FEEDBACK TUTORIAL LETTER

1st SEMESTER 2019

ASSESSMENT 1

FOR

Elements of Maritime Transport

EMT711S
Introduction

- Dear EMT711S student. Welcome to this course in the class of 2019!
- I hope you are enjoying the course and thank you for submitting your assignment in time!
- If you did not submit your assignment in time, you are encouraged to always adhere to set deadlines, as they are part of the learning and grooming that we intend to impart to you, as a university.
- This tutorial letter is written in order to provide you with feedback relating to the assignment that you recently submitted and was consequently assessed.
- It is designed as a tool for students – for both those who have written the assignment and those who wish to use it as part of their revision for future assignments, and also in preparation for the looming final examinations.
- This feedback tutorial letter aims to provide the following vital information:
  ✓ An indication of how to approach the assignment question i.e. what you were expected to include in the answering the question.
  ✓ An indication of the points the answer should have included (and how marks are / were allocated).
  ✓ Where relevant, an indication of overall student performance for the specific assignment questions
  ✓ General comments or points to be taken note of in preparation of future similar assessments.

Recap of Assignment questions:

There is an on-going expansion of the port of Walvis Bay which means new terminals are built and port infrastructure being extended. This project is on-going, and is expected to serve as the main entry point for cargo into Southern Africa. As a Maritime Transport Student, write a comprehensive report on the negative and positive impacts of this expansion. Think in terms of trade, the environment, the economy of Namibia and the National Development Plan 5. In your report advice the government where necessary on the steps to follow to mitigate the negative effects and create a win-win situation. [50 marks]
- Question to be written in REPORT FORM:
  - Award up to 5 marks for report format
  - Penalize candidates not writing in report form

- This question required candidates to explore the negative and positive impacts of this expansion of the port of Walvis Bay.

- Candidates were to think in terms of:
  - Trade impact,
  - Impact on the environment,
  - the economy of Namibia – employment, living standards etc.
  - Vision 2030
  - National Development Plan 4 / 5

- Candidates were also expected to advice the government, where necessary, on the steps to follow to mitigate the negative effects so as to create a win-win situation with the affected stakeholders.

- Consider the following impacts – an extract from THE NEW PORT OF WALVIS BAY CONTAINER TERMINAL PROJECT (PROJECT APPRAISAL REPORT) – African Development Bank (2013)

- Environmental and Social impacts
  - The project has been classified as Category 1 in accordance with the Bank’s Environmental and Social (E&S) Assessment Procedures. Relevant E&S documentation was prepared, and an Executive Summary of the Environmental and Social Impact Assessment (ESIA) was disclosed on the Bank’s website on 22nd March 2013. The project will result in environmental and social (E&S) impacts, although some of these will be low in the nature of their significance.

- An Environmental Management Plan (EMP) has been prepared by Namport to address these impacts. The Bank has requested Namport to develop a more comprehensive Environmental and Social Management Plan (ESMP) which would
integrate a detailed waste management plan; a business continuity plan; baseline studies on the effects on the lagoon; a hazards (especially technological) management plan; an emergency response plan; and a detailed plan for better assessing and monitoring the socio-economic impacts, amongst other features. Namport will also undertake additional measures, such as a cumulative impacts assessment; detailed baselines studies on the effects on the lagoon (siltation and inflow and outflow rates), sea level rise and climate change impacts; and detailed analysis of the project's impacts on utilities. Namport has engaged the services of a consulting firm and is currently addressing the E&S gaps. The outstanding E&S reports and plans will be submitted to the Bank as part of the E&S Action Plan, by 30th September 2013. Once a comprehensive ESMP is developed building upon the existing EMP, the ultimate costs for mitigating and enhancing E&S impacts will be known with greater certainty.

- **Climate Change**
  - The Walvis Bay area is characterized by a chance of 30 cm sea level rise, which highlights the importance of climate change considerations by the project. A national climate change action plan has been prepared, and includes strategies for addressing disasters. Namport is undertaking baseline studies to examine climate change impacts linked to the project and its business continuity plan and emergency preparedness plan will be aligned to the National Climate Change Action Plan.

- **Gender**
  - Following the Bank's recommendation, Namport is undertaking a gender analysis to better understand the gender considerations it should appropriately address through the project and its Corporate Social Responsibility (CSR) initiatives. The project area is characterized by gender inequities and disparities. To ensure that women benefit from the project, considerations will need to be introduced, such as job profiles
and potential quotas, to encourage women’s participation in the project’s employment opportunities.

- Gender-based violence and the influence of patrilineal traditions are of national concern. Measures will be enacted to limit a potential rise in the commercial sex industry by the project. Awareness campaigns on sexually transmitted infections, such as HIV/AIDS, will integrate gender sensitive components targeting Namport employees and local communities.

- The training of women freight forwarders is an initiative included in the project following concerns raised during stakeholder consultations whilst further initiatives on gender mainstreaming will be assessed upon completion of the gender analysis mentioned above.

### Social

- The project is expected to result in multiple socio-economic benefits including direct and indirect employment opportunities for Namibians during the construction and operational phases; educational and training opportunities; skills development options; the promotion of entrepreneurship; increased trade and economic activities benefiting the construction, transport, hospitality and tourism industries; a growth in new small and medium size enterprises; and an increased scope for the marina development.

- The project will also result in social risks, such as an influx of workers, truckers and sailors which would add pressure on available resources and infrastructure; an increased risk of communicable diseases like HIV/AIDS; behavioural changes leading to greater theft, prostitution and alcoholism; road safety concerns due to increased traffic; and an inability of local businesses, with leases in the area being targeted for the marina development, to realize the full value of their recent investments. Through the comprehensive ESMP it is developing and the CSR initiatives initiated through Namport’s Social Investment Fund, Namport will work to address and diminish the impact of these social risks.
- Involuntary Resettlement

  - The project will not involve either the physical or economic displacement of any project affected persons. The expansion works will be undertaken on land belonging to the Government of Namibia with the terminal facility built on reclaimed land inside current port limits.

- Construction phase impacts (Extracted from DRAFT SOCIAL AND ENVIRONMENTAL IMPACT ASSESSMENT REPORT - Rio Tinto (2009))

  - These are impacts on the socio-economic and biophysical environment that would occur during the construction phases of the proposed sulphur handling facility in the Port of Walvis Bay. They are inherently temporary in duration, but may have longer-lasting effects. Construction phase impacts could potentially include:

    - The extent of employment opportunities created as a consequence of the proposed developments, both for permanent and contracted workers;
    - Impacts on water resources, namely groundwater;
    - Interference with current commercial activities in the port in the vicinity of the construction site;
    - Management of materials required for construction or establishment;
    - Increase in traffic volumes to the port and in the vicinity of the construction sites;
    - Windblown dust;
    - Interference with train movements in the port area during the extension of the railway lines;
    - Noise pollution and vibration; and
    - Pollution from construction waste and other contaminants.
Operational phase impacts (Extracted from DRAFT SOCIAL AND ENVIRONMENTAL IMPACT ASSESSMENT REPORT - Rio Tinto (2009))

- Given their long term nature, operational phase impacts are given closer scrutiny in the SEIA stage of this assessment process.
- Impacts detailed in this section are effectively prompted by the stakeholder meeting held in Walvis Bay on 7 February 2008, public input on the Scoping Report and input from the project team, Rössing Uranium personnel and other stakeholders.
  
  ▪ Permanent employment creation;
  ▪ The risk of sulphur fires and explosions in the storage shed and the potential impact of such an occurrence on the environment;
  ▪ The human health and environmental hazard associated with elemental sulphur as a pollutant;
  ▪ The health, safety and environmental risk associated with a spillage of sulphur during its handling and transport in both the port area and in the public domain;
  ▪ The generation and release of sulphur dust into the surroundings and the potential impact on human health and the biophysical environment; and
  ▪ The potential increase in noise and vibration and the associated impact on the nearby residential areas;
  ▪ The potential visual impact of the proposed sulphur handling shed;
  ▪ the lack of space in the port to accommodate the proposed facility and the potential negative impacts on existing economic activities in the port;
  ▪ The impact, management and risk associated with potential train accidents at railroad crossings;
The risk of other commodities stored in the port being contaminated by elemental sulphur; and

Concluding remarks and recommendations

- Students are reminded of the need to answer questions as asked, taking into account the number of marks to be awarded, and not to set and answer their own questions.

- The way you present your work also remains one of the key factors we need to consider particularly at this level. You are being encouraged to make use of headings and sub-headings especially for long essay questions.

- No matter how general a case study question might appear all solutions to case study questions should always be answered in the context of the case study. Fine, you can explain the basic principles as explained in the theoretical knowledge that you may have gained from your classes and/or self-study; it is however important that you always related to the circumstances / situations that are presented in the case.

- Best wishes in your studies.

Compiled by

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