



# ESWATINI ENVIRONMENT AUTHORITY

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Our Ref: SEA/PRJ/5.03  
Your Ref: 29EB94F73D

13<sup>th</sup> June 2024

Att: Buhle V Dlamini  
Chief Roads Engineer  
Ministry of Public Works & Transport  
P. O. Box 58  
Mbabane  
Tel: 2409 9105                      Cell: 7622 1797 / 7912 1007

Dear Sir,

**RE: PREPARATION OF THE UPDATE OF FEASIBILITY STUDY FOR THE MALOMA – SIPHAMBANWENI (MR21) ROAD**

We acknowledge receipt of your project scoping report for the above mentioned project. The following environmental and social aspect must be considered and as part of the terms of reference of the environmental assessment.

- 1. Equal emphasis on social and environmental impacts:** Since road developments are a source of damage to the human environment, particularly human settlements/residences and workplaces, health and safety. The high possibility of displacement and resettlement caused by road development may present insurmountable difficulties to affected families and businesses and as such a specialist study covering but not limited to any land use change and land displacement that may result from the implementation of the project is required. The compensation offer to any affected parties must, by all means possible, leave the affected party/parties not worse off but better off particularly where issues of compensations related to housing and crop fields are concerned.
- 2. Multistage environmental and social impact assessment:** The assessment process must, at a minimum, follow the multistage environmental and social impacts assessment concept which is a quasi-continuous integrated process consisting of successive stages namely:
  - (a) Environmental and social screening as well as impact analysis of the receiving environment prior to the project implementation.
  - (b) Initial environmental and social examination of the project site prior to project implementation
  - (c) Monitoring of environmental and social measures and post-construction environmental and social evaluation.


*Ensuring the integration of environmental concerns into the development of the Kingdom of Eswatini*

3. **Climate Change considerations:** Climate change poses significant risks to infrastructure including road infrastructure which are particularly vulnerable to various climate-related impacts. To enhance durability and longevity and to mitigate negative impacts that may arise from extreme weather conditions, it is recommended that a Climate Change Resilience Study/Plan be undertaken.
4. **Geotechnical Assessment:** A Geotechnical Study to understand subsurface strength of the soil structure and identify geological hazards including Crack survey on existing infrastructure and housing along the length of the road pre and post project implementation.
5. Occupational Health and Safety consideration derived from an independent assessment by a specialist in occupational health and safety.
6. The report must be accompanied with adequate and appropriate designs and drawings and a geotechnical assessment by appropriate specialist(s) and must be well explained in simple none technical terms for ease of understanding.
7. The report must explore the ecology of the receiving environment through an ecological and biodiversity assessment to assess changes that are likely to occur in the project area.

The environmental assessment process should be observed and implementation of the project shall commence upon successful completion of the Environmental Assessment process.

We anticipate your cooperation in this regard.

Yours sincerely



**ISAAC G. DLADLA**  
**EXECUTIVE DIRECTOR**



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Our Ref: SEA/PRJ/5.03  
Your Ref: D153ACE370

13<sup>th</sup> June 2024

Att: Buhle V Dlamini  
Chief Roads Engineer  
Ministry of Public Works & Transport  
P. O. Box 58  
Mbabane  
Tel: 2409 9105                      Cell: 7622 1797 / 7912 1007

Dear Sir,

**RE: PREPARATION OF THE UPDATE OF FEASIBILITY STUDY FOR THE SIPHOFANENI - SITHOBELA-MALOMA - NSOKO (MR14) ROAD**

We acknowledge receipt of your project scoping report for the above mentioned project. The following environmental and social aspect must be considered and as part of the terms of reference of the environmental assessment.

1. **Equal emphasis on social and environmental impacts:** Since road developments are a source of damage to the human environment, particularly human settlements/residences and workplaces, health and safety. The high possibility of displacement and resettlement caused by road development may present insurmountable difficulties to affected families and businesses and as such a specialist study covering but not limited to any land use change and land displacement that may result from the implementation of the project is required. The compensation offer to any affected parties must, by all means possible, leave the affected party/parties not worse off but better off particularly where issues of compensations related to housing and crop fields are concerned.
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