changes to existing facilities for any process or	– The Project will have bulk terminals for the storage of fuel, including petrol, diesel, liquid petroleum gas or paraffin. – The Project will result in the release of various air pollutants which triggers Annex VI of MARPOL. – The Project will store and handle large volumes of chemical and hazardous substances for the repair and maintenance of ships and vessels.

Listed activity as defined by the regulations of the EMA.	Screening findings and relevance to the project
activity which requires amendment of an existing permit, licence or authorization or which requires a new permit, licence or authorization in terms of a governing the generation or release of emissions, pollution, effluent or waste. (9.4) The storage and handling of dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic meters at any one location.	– Consumer installation certificates are required for bulk fuel storage and dispensing. – Licences will be obtained for all hazardous substances that will need to be stored on the site.
Infrastructure 10.1 The construction of – c) A harbour e) any structure below the high water mark of the sea	– The main activity of this Project is the construction of a harbour containing a shipyard. – The Project will include construction below the high water mark of the sea.

2.2 SCOPING

The scoping phase is directed towards defining the range and nature of anticipated potential impacts that may have significance to the biophysical and social environments at the scale of the proposed operations. The appropriate available data and the literature are identified forming the starting point for assessment of the required baseline and specialist studies that may be required for assessment of the Project impacts.

2.3 BASELINE STUDIES

For the proposed Project, baseline information will be obtained through the existing studies as well as site-specific specialist and impact verification studies completed to date.

The ESIA will focus on the environmental receptors that could be affected by the proposed Project. ECC will also engage with stakeholders, I&APs and the Proponent to seek input into the assessment. The baseline studies chapter is broken into three sections, the baseline context, environmental (physical and biological), and social (includes economic).

Desktop studies as well as all available field surveys and specialist studies from the Project area will be used to help define the baseline. These studies also give a further indication of whether any local or regional future developments could impact the Project or vice versa.

Lastly, the socio-economic section of the baseline studies helps to gain information on the governance, demographic profile, social stratification (employment, education, crime, infectious disease), occupation and livelihood (economic activities, occupations in study area, employment rates), land patterns (noise and vibrations) and access to services (drinking water, sanitation, healthcare facilities etc.).

2.4 TERMS OF REFERENCE

Based on the stakeholder engagement through the defined public consultation process, including any written correspondence and the baseline studies, the ToR for the impact assessment will be finalised and confirmed with the Environmental Commissioner.

2.5 STAKEHOLDER ENGAGEMENT

The public and key stakeholders receive invitations to register as I&APs. After the presentation of the proposed Project and ESIA process through the defined public consultation process, a period for input will be granted for the Environmental Assessment Practitioner (EAP) to receive any additional concerns or comments from registered I&APs. All feedback from the initial public consultation process will be incorporated into the scoping report.

The current Stakeholder Map is shown below in Figure 3.

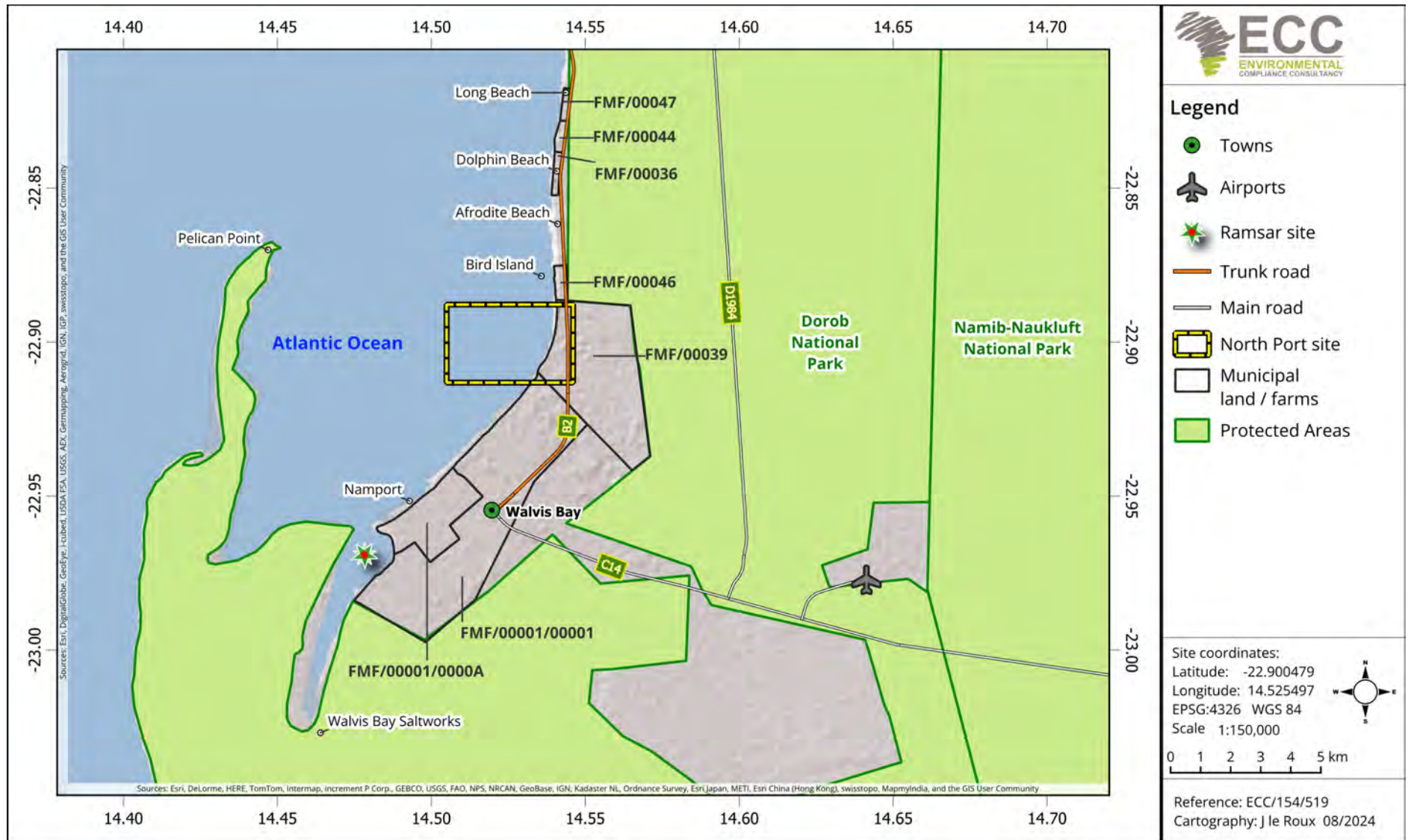


Figure 3 – Stakeholder map for the proposed Tridock Shipyard Namibia Project

2.6 SCOPING REPORT

The scoping report will be drafted and made available to the registered I&APs for comment before being submitted to the competent authority and MEFT. The scoping report will contain a description of the Project and the biophysical and socio-economic environments, the specialist baseline studies, the stakeholder engagement report and the terms of reference for the ESIA.

2.7 ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT PHASE

2.7.1 POTENTIAL IMPACTS

The potential social and economic impacts should be considered with due regard to the nature and scale of the proposed operations and their location within the broader marine, commercial and social environments. The potential environmental and social impacts that have been anticipated may include the following:

- Potential effects on the marine benthic fauna
- Potential creation of new habitat colonized by as yet unknown fauna
- Potential impact on marine ecosystems from invasive species caused by untreated ballast water discharge from increased international vessel traffic
- Potential modification to the water column, primarily turbidity
 - o Reduction in light penetration caused by turbidity plumes from dredging
 - o Change in oxygen levels related to sediment releases into the water column
 - o Possible release of hydrogen sulphide (H₂S) into the water column due to dredging and land reclamation activities
- Potential impacts from land reclamation, including potential changes in the natural flows of water resulting in increased erosion or sedimentation along the coastal shoreline
- Potential alterations to wave patterns leading to changes in wave interactions with the shoreline which could exacerbate coastal erosion
- Potential removal of foraging substrate for fish
- Potential interference with fish behaviour
- Potential impact on air quality in the area and surrounding areas
- Potential impact on marine water quality due to marine vessel and shipyard effluent releases
- Potential impacts to the viewshed in the surrounding Project area
- Potential to increase the marine traffic in the vicinity of Walvis Bay
- Potential job creation and skills development due to the proposed Project
- Potential social upliftment benefits for local and regional communities
- Potential influx of people moving to the Walvis Bay areas
- Potential social nuisances such as an increase in baseline noise levels
- Potential value and synergies with the offshore mining industry (e.g. oil and gas, diamond and phosphate mining)
- Potential regional and national economic benefits

- Potential synergies with other industrial developments, such as the Green Hydrogen and Oil and Gas industries
- Potential role with regard to national policies and objectives for Blue Economy Development and Marine Spatial Planning

2.7.2 DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

An ESMP shall be developed for the proposed Project setting out auditable management actions to ensure careful and sustainable management measures are implemented for activities in respect of the surrounding environment and community. The ESMP becomes the legally binding commitments upon approval of the ESMP and issuing of the environmental clearance certificate. Environmental clearance certificates are issued for a period of 3 years and renewal is subject to compliance with the provisions and conditions of the environmental clearance certificate.

3 THE WAY FORWARD – PUBLIC PARTICIPATION

Public participation is an important part of the ESIA process. It allows you, the public and stakeholders to raise concerns or provide valuable local environmental knowledge that can benefit the assessment process, as well as aid the planning process for the scoping phase of the defined assessment process. At this phase ECC will perform the following:

- Prepare and submit the application for the environmental clearance certificate in the prescribed manner
- Identify relevant key stakeholders, authorities, municipalities, environmental groups and interested or affected members of the public, hereafter referred to as I&APs
- Carry out a public consultation process in accordance with Regulation 21 of the EMA 2007 including:
 - o Distribute the BID for the proposed Tridock Shipyard Namibia Project (this document)
 - o Advertise the environmental application and call for registration of I&AP's in two national newspapers
 - o Open an I&AP register and record all comments of I&APs and present such comments, as well as responses provided by ECC, in the comments and responses report, which will be included in the scoping report that shall be submitted with the application
- Prepare a scoping report and provide same to registered I&APs for comment
- Submit the scoping report and the I&AP comments to the competent authority and Environmental Commissioner for a record of decision

Your request for registration as an I&AP, as well as any comments on the BID or Project, must be submitted in writing and can be emailed using the details in the contact us section below. Registration as an I&AP for the Project can be completed online on ECC's website on the projects page, or by using this link: <https://eccenvironmental.com/projects/>

Registration as an I&AP should be submitted on or before 6 September 2024.

We welcome any enquiries regarding this document and its content. Please contact:

Environmental Compliance Consultancy (ECC)

info@eccenvironmental.com

Tel: +264 816 697 608

www.eccenvironmental.com

At ECC we make sure all information is easily accessible to the public.

Follow our website and social media channels online to be kept up to date.