

Environmental Project Brief

for the **proposed construction and operation of an Airstrip** on Riverdale Farm, Kapinga Estates, Farm 1989 Monze Road, Magoye area of Mazabuka District, Southern Province of Zambia



DEVELOPER:

Kapinga Enterprises Limited

Farm 1989 Monze Road, Magoye Area
Mazabuka District
Zambia.

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ABBREVIATIONS AND ACRONYMS

AIDS	Acquired Immune Deficiency Syndrome
BAT	Best Available Technology
ECZ	Environmental Council of Zambia
EIA	Environmental Impact Assessment
EMMP	Environmental Management and Monitoring Plan
EMA	Environmental Management Act
EPB	Environmental Project Brief
EMA	Environmental Management Act
Km	Kilometre
PPE	Personal Protective Equipment
MTC	Mazabuka Town Council
STD	Sexually Transmitted Disease
KEL	Kapinga Enterprises Limited
ZEMA	Zambia Environmental Management Agency

EXECUTIVE SUMMARY

This report forms the Environmental Project Brief Report (EPB) for the proposed private-use airstrip in the Magoye area of Mazabuka District, Southern Province by Kapinga Enterprises Limited.

Project Overview

Kapinga Enterprises Limited is proposing the development of a private-use airstrip in the Magoye area of Mazabuka District, Southern Province, Zambia. The facility is intended to support agricultural operations and general aviation activities. The project will be situated on 6-hectares of a titled plot located approximately 21.5 km southwest of Mazabuka CBD and 5.6 km southeast of Magoye Rural Health Centre, with site coordinates at 16°1'33.00"S, 27°39'16.00"E.

Project Design and Scope

The airstrip will consist of:

- A gravel-surfaced runway measuring 900 meters in length and 65 meters in width, oriented 10/28;
- Ancillary infrastructure including aircraft parking apron, hangars, access roads, and basic firefighting and rescue facilities; and
- A small-scale fuel storage facility accommodating 200–400 litres of Avgas per month.

Scope of the Study

The Environmental Project Brief (EPB) study adheres to the requirements of the Environmental Impact Assessment (EIA) regulations of the Environmental Management Act no. 12 of 2011. The EIA regulations demand that socio - economic and environmental impacts consequential to the operation of the project are assessed well in advance. Kapinga Enterprises Limited commissioned the development of an Environmental Project Brief to assess the baseline, environmental trends and socio-economic data of the project area, identify significant environmental and socio-economic impacts of the project and propose possible mitigation measures. This study addresses positive as well as negative impacts and recommends measures for mitigating negative environmental effects.

Approach/Methodology

The following key activities were undertaken to successfully prepare the EPB report:

- Desktop study;
- Stakeholder consultations;
- Environmental Baseline Studies;
- Impact Assessment & Significance Rating;
- Development of Mitigation Measures;
- Formulation of Environmental Management and Monitoring Plan

Objectives

The primary objectives of the project include:

- Facilitating air access for farm management and agricultural logistics;
- Supporting general aviation operations in the Magoye region;
- Enhancing regional connectivity for agricultural investment and produce distribution.
- Help improve the social and economic outlook of the area through creation of direct and indirect jobs; and
- Help the national economy through payment of taxes to the government.

Investment Cost and Project implementation Timeline

The project has an estimated investment cost of **USD 7,000**. Construction is expected to commence immediately upon acquisition of the necessary statutory approvals from relevant authorities including ZEMA and the Civil Aviation Authority.

Technology and Construction Approach

Construction will involve manual land clearing and earthworks using graders, tractors, and trailers, with no explosives or hazardous heavy equipment employed. Basic construction and operation methodologies will ensure minimal disruption to the surrounding environment.

Relevant Legislations

In the development of this Environmental Project Brief, the following legal and policy framework was considered;

- The Environmental Management Act (EMA) No.12 of 2011;
- The Civil Aviation Action Act No. 5 of 2012;
- Land and Land Acquisition Act of 1995;
- The Urban and Regional Planning Act No. 3 of 2015;
- Water Resources Management Act of 2011;
- The Public Health Act of 1996;
- Local Government Act, No. 13 of 2010;
- Employment Act. Cap 268;
- The Occupational Health and Safety Act, 2010; and
- The National Heritage Conservation Commission Act of 1989
- The Occupational Health and Safety Act No.36 of 2010
- The Workers Compensation Act No. 10 of 1999
- International Agreements and Conventions.

Project Alternatives Considered

Several alternatives were assessed prior to settling on the current project configuration. These included:

- **Site Alternatives:** Various locations within the Magoye area were considered. The selected site was preferred due to its flat terrain, minimal ecological sensitivity, and proximity to existing road networks.
- **Runway Orientation:** The 10/28 orientation was selected based on prevailing wind patterns and topographic suitability.
- **Surface Type:** Gravel was chosen over bitumen or grass due to cost-effectiveness, ease of maintenance, and suitability for low-volume traffic.
- **No-Project Alternative:** Rejected as it would hinder access to efficient transport for agricultural produce and limit regional development opportunities.

The selected options represent the most practical and environmentally acceptable choices for the intended use.

Environmental and Socio-Economic Context

The proposed site is currently undeveloped and not located within or near ecologically sensitive zones. Key considerations include:

- Vegetation clearance of up to 6 hectares without affecting any protected species;
- No risk of flooding, erosion, or displacement of communities;
- Waste generated will include construction debris and domestic waste, managed through existing sanitation facilities and manual removal.

Anticipated Environmental Impacts

Positive Impacts:

- Improved transport and logistics for the farming sector;
- Creation of 5–10 short-term construction jobs, and 1 operational role;
- Increased local trade and investment opportunities.

Negative Impacts:

- Temporary dust and noise during construction;
- Minor vegetation loss;
- Localized waste generation.

These will be mitigated through a tailored Environmental and Social Management Plan (ESMP), detailing impact-specific control measures and monitoring strategies.

Stakeholder Engagement

Preliminary stakeholder engagement has been undertaken, including:

- Consultation with the Civil Aviation Authority;
- A letter of no objection obtained from a neighbouring property owner located on the western approach to the airstrip.

Conclusion

The proposed airstrip addresses a critical gap in Mazabuka's transport infrastructure while adhering to environmental and social safeguards. Its strategic location and minimal ecological footprint make it a viable project, poised to deliver long-term economic benefits without significant adverse impacts.

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1.0. INTRODUCTION

1.1. Project Summary and Rationale

Kapinga Enterprises Limited is proposing the construction and operation of a private-use airstrip in Riverdale Farm, Kapinga Estates, Farm No. 1989 in Magoye area of Mazabuka District, Southern Province, Zambia. The project is strategically designed to improve agricultural logistics, facilitate aerial farm management operations, and support general aviation within the region. Given the expansive agricultural activities undertaken by the proponent and the logistical challenges faced in accessing remote markets and services, the development of a localized air transport facility is both a strategic necessity and a catalyst for regional development.

The project is aligned with Zambia's national development goals for improving rural infrastructure, promoting agricultural productivity, and enhancing transport connectivity. By establishing a modest yet functional aviation facility, the proponent aims to ease mobility constraints, improve emergency access, and open opportunities for investment in the agribusiness value chain.

1.2. Location

The proposed airstrip is located in Riverdale Farm, Kapinga Estates, Farm No. 1989 in Magoye area of Mazabuka District.

The specific site coordinates are 16°1'33.00"S, 27°39'16.00"E, and the site lies:

- Approximately 21.5 km southwest of Mazabuka Central Business District (CBD);
- About 5.6 km southeast of Magoye Rural Health Centre;
- Roughly 7 km southeast of Magoye Junction;
- The area is characterized by open, gently sloping farmland with minimal human settlement and limited ecological sensitivity.

1.3. Objectives of the project

The primary objectives of the project include:

- Facilitating air access for farm management and agricultural logistics;
- Supporting general aviation operations in the Magoye region;
- Enhancing regional connectivity for agricultural investment and produce distribution.
- Help improve the social and economic outlook of the area through creation of direct and indirect jobs; and
- Help the national economy through payment of taxes to the government.

1.4. Proposed Implementation Schedule

Construction is expected to commence immediately upon receiving environmental approval and other necessary permits from regulatory bodies such as ZEMA and the Civil Aviation Authority (CAA). The implementation timeline is anticipated to be short due to the small scale and low complexity of the project. Key milestones include:

- Site preparation and vegetation clearance;
- Runway grading and compaction;
- Installation of apron, signage, and basic infrastructure.

1.5. Investment Cost

The total estimated capital investment for the airstrip development is **USD 7,000**. This cost covers:

- Site preparation and earthworks;
- Construction of the gravel runway and apron;
- Basic aviation support facilities including access roads, hangars, and safety equipment.

1.6 Company Track Record

Kapinga Enterprises Limited has extensive experience in commercial agriculture, with several years of operational presence in the Southern Province of Zambia. The company has been involved in crop production, livestock farming, and agro-logistics, and is now expanding its infrastructure to include air transport facilities to meet growing logistical demands. While this is the company’s first aviation-related project, it has demonstrated sound capacity in managing large-scale rural infrastructure and coordinating with local authorities.

1.7 The Developer’s Physical Address and Contact Person:

Company Name: Kapinga Enterprises Limited
Farm 1989 Monze Road, Magoye Area
Mazabuka District, Zambia.

Contact Person:
Name: Robert Meikle
Position: General Manager
Email: robertmeikle7@cloud.com
Phone: +260 967827907

1.8 Particulars of Shareholders/Directors

Table 1: Particulars of Directors

SN	Name	Nationality	Contact No.
1.	Brendon Blake Cantlay	Zambian	0965870174
2.	Bruce Stuart Fraser	British	0765623351
3.	Douglas Hampton Cantlay	Zambian	0966794103
4.	Nagendra Sharma	Indian	0966772931
5.	Quentin Derrick Cantlay	Zambian	9866879192

Table 2: Particulars of shareholders

SN	Name	Nationality	Contact No.
1.	Brandon Blake Cantlay	Zambian	6%
2.	Douglas Hampton Cantlay	Zambian	8%
3.	KRT Group	Mauritius	80%
4.	Quentin Derrick Cantlay	Zambian	6%

1.9 Purpose of the EIA Study

The main objective of the preparation of this Environmental Project Brief (EPB) is to examine impacts of the proposed air strip in Magoye area and ecological processes of the project site and the area at large including impacts on physical, biological, socio-economics, socio-cultural and archaeological sites and to provide mitigation measures for the identified impacts.

1.8 Approach and Methodology

The following key activities were undertaken to successfully prepare the EPB report:

- Desktop study;
- Stakeholder consultations;
- Environmental Baseline Studies;
- Impact Assessment & Significance Rating;
- Development of Mitigation Measures;
- Formulation of Environmental Management and Monitoring Plan

2.0 LEGISLATIVE REQUIREMENTS

2.1 **Zambian Environmental Policy**

Zambia has sufficient legal instruments to ensure sustainable use of natural resources and environmental management. In all, 32 pieces of legislation or statutes provide guidelines to institutions that are mandated to administer them in relation to environmental management. Such legislation has been fragmented, however, resulting in the uncoordinated implementation of policy and environmental issues not being fully addressed in the country.

To address this inadequacy, the National Conservation Strategy (NCS) was adopted as a policy document by the government in 1985 in order to harmonise environmental management in the country. The adoption of NCS led to the establishment of environmental legislation and institutions. In 1990 the Environmental Protection and Pollution Control Act (EPPCA) was passed to provide for the protection of the environment. The Act also provided for the establishment of the Environmental Council of Zambia (ZEMA) to implement the provisions of the Act and to harmonize and coordinate all issues related to environmental management in the country. This Act has since been repealed (April 2011) and ZEMA has been renamed as Zambia Environmental Management Agency (ZEMA).

The NCS was updated by the government in 1992 through the National Environment Action Plan (NEAP) process. The overall objective of NEAP is to integrate environmental concerns into the social and economic development process in the country. The NEAP therefore outlines a strategy and programme for addressing environmental issues and forms the basis for current environmental policy in Zambia. The main thrust of NEAP is to identify environmental issues and problems, analyse their causes and recommend measures to resolve the issues for each sector. Creation of awareness at all levels of society of the environment and its relationship to socio-economic development and of the necessity for rational resource use among sectors of the country is a vital part of the overall objective. Public participation in the environmental decision-making process is an important element of the Zambian policy.

Amendment of existing legislation to enhance environmental quality is also a part of the NEAP process. As part of the implementation process the government through EPPCA has adopted a framework for environmental impact assessment for all developmental projects in Zambia. Under EPPCA it is mandatory that all development plans, policies and projects undergo a process of environmental impact assessment.

The Environmental Impact Assessment Regulations were established in 1997 and require that: *"A developer shall not implement a project for which a project brief or environmental impact statement is required under these Regulations, unless the project brief or the environmental impact statement has been concluded in accordance with these regulations and the Environmental Council of Zambia has issued a decision letter"* In addition the Act controls and regulates the following areas, relevant to the present study:

- The Civil Aviation Act provide for ZEMA and the Civil Aviation Authority to regulate the design and operation of airports and airstrips.

- Waste Management (licensing of waste transporters and waste disposal sites); regulations of 1993 that also provide for ZEMA to regulate waste disposal.
- Air Pollution Control (licensing and emission standards). Regulations of 1996 which provide for ZEMA to regulate emissions to the environment.
- Natural Resources Management.

2.2 Zambian Requirements for Environmental Assessments

The Environmental Protection and Pollution Control Act established the current legal and institutional framework for executing the Government's environmental regulations and ZEMA is the official agency responsible for the formulation of environmental policies, definition of environmental standards and the review and approval of the Environmental Impact Assessments.

The Zambian environmental legislation contains a number of specific requirements for assessment of impact of construction projects on the environment.

This project falls specifically under the Second Schedule of EIA regulations of which the closest applicable project definition states that projects that fall near 'areas of high biological diversity' require an Environmental Project Brief.

The Environmental Management (Licensing) Regulations were established in 2013 and controls and regulates the following areas, relevant to the present study:

- Waste Management (licensing of waste transporters and waste disposal sites); regulations of 2013 that also provide for ZEMA to regulate waste disposal.
- Air and Water Pollution Control (licensing and emission standards). Regulations of 2013 which provide for ZEMA to regulate emissions to the environment.
- Natural Resources Management.

An Environmental Project Brief has therefore been prepared for the project in order to be submitted to ZEMA for consideration and approval.

2.3 Applicable Legislation

2.3.1 National Legislation

- 1) Environmental Management Act No. 12 of 2011

The environmental Management Act No. 12 of 2011, which was passed in 2011, has superseded the Environmental Protection and Pollution Control Act (EPPCA), passed in 1990, which has been the principal environmental law. It allows for the renaming the Environmental Council of Zambia (ZEMA) into the Zambia Environmental Management Agency (ZEMA). It also provides for the continuation of the council's responsibility of protection, conservation and integrated environmental management. It further establishes the environmental fund and reinforces the EMA and prescribes the powers of the Agency and its functions.

Relevance: The project represents activities which if unchecked can have negative effects on the environment.

Compliance: the developer will obtain all approvals and permits stipulated in the Act.

2. Lands Amendment Act, No. 20 of 2015

This Act was enacted in 2015 following the amendment of the lands act to revise the circumstances in which consideration is payable with respect to the alienation of land and to revise the percentage of consideration to be paid to the Land Development Commission. It provides for the continuation of leaseholds and allows the conversion of customary tenure into leasehold tenure.

Relevance: The area falls within state land.

Compliance: the developer will ensure all title deeds and land ownership papers are in place.

3. Local Government Act, No.2 of 2019

An Act to provide for an integrated local government system; give effect to the decentralisation of functions, responsibilities and services at all levels of local government; ensure democratic participation in, and control of, decision making by the people at the local level; revise the functions of local authorities; provide for the review of tariffs, charges and fees within the area of a local authority; provide for the proceedings of the council and committees; provide for the role of traditional leadership in democratic governance; repeal and replace the Local Government Act, 1991; and provide for matters connected with, or incidental to, the foregoing.

Relevance: the local authorities have jurisdiction over the site

Compliance: the developer will obtain all licences and permits required to run the airstrip.

4. Public Health Act, Cap 295

The Act provides for and regulates all matters connected with public health in the country under the local authority of each district as the enforcement agency.

Relevance: the products being handled on site pose a health risk to the public if not handled properly.

Compliance: all measures and procedures to minimise risk to public health will be put in place.

5. **Urban and Regional Planning Act, Number 3 of 2015**

An Act to provide for development, planning and administration principles, standards and requirements for urban and regional planning processes and systems; provide for a framework for administering and managing urban and regional planning for the Republic; provide for a planning framework, guidelines, systems and processes for urban and regional planning for the Republic; establish a democratic, accountable, transparent, participatory and inclusive process for urban and regional planning that allows for involvement of communities, private sector, interest groups and other stakeholders in the planning, implementation and operation of human settlement development; ensure functional efficiency and socioeconomic integration by providing

for integration of activities, uses and facilities; establish procedures for integrated urban and regional planning in a devolved system of governance so as to ensure multi-sector cooperation, coordination and involvement of different levels of ministries, provincial administration, local authorities, traditional leaders and other stakeholders in urban and regional planning; ensure sustainable urban and rural development by promoting environmental, social and economic sustainability in development initiatives and controls at all levels of urban and regional planning; ensure uniformity of law and policy with respect to urban and regional planning; repeal the Town and Country

Planning Act, 1962, and the Housing (Statutory and Improvement Areas) Act, 1975; and provide for matters connected with, or incidental to, the foregoing.

Relevance: the site falls within planned surroundings

Compliance: all approval for plans will be sought by the developer.

6. Water Act, Cap 198

The Act was enacted to consolidate the legislation in respect of ownership, control and use of water. It provides for public and private water excluding that of the Zambezi, Luapula and Luangwa rivers, which border with other countries. Public water use is controlled by the Water Board through the allocation of water rights which is granted following investigation and advertisement (and where necessary permission from the Chief). The Act also establishes the pollution of public water as an offence, although the Water Pollution Control Regulation is established by the EPPCA.

Compliance/Relevance: the developer will put in place measures to ensure all products being handled is contained on site and only dispensed with legal containment.

7. Rating Act, Cap 192

The Act was enacted in 1976 to provide for the declaration of rateable areas, the assessment of rates and the levying of rates on property located in an area of a local authority.

Relevance: the site falls within rateable land.

Compliance: the developer will ensure all rates due are paid.

8. Road and Traffic Control Act, Cap 464

The Roads and Traffic Control Act, provides for the control of traffic, and for the regulation of storm water disposal structures.

Relevance: the site being an airstrip will have vehicular traffic flowing through its premises.

Compliance: all signs and directions to control traffic movement and ensure a safe environment will be put in place.

9. **Factories Act, Cap 441**

The Factories Act provides a framework for the setting of regulations to ensure the safety, health and welfare of persons employed on construction work sites and in factories.

Relevance: the works and operations on the site require stringent safety measures are put in place for the safety, health and welfare of persons employed during construction.

Compliance: all necessary safety measures and procedures will be put in place to ensure compliance to the Act.

10. **Petroleum Act, Cap 439**

The areas of the Petroleum Act of relevance to this project are regulations for the conveyance and storage of petroleum, inflammable oil and liquids e.g. paraffin.

Relevance: the aircraft will use petroleum products which are the subject of this Act. 200–400 litres of Avgas be stored in a bunded area.

Compliance: all petroleum products to this site will be transported, stored and dispensed as per provisions of the Act.

11. **The Civil Aviation Act, No. 5 of 2016**

An Act to provide for the control, regulation and orderly development of civil aviation in Zambia; to provide for the grant of permits for air services and airport services; provide for the implementation of a State Safety Programme in compliance with Annex 19 to the Chicago Convention; to provide for the establishment of an independent Aircraft Accident Investigation Board in compliance with Annex 13 to the Chicago Convention; to provide for security for civil aviation and a National Aviation Security Programme in compliance with Annex 17 to the Chicago Convention; to provide for air services, airport services and air navigation services in compliance with Annex 14 to the Chicago Convention; to provide for the transportation of dangerous goods by air in compliance with Annex 18 to the Chicago Convention; to promote the safe, secure and efficient use of civil aviation; to give effect to the International Convention on Civil Aviation signed in Chicago on 7th of December, 1944 and all international agreements on civil aviation to which Zambia has acceded and is a State party; to consolidate the various laws on aviation and repeal the Aviation Act, 1995, Safety of Civil Aviation Act, 1989, Air Services Act, 1964, and Tokyo Convention Act, 1971; provide for the functions of the Zambia Airports Corporation Limited and the renaming of designated airports; and to provide for matters connected with or incidental to the foregoing.

Relevance: the activities of the airstrip fall directly under the control of the department of civil aviation and as such this Act applies directly.

Compliance: the developer is in the process of seeking approval by the authority and will ensure all required licences are in place.

11. **National Heritage and Conservation Commission Act**

The Act provides for the conservation of ancient, cultural and natural heritage, relics and objects of aesthetic, historical, prehistoric, archaeological or scientific interest by

preservation, restoration, rehabilitation, reconstruction, adaptive use and good management.

The Commission also provides regulations for archaeological excavation and export of relics. If a development is unable to proceed without affecting an item of heritage, permission must be sought from the NHCC as outlined in Section 35 and 36 of the National Heritage Conservation Commission Act. Section 35 and 36 state that: Any person who intends to destroy, demolish, alter or remove from its original site any national monument, relic or ancient heritage shall apply to the Commission for permission.

The applicant shall:

- State the nature and extent of the intended alteration, removal, destruction or demolition and the locality of the area;
- Supply diagrams or sketch plans and any other relevant information; and
- Define the type of object, its age, where possible, size and what material it is made of.

Section 36:

Section thirty-five shall not apply in respect of the alteration or demolition of a property, which is immediately necessary-in, the interests of the safety of persons in or about the property; or avoid any reasonable risk of substantial damage being caused by the property to any other property in its vicinity.

Compliance/Relevance: Any relics/remains unearthed will be preserved and the commission notified immediately.

12. The Investment Act

Passed in 1993, the act provides a legal framework for investment in Zambia. The Act relates to environment indirectly by providing incentives for tree planting, soil and water conservation activities. The Act further recognises the role of other agencies including those responsible for environmental protection in authorizing specific projects.

Relevance: the developer requires various licences which relate to this act.

Compliance: the developer will ensure all relevant licences are in place and are current.

13. The Water Resources Management Act, 2011

This Act establishes the Water Resources Management Authority and define its functions and powers; it provides for the management, development, conservation, protection and preservation of the water resource and its ecosystems; provide for the equitable, reasonable and sustainable utilization of the water resource; ensure the right to draw or take water for domestic and non- commercial purposes, and that the poor and vulnerable members of the society have an adequate and sustainable source of water free from any charges; create an enabling environment for adaptation to climate change; provide for the constitution, functions and composition of catchment councils, sub-catchment councils and water users associations; provide for international and

regional cooperation in, and equitable and sustainable utilization of, shared water resources; Provide for the domestication and implementation of the basic principles and rules of international law relating to the environment and shared water resources as specified in the treaties, conventions and agreements to which Zambia is a State Party; repeal and replace the Water Act, 1949; and provide for matters connected with, or incidental to, the foregoing. Construction and operational activities of the airstrip will be conducted in a way that minimize pollution of underground water and nearby surface water courses.

14. The Occupational Health and Safety Act, 2010,

This Act provide for the establishment of health and safety committees at workplaces and for the health, safety and welfare of persons at work, it also provides for the duties of manufacturers, importers and suppliers of articles, devices, items and substances for use at work. The Act also provide for the protection of persons, other than persons at work, against risks to health or safety arising from, or in connection with, the activities of persons at work. Installation and operation of the facility shall be done in compliance with this Act.

15. The Workers' Compensation Act No. 10 of 1999

An Act to revise the law relating to the compensation of workers for disabilities suffered or diseases contracted during the course of employment; to provide for the merger of the functions of the Workers' Compensation Fund Control Board and the Pneumoconiosis Compensation of fund for the compensation of workers disabled by accident occurring, or diseases contracted in the course of employment; to provide for the payment of compensation to dependants of workers who die as a result of accidents or diseases; to employers; to provide for the appointment and powers of a Workers' Compensation Commissioner, the establishment and functions of a workers' Compensation Fund Board and a worker's Compensation Tribunal; and to provide for matters connected with and incidental to the foregoing.

Relevance: The proposed project's activities have potential to cause injury, illness or death to site workers and hence the relevance of the Act

Compliance: Occurrences of injuries on site will be handled according to the requirements of this Act

16. The Forest Act No. 4 of 2015

An Act to provide for the establishment and declaration of National Forests, Local Forests, joint forest management areas, botanical reserves, private forests and community forests; provide for the participation of local communities, local authorities, traditional institutions, non- governmental organisations and other stakeholders in sustainable forest management; provide for the conservation and use of forests and trees for the sustainable management of forests ecosystems and biological diversity; establish the Forest development Fund; provide for the implementation of the United Nations Framework Convention on Climate Change, Convention on International Trade in Endangered Species of Wild Flora and Fauna, the Convention on Wetlands of International Importance, especially as Water Fowl Habitat, the Convention on Biological Diversity, the Convention to Combat Desertification in those Countries

experiencing Serious Drought and/or Desertification, particularly in Africa and any other relevant international agreement to which Zambia is a party; repeal and replace the Forests Act, 1999; and provide for matters connected with, or incidental to, the foregoing.

Relevance: Though the site does not fall in a gazzeted forest, a few trees will be cut to pave way for the development site which makes the forestry act relevant.

Compliance: The only place where trees will be cut is the site of the runway.

17. Environmental Impact Assessment Regulations SI No. 28 of 1997

Under the EIA Regulations, the law states that a developer shall not implement a project for which a project brief is required, unless the project brief has been concluded in accordance with the said Regulations and ZEMA has issued a decision letter. A decision letter on a project is issued within forty working (40) days of receiving the EPB from the developer.

Relevance: This project falls in the Second Schedule of the EIA Regulations therefore requires a project brief.

Compliance: The Environmental Project Brief (this document) was prepared in accordance with the legal provisions of environmental management under the precautionary principal protocol enshrined in the Environmental Management Act (2011) and its subsidiary legislation, the Environmental Impact Assessment Regulations S.I. No. 28 of 1997.

2.3.2 International and Regional Conventions

Zambia is a signatory to a number of international conventions. Conventions of significance to the proposed project are briefly described below.

a) Kyoto Protocol to the United Nations Framework Convention on Climate Change: -

The aim is to further reduce greenhouse gases by enhancing the national programs of developed countries aimed at this goal and by establishing percentage reduction targets for the developed countries.

Relevance: The operation through the use of aircrafts may contribute to greenhouse gas emissions.

Compliance thereof: Kapinga Enterprises Limited will generally comply with best international practices in the construction and operation of the project to reduce greenhouse gas emissions.

3.0 DESCRIPTION OF THE PROJECT

3.1. Location

The proposed airstrip is situated in the **Magoye area of Mazabuka District**, Southern Province, Zambia. The proposed The project will be situated on 6-hectares of a titled plot held by Kapinga Enterprises Limited.

- i. **Geographical Coordinates:** 16°1'33.00"S, 27°39'16.00"E
- ii. **Proximity to Key Landmarks:**
 - Approximately **21.5 km southwest** of Mazabuka Central Business District (CBD)
 - Around **5.6 km southeast** of Magoye Rural Health Centre
 - About **7 km southeast** of Magoye Junction
- iii. **Accessibility:** The site is **accessible by existing gravel roads**, which connect to the main Magoye-Mazabuka road network.

The surrounding area is predominantly rural farmland with sparse settlement patterns and low ecological sensitivity. There are no protected areas, wetlands, or flood-prone zones within the immediate vicinity



Figure 1: Google image of the proposed site

3.2 Nature of Project

The proposed project involves the **development of a private-use airstrip** intended primarily for **agricultural support operations and general aviation**.

Runway Specifications

Length: 900 meters

Width: 65 meters

Surface Type: Compacted gravel

Orientation: 10/28 (based on local wind patterns and terrain)

Intended Aircraft

The airstrip will accommodate small, light aircraft, specifically single- or twin-engine propeller planes, typically used for farm logistics, aerial surveys, and personal transport.

Auxiliary Facilities

- i. Aircraft parking apron
- ii. Hangars for aircraft storage
- iii. Internal access roads connecting to the main gate
- iv. Basic firefighting and rescue equipment (portable fire extinguishers and first-aid supplies)

Fuel Handling

Fuel type: Aviation gasoline (Avgas)

Storage: Temporary storage of **200–400 litres per month in secure, labelled containers in compliance with aviation safety standards**

Operational Classification

The airstrip will be for **private use only**, operated by Kapinga Enterprises Limited and not open to commercial passenger flights or scheduled services.

Flight Frequency and Usage

Estimated frequency: Approximately one flight per week

Passenger volume: Around 5 passengers per month, primarily staff or visitors related to the agricultural enterprise

Cargo: Small-scale, typically agricultural inputs, samples, and documentation



Figure 2: Project site

3.3 Project Phase Activities

Basically, the proposed project will essentially have three phases of project cycle presented below:

3.3.1. Preparation phase

The phase will involve obtaining of all relevant authorization from regulatory agencies including ZEMA and other regulatory authorities. All equipment, machinery, construction raw material and utensils will be procured and delivered to the proposed sites in readiness for the commissioning of the operation activities. Summary of activities to be undertaken in this phase will be as given below:

- i. Engage a consultant to conduct the environmental impact assessment and produce the environmental project brief of the proposed construction and operation works.
- ii. Obtaining relevant approvals from regulatory authorities and other stakeholders.
- iii. Mobilizing all equipment and machinery to site.
- iv. Recruitment of local labour (skilled and semi-skilled) for the operation.
- v. Vegetation clearance of up to 6 hectares
- vi. Surveying and pegging of the runway and apron area
- vii. Earthworks including grading, levelling, and compaction using tractors, graders, and trailers
- viii. Establishment of and sanitation facilities

3.3.2 Construction Phase

Generally, construction activities will include the following;

- i. Hiring and training of personnel for operations.
- ii. Construction of runway and aircraft apron using locally sourced gravel
- iii. Development of hangar structures using prefabricated materials
- iv. Establishment of drainage systems and fencing around the airstrip
- v. Installation of firefighting and safety equipment

3.3.3 Operational Phase

Operational activities will include;

- i. Routine operations involving aircraft take-offs and landings
- ii. Fuel handling and storage
- iii. Maintenance of runway, apron, and hangars
- iv. Safety checks, communication with the Civil Aviation Authority, and periodic inspections
- v. Staff deployment including 1 full-time operations personnel

The project does not require grid-based electricity. Water requirements, estimated at **5,000 litres per day**, will be met from a **borehole and nearby river**.

3.3.4. Decommissioning Phase

The decommissioning of the operation will be determined at the end of the lifespan of the **airstrip**. All relevant authorities will be notified of the intention to close the project. The following activities will be undertaken during this phase;

- i. Notify the local authority, **ZEMA and Civil Aviation Authority** of the closure of the project based on fulfilling all deliverables.
- ii. Compliance with basic safety guidelines as regards infrastructure demolition.
- iii. Dismantling of all mounted equipment for relocation.
- iv. Securing the project area to avoid trespass through warning signage.

The developer will during the closure of the project further ensure that there is reduction and/or mitigation of the anticipated.

The decommissioning and closure process will essentially be aimed at restoring the surrounding environment to a state, resembling as closely as possible that which existed prior to the commencement of project components.

4.0 ANALYSIS OF ALTERNATIVES

In accordance with good environmental assessment practice, this section outlines the **alternatives considered** in the planning and design of the proposed airstrip project. The objective is to demonstrate that environmentally sound and technically feasible options were reviewed and that the selected approach represents the **most appropriate, least impactful, and most sustainable alternative**.

4.1 Identification of Alternatives

The following categories of alternatives were examined:

4.1.1 Project Need

- **Alternative 1:** Proceed with the development of a private airstrip to support agricultural logistics and general aviation.
- **Alternative 2 (No-project Alternative):** Maintain the status quo without developing the airstrip.

4.1.2 Site Alternatives

- **Alternative 1:** Selected site in Magoye area (current location).
- **Alternative 2:** Relocate the project to another site further from Magoye or closer to Mazabuka CBD.
- **Alternative 3:** Utilize existing public aerodromes in the region (e.g., Monze airstrip or Lusaka).

4.1.3 Design Alternatives

- **Alternative 1:** Single gravel runway 900m x 65m with apron and hangar (current design).
- **Alternative 2:** Bitumen-paved runway with expanded apron and permanent terminal building.
- **Alternative 3:** Narrower runway (600m x 30m) to reduce land coverage and cost.

4.1.4 Technology and Process Alternatives

- **Alternative 1:** Use of basic land clearing and compaction machinery (graders, tractors).
- **Alternative 2:** Use of imported advanced construction technology (e.g., asphalt pavers, rollers).
- **Alternative 3:** Use of modular airstrip design (pre-fabricated materials with minimal earthworks).

4.1.5 Raw Materials

- **Alternative 1:** Locally sourced gravel for the runway surface.
- **Alternative 2:** Bitumen/asphalt surface with imported base course materials.
- **Alternative 3:** Use of stabilized soil or grass landing strips.

4.2 Analysis of Alternatives

Alternative	Advantages	Disadvantages
No-project Alternative	Avoids environmental disturbance	Fails to meet project objectives, hinders agricultural expansion
Current Site (Magoye)	Accessible, low ecological sensitivity, owned by developer	Remote from public infrastructure, some vegetation clearance required
Alternative Sites	Closer to services, potential for public use	Land acquisition challenges, ecological sensitivity risk
Gravel Runway	Cost-effective, easy to construct and maintain	Limited aircraft capacity, dust generation
Bitumen Runway	Durable, supports larger aircraft	High cost, complex construction, greater environmental footprint
Local Gravel	Readily available, reduces transport emissions	May vary in quality
Imported Materials	High quality	Expensive, environmentally costly to transport

4.3 Preferred Alternatives and Justification

Based on environmental, economic, and operational considerations, the following preferred alternatives were selected:

- **Project Need:** Proceed with airstrip development – justified by the need for reliable air logistics and regional accessibility.
- **Site Selection:** Current site in Magoye – justified due to **land ownership, topographical suitability, and low ecological sensitivity.**
- **Design:** A **gravel-surfaced 900m x 65m runway** – selected for **cost-effectiveness, adequacy for target aircraft, and minimal ecological disturbance.**
- **Technology:** **Basic earthworks with local machinery** – suitable for the project scale, environmentally responsible, and economically feasible.
- **Raw Materials:** Use of **locally available gravel** – balances material availability, transport cost, and performance.

4.4 Summary of Chosen Alternatives

Component	Chosen Alternative	Rationale
Project Need	Develop private airstrip	Improves agricultural logistics and emergency access
Site	Magoye Area	Developer-owned land, accessible, ecologically viable
Runway Design	Gravel, 900m x 65m	Sufficient for small aircraft, low-cost, easy maintenance
Construction Method	Grading, compacting with local equipment	Low environmental impact, simple implementation
Materials	Locally sourced gravel	Cost-effective, environmentally preferable

5.0 DESCRIPTION OF THE BASELINE ENVIRONMENT

This chapter outlines the current biophysical and socio-economic conditions at the proposed project site in **Magoye area, Mazabuka District**, serving as a reference point for assessing potential environmental impacts.

5.1 Ecological Resources

a. Fauna

- i. Terrestrial species in the area are common to southern Zambia's agro-ecological region. Observed species include:
 - Common duiker (*Sylvicapra grimmia*)
 - Savannah hare (*Lepus microtis*)
 - Various species of lizards and rodents
- ii. Aquatic species: None within the immediate project site. A nearby river may support small fish and amphibians but is located outside the impact zone.
- iii. Rare/endangered species: No endangered species have been identified or reported in the project vicinity.

b. Flora

- i. Dominant vegetation includes mixed grasses, small shrubs, and scattered acacia species:
 - Spear grass (*Heteropogon contortus*)
 - Sicklebush (*Dichrostachys cinerea*)
 - Acacia polyacantha
- ii. The site has historically been used for farming, and no rare or protected plant species were observed.
- iii. Vegetation clearance will be confined to the 6-hectare project footprint.

c. Birds

- i. Birdlife is typical of open woodland and farmland settings:
 - Helmeted guinea fowl (*Numida meleagris*)
 - Fork-tailed drongo (*Dicrurus adsimilis*)
 - Red-eyed dove (*Streptopelia semitorquata*)
- ii. No bird species of conservation concern were identified.
- iii. The risk of bird strikes **is** minimal due to low flight frequency and absence of large avian populations.

5.2 Geology and Hydrogeology

The site lies on moderately compacted alluvial soils overlaying weathered basement complex rocks. Soils exhibit good drainage properties and moderate bearing capacity, suitable for gravel airstrip construction. Groundwater is accessible from boreholes, typically at depths of 30–50 meters, with moderate yield for construction and domestic use.

5.3 Drainage

The area **exhibits natural surface drainage, flowing** in a **south-westerly** direction during the rainy season. No major rivers or perennial streams traverse the site.

5.4 Climate

The project area experiences a humid subtropical climate (Cwa):

- Rainy season: November to March
- Average annual rainfall: ~850 mm
- Average temperatures: 18°C to 32°C
- Prevailing wind direction: Generally, from east to west

Climate data supports the proposed runway orientation (10/28) for safe aircraft operations.

5.5. Landscape and Topography

The topography is flat to gently undulating, with natural slopes under 2%. The site is free from hills or escarpments, allowing for unobstructed runway alignment and flight paths. Visual impacts are minimal due to the low structural profile of the facility.

5.7 Land Use and Soils

Land use is predominantly agricultural, with surrounding lands used for crop production and grazing. Soils are generally sandy loams, slightly acidic, and prone to compaction—suitable for runway construction. No land-use conflicts are anticipated, and the project is compatible with the surrounding farming activities.

5.8 Ground and Surface Water

Groundwater will be drawn from an existing borehole on site, supplemented by river water for non-potable use (e.g., dust suppression). The project poses no significant risk to surface water bodies, as the airstrip is not adjacent to any major river systems.

5.8 Air Quality and Noise

Current air quality is good, with no nearby industrial activities. Dust emissions during construction will be temporary and localized. Ambient noise levels are low and typical of a rural farming setting. Aircraft noise will be minimal due to the low frequency of flights (weekly).

Table 3: Air quality results

Kapinga Proposed Site		U.S. EPA (Air Quality Standards)					
Parameter	Results	Good	Moderate	USG	Unhealthy	Very Unhealthy	Hazardous
PM2.5 Concentration (µg/m3)	8.1	0-15.4	15.5-40.4	40.5-65.4	65.5-150.4	150.5-250.4	250.5-500.4
PM10 Concentration (µg/m3)	11.0	0-54	55-154	155-254	255-354	355-424	425-604

AQI	17	0-50	51-100	101-150	151-200	201-300	301-500
Number of Particles							498
Comment							Good

5.9 Social, Economic, and Cultural Issues

The project area is part of a rural farming community with low population density. No residences or community facilities lie within the airstrip footprint. The project is expected to improve accessibility, trade potential, and create local employment. No cultural or heritage sites are located within the project area.

5.10 Built Environment

The area lacks major built infrastructure aside from gravel access roads and scattered farm structures. No schools, clinics, or religious buildings are within the immediate area.

6.0 ASSESSMENT OF IMPACTS

This section evaluates the positive and negative impacts of the proposed airstrip during its construction and operational phases. The assessment draws from the baseline environment described in Chapter 5 and considers direct, indirect, short-term, and long-term implications on the socio-economic, physical, and biological environments.

6.1 Positive Impacts

6.1.1 Socio-Economic Environment

- **Job Creation:** Temporary employment for 5 to 10 people during construction, and at least 1 permanent job during operation.
- **Improved Transport Logistics:** Faster access to farm inputs, delivery of high-value produce, and emergency evacuation options.
- **Local Economic Development:** The airstrip will stimulate trade, attract investment, and improve connectivity for the surrounding communities.
- **Capacity Building:** Engagement of local contractors and workers will contribute to skill transfer and rural development.

6.1.2 Physical Environment

- **Improved Land Use:** Optimized use of a previously underutilized land parcel, enhancing its economic value.
- **Controlled Drainage and Surface Stabilization:** Construction of engineered drainage will help manage runoff and prevent localized flooding.

6.1.3 Biological Environment

- **Minimal Impact Design:** The project footprint avoids ecologically sensitive areas, resulting in minimal disruption to flora and fauna.
- **Opportunity for Landscaping:** Post-construction revegetation along buffer zones can enhance local biodiversity and aesthetics.

6.2 Negative Impacts

6.2.1 Socio-Economic Environment

- **Health and Safety Risks:** Temporary exposure of workers to construction-related hazards such as dust and minor accidents.
- **Community Safety:** Aircraft operations may pose a risk to livestock or individuals if the site is not properly secured.
- **Potential Land Use Conflicts:** Misunderstandings may arise if access roads cross through community-managed lands (mitigated through stakeholder engagement).

6.2.2 Physical Environment

- **Dust Generation:** Earthworks and vehicle movement will generate dust, particularly during the dry season.

- **Noise Pollution:** Short-term increase in noise from machinery during construction; minor noise from aircraft during operations.
- **Soil Disturbance:** Vegetation clearing and compaction could affect soil structure and promote erosion if not managed properly.

6.2.3 Biological Environment

- **Vegetation Loss:** Up to **6 hectares** of natural vegetation will be cleared, although species involved are common and not protected.
- **Wildlife Displacement:** Small mammals, birds, and reptiles may be temporarily disturbed by construction activities.
- **Bird Strike Risk:** Although considered minimal, aircraft operations introduce a potential hazard for avian species and aircraft safety.

6.3 Methodology of Impact Evaluation

Impacts were assessed based on the following criteria:

Criteria	Definition
Frequency	How often the impact is expected to occur (once-off, seasonal, continuous)
Duration	The length of time the impact will persist (short-term, medium, long-term)
Severity	The intensity or magnitude of the impact on the affected component
Spatial Extent	The area affected by the impact (localized, regional, widespread)
Sensitivity	The vulnerability of the affected receptor or environmental component

Impact Significance Rating: Each identified impact was categorized as **Low, Moderate, or High** based on the combination of the above factors. The **majority of impacts are rated as Low to Moderate**, and can be effectively mitigated through appropriate planning and management.

Table 4: Summary of Key Impacts and Significance Rating

Impact	Significance (Unmitigated)	Mitigation Available?	Significance (Mitigated)
Vegetation clearance	Moderate	Yes	Low
Dust emissions	Moderate	Yes	Low
Soil compaction and erosion	Moderate	Yes	Low
Wildlife disturbance	Low	Yes	Low
Noise from construction machinery	Low	Yes	Low
Bird strike risk	Low	Yes	Low
Employment creation	High (Positive)	N/A	High (Positive)
Economic stimulation	Moderate (Positive)	N/A	High (Positive)

7.0 ENVIRONMENTAL SOCIAL AND MANAGEMENT PLAN

The monitoring plan ensures that mitigation measures are implemented effectively and environmental performance is tracked. The table below outlines the monitoring framework:

Aspect	Impact	Mitigation/Enhancement	Frequency	Time Frame	Performance Indicator	Responsible Person	Estimated Cost (ZMW)
Vegetation	Habitat loss	Restrict clearance; replant native species	Once-off; periodic	Construction & post-site works	% vegetated cover restored	Site Engineer / Supervisor	5,000
Dust	Reduced air quality	Watering, traffic control	Daily	Construction	Visual dust suppression; PM10 level	Site Supervisor	3,000/month
Noise	Worker disturbance	Work-hour limits, PPE	Weekly	Construction	Noise levels within acceptable range	HSE Officer	2,000/month
Soil	Erosion and compaction	Runoff channels, compaction control	Weekly	Construction	Signs of erosion or sedimentation	Site Engineer	2,000
Wildlife	Bird activity	Bird monitoring; deterrents	Quarterly	Operation	No. of bird strike incidents	Wildlife Management Officer	4,000/year
Employment	Community benefits	Local hiring, training	Monthly	All Phases	No. of locals hired or trained	Project Manager	Embedded in HR budget
Waste	Pollution risk	Waste collection and disposal	Weekly	All Phases	Waste volumes collected and disposed	Environmental Officer	1,500/month
Safety	Livestock and public safety	Fencing, signage, awareness	Monthly	Operation	No. of incidents/near misses	Safety Officer	8,000 (initial setup)

7.3 Institutional Responsibilities

Activity	Responsible Institution/Personnel
Overall environmental compliance	Kapinga Enterprises Ltd – Project Manager
Environmental monitoring	Environmental & Safety Officer
Stakeholder engagement	Community Liaison Officer
Reporting to authorities (e.g., ZEMA)	Environmental Officer
Wildlife management	Nominated Wildlife Focal Point
Safety oversight	Safety Officer / Civil Aviation Authority

7.4 Reporting

Any significant incidents will be reported **immediately** to both ZEMA and the Civil Aviation Authority (CAA), where applicable.

8.0 DECOMMISSIONING PROGRAM

This section outlines the procedures and commitments for the safe, environmentally responsible closure of the proposed airstrip in the event that the facility ceases to operate in the future. The goal is to ensure that the site is rehabilitated to an environmentally acceptable condition and that residual impacts are minimized.

8.1 Decommissioning Objectives

- To restore the site to a state that supports either natural regeneration or alternative productive use (e.g., farming or community infrastructure).
- To remove infrastructure that may pose safety or environmental risks.
- To mitigate long-term environmental and social impacts associated with unused or abandoned airstrip infrastructure.
- To engage stakeholders during closure planning and implementation.

8.2 Decommissioning Activities

The following activities will be undertaken during the decommissioning phase:

Component	Decommissioning Action
Runway and Apron	Scarify, loosen, and re-grade gravel surface to prevent erosion and allow revegetation
Hangars and Structures	Dismantle steel structures and remove all building materials from the site
Fuel Storage	Safely dispose of residual fuel and remove storage containers in accordance with ZEMA and ERB guidelines
Access Roads	Maintain or convert to agricultural access tracks, based on stakeholder consultation
Fire and Safety Equipment	Decommission and donate reusable items (if functional) or dispose in line with standards

Component	Decommissioning Action
Waste and Debris	Collect, segregate, and dispose of waste at authorized disposal sites
Security Fencing	Remove or repurpose fencing materials, backfill foundation holes

8.3 Site Rehabilitation Measures

After dismantling infrastructure, the following site rehabilitation actions will be carried out:

- **Revegetation** using native grasses and shrubs to control erosion and enhance aesthetics.
- **Landscaping** of the airstrip area, especially along access roads and buffer zones.
- **Soil remediation**, if contamination (e.g., fuel spills) is identified during closure.
- **Drainage reconfiguration**, if needed, to restore natural runoff patterns.

8.4 Environmental and Social Considerations

- **Environmental:** Prevent soil erosion, promote biodiversity recovery, and remove any sources of contamination.
- **Social:** Ensure the site no longer poses safety risks to local communities and livestock. Engage local stakeholders in decisions about the post-closure land use.
- **Cultural:** Any features of cultural significance found on site during decommissioning will be documented and preserved in consultation with the community and relevant authorities.

8.5 Institutional Responsibility

Activity	Responsible Party
Overall Decommissioning Plan	Kapinga Enterprises Ltd – Project Manager
Infrastructure Dismantling	Civil Works Contractor
Environmental Restoration	Environmental Officer
Waste Management	Licensed Waste Disposal Contractor
Community Engagement	Community Liaison Officer
Compliance Reporting	Environmental Officer

8.6 Decommissioning Timeline and Budget

Item	Estimated Duration	Estimated Cost (ZMW)
Site preparation and logistics	1 month	5,000
Infrastructure removal	1–2 months	20,000
Site rehabilitation and planting	1–2 months	15,000
Monitoring and final reporting	1 month	5,000
Total Estimate	3–6 months	K45,000 – K50,000

8.7 Post-Decommissioning Monitoring

Monitoring will be conducted for a minimum of 6 months post-closure to:

- Assess vegetation recovery;
- Ensure erosion is under control;
- Confirm that no residual contamination exists;
- Gather stakeholder feedback on land reuse.

A final closure report will be submitted to ZEMA and the Civil Aviation Authority summarizing decommissioning outcomes, rehabilitation success, and stakeholder consultations.

Conclusion

The decommissioning and closure of the **airstrip** will be conducted in a safe, environmentally responsible manner. Key commitments include:

- Full compliance with ZEMA decommissioning regulations.
- Safe dismantling and disposal of all equipment and materials.
- Rehabilitation of the site for future productive use.

By following this plan, **the developer** will ensure environmental sustainability, protect public health, and fulfil regulatory obligations.

DECLARATION OF AUTHENTICITY

This report has been prepared in accordance with guidelines set out by Zambian Laws and ZEMA statutory instruments.

We trust that the above provides fair and accurate information of the Environmental Project Brief for the proposed private-use airstrip in the Magoye area of Mazabuka District, Southern Province by Kapinga Enterprises Limited, presented to the Zambia Environmental Management Agency for consideration for approval.

Signed

On behalf of Kapinga Enterprises Limited

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ZEMA Environmental Impact Assessment format.

Certificate No. 9784


REPUBLIC OF ZAMBIA

Certificate of Incorporation

This is to certify that..... KAFINGA ENTERPRISES LIMITED

.....

.....

*has this day been incorporated under the Republic of Zambia
Companies Act, with limited liability and with a Nominal Capital
of K*100,000 (One Hundred Thousand Kwacha).

Office of the Registrar of Companies

Lusaka, this 21st day of August, 1979

D. K. Mubanga
Assistant Registrar of Companies

TITLE DEED TO THE PROPERTY

No. CT8638/4-2024
Registered No. F/1989/A/17



REPUBLIC OF ZAMBIA

THE LANDS AND DEEDS REGISTRY ACT (Section 45)

CERTIFICATE OF TITLE

THIS Certificate, dated the **4th day of March 2024** under the hand and seal of the Registrar of the Lands and Deeds Registry of Zambia
WITNESSETH that

KAPINGA ENTERPRISES LIMITED

is a tenant or lessee for the unexpired residue of a term of **100 years** from the **1st day of July 1975** (subject to such reservations, restrictions, encumbrances, liens, estates and interests as are notified by memorial underwritten or endorsed hereon) of and in ALL that **Piece of land in extent 860.5684 hectares more or less being Subdivision 'A' of Farm No. 1989 'Magoye'** situate in the Southern Province of Zambia which piece of land is more particularly delineated and described on Diagram No. 1124 of 1993 except and reserved all minerals oils and precious stones whatsoever upon or under the said land.

Mwewa Phiri



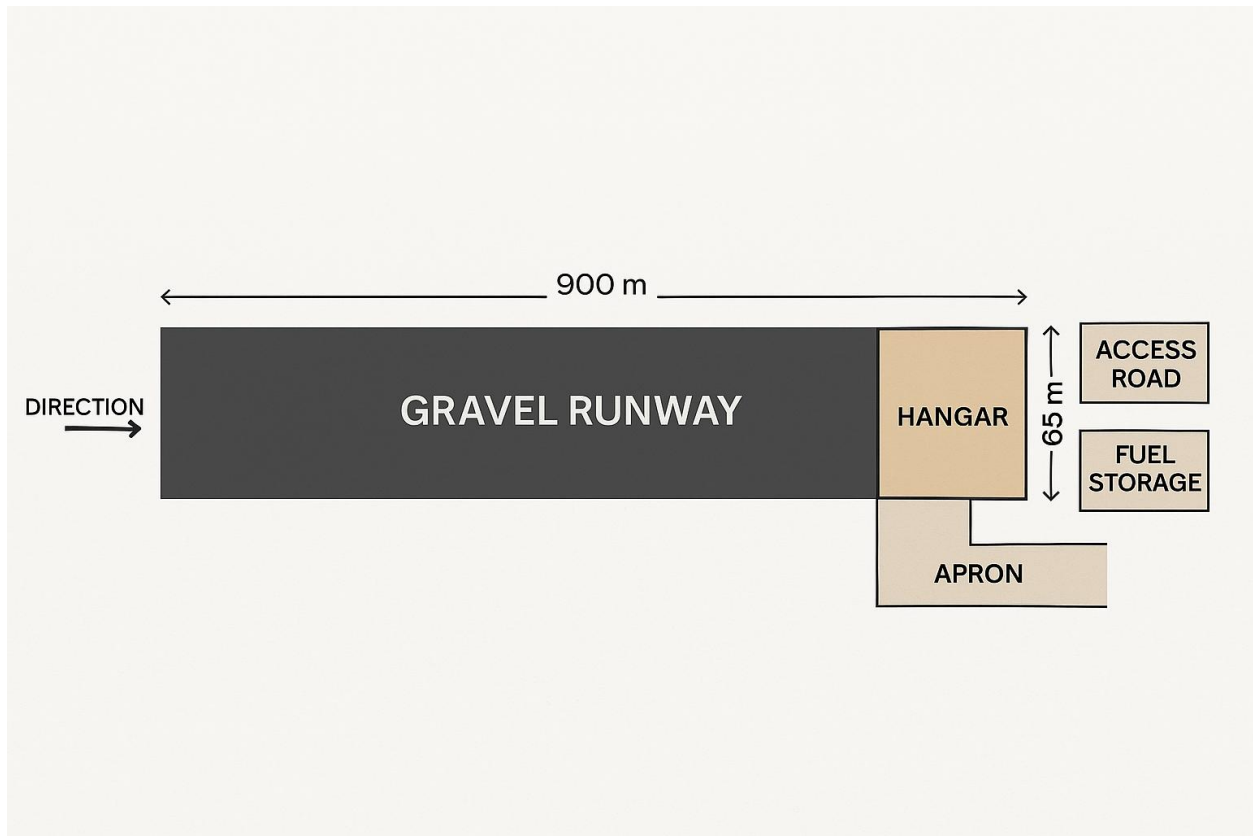
Registrar



Memorials

Date of Document	Date of Registration	Registered No.		Cancellation
24/01/1980	28/01/1980	F/1989/A/1	Subject to the covenants and conditions contained in Part III of the First Schedule to the Land (Conversion of Titles) Regulations, 1975, as amended by the Land (Conversion of Titles) (Amendment) Regulations, 1976. The said covenants and conditions are reproduced in Annexure 'A' to this Certificate. Subject to the exceptions, reservations, restrictions, restrictive covenants and conditions mentioned contained or referred to in a lease (a copy of which is attached hereto) made between The President of the Republic of Zambia of the one part and RICHARD MALCOLN	

Tentative Site Layout plan



GOOGLE MAP

