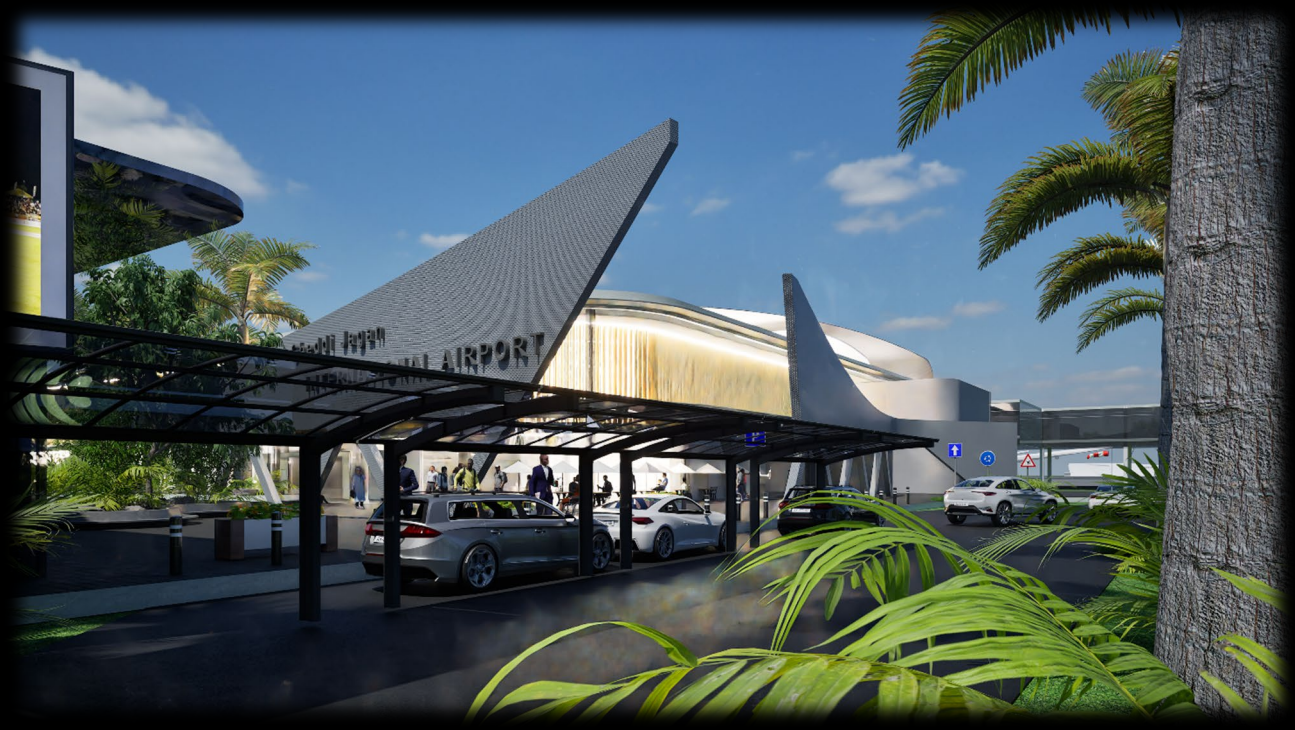

Design & Build of the New Arrivals Terminal, CJIA

Project Summary

CHEDDI JAGAN INTERNATIONAL AIRPORT CORPORATION
Timehri, East Bank Demerara

Prepared By: Charles Tsigbe (Contractor) & Vashana Lall (CJIA)
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Date: 22nd January 2026

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1.0 Description of the Proposed Project

1.1 Physical Location & Characteristics

The project is located within the **Cheddi Jagan International Airport compound at Timehri, East Bank Demerara**, and covers approximately **50 acres**. The site is largely vacant with minimal vegetation and temporary contractor structures scheduled for removal. The surrounding land uses include commercial and state-owned lands, consistent with an airport operational environment. The terrain is generally flat, with clay soils, and the site does not experience flooding during rainy seasons or high tides. Sensitive ecosystems, protected areas, and major waterways are located more than **1 km** away.

1.2 Non-Disputed Nature of the Land

This property was not previously permitted. The Cheddi Jagan International Airport Corporation is owned by the Government of Guyana, which is the Corporation's sole shareholder. The Government of Guyana has duly vested ownership of the lands at the Cheddi Jagan International Airport in the Cheddi Jagan International Airport Corporation.

1.3 Description of all Feasible & Reasonable Alternatives

No alternative sites were identified for this development. The selected site is within the existing airport footprint, making it the most feasible and operationally efficient location for the proposed terminal expansion.

1.4 Description of Any Existing Baseline Information & Characteristics of the Receiving Environment

Physical Environment: Flat terrain, clay soils, no flooding, no significant surface or groundwater interaction.

Ecological Environment: No known threatened or endangered species within the project area.

Social Environment: The project is within an active airport zone with controlled access and no residential displacement anticipated.

1.5 Indication of all Permits & Licenses from any other Government Agency

Not Applicable.

1.6 Previous EPA Permits

The Cheddi Jagan International Airport Corporation did not previously apply for an Environmental Permit for the proposed project. However, under the Airport Expansion Project, the Ministry of Public Works applied for an Environmental Permit *(See Attachment 1)*.

1.7 Layout of the Project

See Attachment 2.

2.0 Description of the Design of the Activities

2.1 Processes Generating Discharges/Emissions

Construction activities include excavation, concreting, structural works, and installation of building services. Ablution facilities to be provided on site during the construction phase will generate some amount of sewage. The operation of construction equipment and other project-related mobile equipment will also generate some emissions.

No significant process-related emissions are expected.

2.2 Structures Handling Discharges or Waste

Temporary toilets will be used during construction and serviced by licensed providers. The waste generated will be contained in septic tanks and subsequently disposed of by accredited waste management companies. The permanent sewage systems of the completed terminal will be connected to the existing airport sewage network.

2.3 Expected Pollutants

No hazardous pollutants are anticipated. Dust and noise during construction will be temporary and managed through mitigation measures.

2.4 Project Size

Capital Investment:

- **Part A Works: 5%** of the contract sum from the Government of Guyana funding, as the advance payment, paid upon signing of the contract and submission of an Advance Payment Guarantee.
- **Part B Works: 95%** of the contract sum ("Financing Portion") to be secured by the Employer through a loan from the bank and guaranteed by the United Kingdom Export Finance (UKEF).

Number of Employees Projected for Each Stage of the Project:

- **Phase 1A** will involve about **150–200** workers at peak construction time.
- **Phase 1B** will involve about **150–200** workers at peak construction time.
- **Phase 2** will involve up to **150** workers at peak construction time.

2.5 Activities Associated with all Development Stages from Construction to Closure

- Site Clearing
- Geotechnical Survey
- Excavation
- Foundation Works & Backfilling
- Super-Structure Development
- Roofing
- Building Façade
- Linking Existing Terminal To New Arrivals Terminal
- Mechanical, Electrical & Plumbing Works

2.6 Use of Natural Resources

The natural resources to be used in the construction will include;

- Aggregates (Sand, Gravel, Crushed Rock),
- Stone
- Processed Timber (Wood)
- Water

2.7 Source of Utility Services

- The water to be used on site will be provided by **Guyana Water Incorporated.**
- The electricity supply to the site will be taken from the national grid, managed by **Guyana Power & Light Incorporated.**
- Telecommunication services will be sourced locally, with additional internet services sourced from **Starlink.**

2.8 Waste Production

Both **solid** and **liquid** waste will be generated during construction. The sources of solid waste to be generated include construction waste such as unsuitable excavated material, concrete blocks, leftover concrete, rebars, wood, etc. Additional solid waste will come from the site offices and include items such as office paper, used toner cartridges, disposable kitchen consumables, etc.

Waste will be segregated on-site to allow for proper management. An accredited solid waste management company will be contracted to dispose of all on-site solid waste. Recyclable waste will be delivered to the identified locations for recycling, while the non-recyclable waste will be delivered to state-designated landfills.

Liquid waste to be generated will include sewage from site ablution facilities and greywater from site kitchen and hand washing installations. This waste will also be channeled into septic tanks to be installed on site. An accredited liquid waste management company will be contracted to dislodge and dispose of the liquid waste. The liquid waste will either be delivered to an accredited liquid waste treatment facility or to a state-designated disposal point.

2.9 Duration of the Project for Each Phase

- **Part A Works – 182 Days**
- **Part B Works – 730 Days.** The time for completion of individual phases of the Part B works will be agreed between the Engineer and Contractor.

2.10 Decommissioning Plan

No decommissioning is proposed, as the facility is intended for long-term operational use.

3.0 Potential Impacts & Their Significance

The potential impacts of construction activities are envisaged to be **minor** to **moderate.** Any potential impacts from the construction of the new arrivals terminal on various aspects of the environment are expected to be limited to the immediate surroundings of the construction site and are summarized below:

- **Landscape:** The construction of the new arrivals terminal is not expected to negatively impact the landscape at the project site. Currently, the area is largely bare, with fencing and the demobilization of some temporary structures underway. During construction, all excavations done will be backfilled and properly compacted. The landscape of the construction area will, in the long term, see significant improvement after construction, when paving and floricultural installations are completed.
- **Soil:** The nature of the soil at the construction site is largely sandy. The construction is not expected to result in any soil contamination. The construction process will not involve the use of hazardous chemicals that could contaminate the soil upon contact. The impact of any potential soil contamination will be restricted to the immediate location of the occurrence.
- **Waste Management:** The execution of the project will lead to the generation of both liquid and solid waste. The failure to put in place proper waste management measures could lead to the pollution of the local environment. The impact could spread beyond the project precinct to nearby communities as workers could contract diseases on site and spread beyond project boundaries.
- **Water:** The risk of water pollution, though a concern for projects, is not considered likely for the construction of the new arrivals terminal. Construction is not expected to affect both surface and groundwater bodies. The construction process will not involve the use of any chemical deemed to be harmful to the environment. Any unforeseen contamination from sources such as construction equipment will be localized to the immediate construction area.
- **Air:** Infrastructure projects always present the risk of air pollution. Activities such as land clearing, excavation, aggregate delivery, and the operation of batching plants always generate dust. Similarly, the operation of construction equipment and support vehicles also leads to the emission of gases that contribute to air pollution. The construction of the

new arrivals terminal will be no different, albeit on a limited scale. The impacts of such activities are expected to be confined to the immediate construction site environment.

- **Noise & Vibrations:** The construction phase of the new arrivals terminal could increase the noise profile of the area. The increase in noise, however, is not expected to be exponential as the existing airport operation already generates noise in the area. Any noise generated will be mostly confined to the construction area.
- **Use of Natural Resources:** The construction of the new arrivals terminal is not expected to strain the local area's or the country's natural resources. Where some infrastructure projects require the use of vast amounts of natural resources like sand and water, this project will not require such volumes. The area's natural resource base is therefore not expected to be depleted or heavily utilized during the execution of the project.
- **Ecological (Flora & Fauna):** The site for the construction of the new arrivals terminal is mostly bare, with little to no ecological significance. It is not a known transit or final destination for any migratory animals. No endangered plant or animal species will be destroyed or displaced to make way for construction activities. This, therefore, means that there will be no significant impact on the ecology of the immediate environment.
- **Social Environment (Economic & Cultural Aspects):** The new arrivals terminal is to be constructed within the existing Cheddi Jagan International Airport (CJIA) enclave. Besides increasing the physical footprint of CJIA, its presence will not negatively alter the existing socio-cultural dynamics of the area. The construction of the new arrivals terminal will boost commerce within the airport and provide employment to Guyanese.

The construction of the new CJIA arrival terminal alongside the recently constructed Marriott Hotel and the existing airport installations could contribute to a range of cumulative impacts due to the intensified use of the area. Collectively, these developments will increase passenger volumes, vehicular traffic, and operational activity, thereby placing additional pressure on local transport infrastructure, utilities, and services.

The impact of noise will be felt more due to the combined effects of aircraft movements, ground handling operations, and increased road traffic associated with the terminal and the Marriott hotel. This could potentially affect nearby sensitive receptors. For instance, air quality impacts may increase over time due to higher emissions from aircraft operations, airport service vehicles, and private transport during peak operational hours.

The combined demand for water, energy, and waste management services could strain existing utility systems if not adequately upgraded over time. From a socio-economic point of view, while cumulative developments may provide employment opportunities and support local economic growth, they may also increase security requirements and operational coordination due to the proximity of airport operations to other non-airport-related facilities. Integrated planning and mitigation measures are required to ensure that the cumulative impacts of the new arrival terminal and other existing developments do not result in future environmental and operational effects.

BHM Construction Limited is a global leader in the civil engineering space. The company has tried and tested Environmental and Social Management Systems (ESMS), which will be relied upon in the execution of the CJIA New Arrival Terminal Project. The company will deploy both human and financial resources to document existing conditions and also implement mitigation measures that conform to international best practices in the delivery of the project.

4.0 Description of Proposed Environmental Management & Mitigation Measures for all Environmental, Ecological, & Social Impacts

The execution of the CJIA's new arrivals terminal project will be carried out in accordance with international best practices for Environment and Social Safeguards. An Environmental and Social Management Plan (ESMP) will be developed for the project, which will contain relevant systems to address the environmental and social risks highlighted above. For each of the areas discussed, the following will be done to mitigate the potential impact identified:

- **Landscape:** The final design of the new arrivals terminal will include a landscaping component to ensure the project delivers an enhanced landscape for the CJIA enclave. Measures will be taken to ensure that during construction, all excavations are duly backfilled after work is done. Also, active work areas will be properly hoarded to prevent exposing the site to outside view.
- **Soil:** The construction processes for the new arrival terminal will not involve the use of hazardous chemicals. While the use of construction equipment poses the potential for soil contamination, implementing strict Health, Safety, and Environmental (HSE) controls will address these risks. To further prevent soil contamination, an Emergency Spill Response plan will be put in place to ensure that accidental spills from construction equipment and other unforeseen sources are contained expeditiously. Spill kits will be provided on-site to address such situations.
- **Waste Management:** The project will put in place a Waste Management Plan which will details how various waste generated on site will be handled. Waste will be properly segregated prior to collection and final disposal. Accredited waste management companies will be engaged to manage all from the site to ensure compliance with local laws and international best practices.
- **Water:** The project will ensure that on-site activities do not compromise surface and groundwater quality. Drainage will be provided on-site to properly channel runoff water. Liquid waste from ablution facilities will be collected in septic tanks, which will be periodically emptied, and the waste will be taken to designated facilities for treatment or final disposal. Baseline water-quality data will be collected and used as a comparison for subsequent water sampling during construction.
- **Air:** The risk of air pollution during construction exists and will be mitigated through a number of actions. Dust suppression measures, such as ground watering, will be carried

out frequently on site. Also, trucks transporting sand and other aggregates to and from the site will be covered to prevent dust from spreading. Trucks and other mobile equipment used on site will be serviced regularly to ensure they do not emit harmful gases. Baseline air quality data will be collected and used as a comparison for subsequent air quality monitoring throughout construction.

- **Noise & Vibrations:** There will be adequate measures put in place to ensure that noise from construction activities is kept within legally prescribed limits. The construction equipment to be used will be serviced frequently to ensure optimal operation. Noise-intensive activities will be restricted to daytime to ensure dissipation and minimal impact. Baseline noise data will be collected and used as a reference for subsequent noise monitoring throughout construction.
- **Use of Natural Resources:** Careful planning of the construction process ensures that the use of natural resources is optimized. Both conventional and modern materials will be used in the construction of the new arrivals terminal. Natural resources, such as water, will be used in a controlled manner to prevent waste. The development of new borrow pits is not expected on the project.
- **Ecological (Flora & Fauna):** The site for the construction of the new terminal is largely bare, with very limited vegetation present. The landscaping plan will ensure that existing vegetation is incorporated into the project's final landscaping. Also, the Environmental and Social Management Plan for the project will include mechanisms to ensure that the flora and fauna on and around the project site are protected.
- **Social Environment (Economic & Cultural Aspects):** The Environmental and Social Management Plan for the project will ensure that socio-cultural dynamics of the project area are not negatively impacted. The employment of locals is one way the project will ensure there is no cultural dilution caused by the extensive use of foreign labour. The project will have a comprehensive induction process for staff, during which they will be taken through expectations for their interactions with the local community.

5.0 Description of Any Assumptions, Uncertainties & Gaps in Knowledge

The assessment assumes standard construction methods, compliance with mitigation measures, and continued availability of utility services. No major data gaps have been identified.

6.0 Non-Technical Summary of the Project

The project involves constructing a new arrivals terminal at CJIA to improve passenger capacity and airport efficiency. Construction will occur within existing airport lands using standard practices, with careful management of noise, waste, and safety. The project is expected to deliver long-term national and economic benefits with minimal environmental impact.

7.0 Attachment 1: Previous EPA Permit

Environmental Protection Agency

Ganges Street, Sophia,
Georgetown, GUYANA
Tel.: (592) 225-0506
Fax: (592) 225-5481
Email: epa@epaguyana.org
Website: http://www.epaguyana.org

Environmental Permit

Issued under the Environmental Protection Act, No.11 of 1996, the Environmental Protection (Amendment) Act, 2005, and the Environmental Protection Regulations, 2000)

Reference No.:	20111123-ECJIA
Fee.:	Extra Large (C1) - US$9,300 (3 years), i.e. US$3,100 per year
Fee paid:	US$9,300 (January, 2012 – December, 2014)
Address:	Ministry of Public Works and Communication Oranapai Towers, Wrights Lane Kingston Georgetown.
Activity:	Extension of the Cheddi Jagan International Airport

Ministry of Public Works and Communication, hereinafter referred to as the "Permit Holder", is hereby authorized in accordance with the Environmental Protection Act, 1996, the Environmental Protection (Amendment) Act, 2005, and the Environmental Protection Regulations, 2000, to construct and operate the Cheddi Jagan International Airport Extension Project located at Timehri, East Bank Demerara, hereinafter referred to as the "Project", in a manner indicated in the Application dated November 23, 2011, and subject to the terms and conditions set forth herein and any forthcoming regulations and standards relevant to this project.

Terms and Conditions:

The **Permit Holder** shall at all times conduct all operations under its control in such a manner that will result in minimum impact on public health and safety and the environment that is acceptable to the EPA. ***To this end, the Permit Holder shall***:

1.0 Infrastructure

1.1 Provide advance notice to the Agency of significant construction, alternation, expansion, or replacement of any plant, structure, equipment, apparatus, mechanism or thing that may discharge, or from which may be discharged, a contaminant into the environment, for timely approval from the Agency before implementation.

1.2 Ensure that construction materials (sand, stone, etc.) are obtained from approved sources only and not in close proximity to environmentally sensitive areas. Additionally, take all necessary precautions to minimize potential adverse impact on the environment in the transportation, storage and handling of construction materials

2.0 Extension of Runway

2.1 Limit the extension of the main runway to a length of 1066.6 metres, in accordance to the Site Plan Showing the Proposed Extension.

2.2 Maintain a security fence around the entire airport. All entrances to the Airport allowing public access must be supervised by Airport security.

3.0 Noise and Air Quality Management

3.1 Comply with the *Guidelines for Noise Emission into the Environment by the Guyana National Bureau of Standards.* Sound levels from noise-making devices should not exceed the following limits during the Construction and Operational phases of the project:

Construction Limits during the Construction Phase of the Project:
- 90 dB (06:00 h to 18:00 h) during the daytime
- 75 dB (18:00 h to 06:00 h) during the nighttime

Commercial Limits for the Operational Phase of the Project:

- 80 dB (06:00 h to 18:00 h) during the daytime
- 65 dB (18:00 h to 06:00 h) during the nighttime

3.2 Submit to the Agency, a Noise Abatement Programme for the Cheddi Jagan International Airport.

3.3 Ensure that all aircraft are in compliance with the requirements of the Guyana Civil Aviation Authority.

3.4 Promote the use of appropriate technology by Aircraft operators toward noise abatement and air emissions.

3.5 Equip all sound-making devices, e.g. generators, etc. with silencers or mufflers to reduce noise level and/or enclose all sound-making devices in structures constructed with materials of good insulation properties (e.g. hollow concrete blocks, insulation board, solid clay bricks, etc.).

3.6 Operate all mechanical equipment in accordance with manufacture's specification at all times. Additionally, ensure that mechanical equipment work at their optimal levels to minimize atmospheric emission.

3.7 Implement dust and particulate control measures during construction activities at the Airport. Ensure to cover loads of construction material during transportation through inhabited area to reduce dust emissions and while stocked piled at the construction site.

4.0 Waste Management

4.1 Promote good sanitation and solid waste disposal practices at construction sites. In particular, dispose of waste in accordance with the Waste Management and Hazardous Wastes Regulation, 2000, of the EPA.

4.2 Promote waste minimization and the reuse and/or recycling of waste materials and other suitable materials where practical. Topsoil/overburden materials should be reused, e.g. for reclamation/landscaping after construction works are completed.

4.3 Store stockpiles of construction materials including excavated waste in a secure designated area, and protected from wind and rain.

4.4 Ensure that all waste materials following the completion of construction works are stored at a designated area and properly covered until disposal at a landfill site, approved by the EPA.

4.5 Ensure that a well-maintained septic system is installed on site. Where septic tanks are used, ensure that they are installed in accordance with the *Guyana National Bureau of Standards (GNBS) Code of Practice for the Design and Construction of Septic Tanks and Associated Secondary Treatment and Disposal Systems*. Where portable toilets/pit latrines are used, ensure that they are installed in accordance with the *Public Health Ordinance1953.*

4.6 Take all necessary precautions to minimise any adverse impacts of the sewerage system on the environment, public health and safety.

5.0 Drainage, Soil and Water Quality Management

5.1 Implement Best Management Practices that would prevent the pollution of nearby waterways.

5.2 Maintain the integrity of the existing waterways at all times. Discharges into the environment from the Sewerage Treatment Plant and other facilities should be in accordance with the Guyana National Bureau of Standards Interim Guidelines for Industrial Effluent Discharge into the Environment. The following maximum allowable limits should not be exceeded pH 5.0 – 9.0; Total Suspended Solids (TSS) < 100 mg/L; Oil &Grease < 20 mg/L, Temperature < 40°C, Biological Oxygen Demand (BOD) < 50 mg/L, Phosphorous (P) < 2 mg/L; Faecal Coliforms < 100 mg/L.

5.3 Ensure that clearing of vegetation is kept to a minimum. Only what is needed should be cleared.

5.4 Ensure that oil-water separators are installed at outlets to the perimeter drainage canal.

5.5 Treat all water contaminated by oils, sewerage etc. before disposal.

5.6 Ensure that drains are designed to minimize disturbance to the natural drainage and to incorporate erosion control and storm water management measures. Ensure that the drainage system is capable of handling the maximum precipitation of any storm event.

5.7 Take necessary precautions to avoid siltation and sedimentation of drains and canals during construction of the runways and any other facility at the Airport.

5.8 Avoid soil and water contamination from fuel, grease, waste oils and other petroleum products. Store all oils, fuel, paints and chemicals in a designated area.

6.0. Fuel Storage and Management

6.1 Ensure that security measures (prohibition signs, notices and barricades, etc.) are erected around the fuel storage area.

6.2 Store all fuel used during the construction phase of the project in a designated area with an impervious base. The area should be bunded to provide at least 110% containment capacity, around the fuel storage tanks, creating a temporary holding area in event of spillage.

6.3 Take the necessary precautionary measures during the transport, transfer, use and handling of fuels to prevent spillage. In addition, implement a programme to ensure regular and preventative maintenance of machinery and equipment to prevent leaks and minimize air emissions and hydrocarbon releases.

6.4 Maintain emergency spill clean-up kits with sorbent booms or wipes on the ground, as well as on all vehicles transporting fuel for response to potential spills to both the land and marine environment.

6.5 Maintain an area with an impervious base for refueling of equipment, heavy duty machineries and vehicles, etc. This area must be bunded to minimize the negative impact on the environment in the event of spillage. No fueling or defueling of an aircraft in a hanger should be conducted within a hanger or another enclosed space.

6.6 Store all aviation products, on air side only, i.e. aviation fuel by operators must be stored 30.4 m (100 ft) from hangers and buildings in an area designated for fuel storage.

6.7 Storage of fuel in aircraft hangers is prohibited, except in fuel tanks incorporated within aircrafts.

6.8 Not park fuel servicing vehicles within 15.24 m (50 feet) from hangers and buildings.

6.9 No designated parking space for the storage of aviation fuel in approved fuel trucks shall occur within a minimum of fifty feet (50 ft) from aircraft and airport buildings.

7.0 Hazardous Material/Waste Management

7.1 Adhere to the provisions of the Environmental Protection (Hazardous Wastes Management) Regulations, 2000.

7.2 Establish and maintain a register of hazardous materials or chemicals used or generated by your operation. Submit to the Agency twice yearly (June and December) a report relating to the activities for the previous six months including:

a) the name, location and type of facility;
b) types and quantities (in metric units) of hazardous waste generated;
c) manner of storage, use, any applied treatment standards/methods and disposal of these substances;
d) data concerning off-site shipments of waste, i.e. local disposal facility utilized, country to which hazardous waste is shipped, purpose of shipment and amount of waste shipped;
e) a summary of any accidents that may have occurred and any action taken;
f) any waste minimization efforts undertaken by your facility for hazardous material/waste; and any other information that the Agency may require

The Agency considers all materials listed in Schedule I and II of the Environmental Protection Hazardous Wastes Management Regulations, 2000, to be hazardous. (Please see attached list and reporting and record keeping form to be completed).

7.3 Notify the Agency of the Company's intention to utilize any hazardous chemical/material at the Airport and/or submit the approval obtained from the Pesticide and Toxic Chemical Board for the use of such chemical(s).

7.4 Submit to the Agency after every off-site transport of hazardous wastes/materials, a Manifest of the movement (Please see Manifest Form attached).

7.5 Keep on site, manifests of hazardous wastes/materials received and transported.

7.6 Collect and store waste oils on site, until ready for disposal and/or reuse in a manner approved by the EPA. In particular, all spent oils, fuels and lubricants should be transported in drums to oil companies.

7.7 Ensure that the storage and use of all hazardous materials conform to their Material Safety Data Sheets (MSDS).

7.8 Dispose of hazardous wastes such as waste oils, obsolete /expired chemicals, waste sludge, contaminated absorbent materials/soils etc. in a manner approved by the EPA

7.9 Store hazardous wastes/materials such as fuel, chemical/solvents, waste oil and all other materials and wastes considered to be hazardous in an impervious, bunded area (secondary containment) to minimize adverse impacts to the environment in the event of spillage. The bunded area must be able to provide 110% containment of the largest container/volume of fuel/waste oil stored on site.

7.10 Follow the **Guyana National Standard GYS 209: 2002 - Guidance for the Design, Modification and Maintenance of Petrol Stations** for storage of fuels.

8.0 Compliance Monitoring and Report

8.1 Submit to the Agency three (3) months before the commencement of any construction activities an Environmental and Social Management Plan (ESMP). The ESMP should address/include the following:

- Emergency Response Plan.
- Traffic Management Plan.
- Construction Management Plan.
- Hazardous Material/Waste Management Plan.
- Technical details of the operation of the Sewerage Treatment Plant.
- Relocation and Compensatory Plan for all stakeholders directly affected by the Project.

8.2 Submit details of project specifications, details on infrastructure requirements, designs plans, locations, land clearance requirements, at least three (3) months before commencement of any construction activities at the project facility.

8.3 Submit quarterly reports to the EPA on the progress of the operation and compliance with the water quality parameters listed in conditions 5.2.

8.4 Submit annual reports to the EPA on the progress of the operation and compliance with the conditions under which this Permit was granted on or before **March 31** each year.

8.5 Conduct a general assessment of noise within the area of influence during the construction phase as well as three years into the operation of the airport and submit to the EPA.

8.6 Conduct bi-annual environmental audits after construction. These audits must be carried out by an independent suitably qualified person approved by the Agency.

8.7 Appoint an Environmental Officer who will be responsible for the environmental monitoring programme and for overseeing all aspects of the implementation of the Environment and Social Management Plan at least by the commencement of construction.

8.8 Establish a community relations committee during the first year of construction comprising representatives from the CJIA and the community to provide a forum to discuss any problems that they may be experiencing due to this development.

8.9 Erect appropriate signage to facilitate easy use of the airport by passengers and staff.

8.10 Submit to the Agency for approval a complaint procedure for residents and mechanism for dealing with complaints within six (6) months of commencement of construction.

8.11 Obtain and submit to the Agency within two (2) week of receipt of this Permit, no objection from the Civil Aviation Authority for the proposed extension project.

8.12 Be responsible for payment for all environmental audits associated with this Permit.

8.13 Notify the Environmental Protection Agency within 24 hours of the occurrence of any environmental emergencies.

8.14 Ensure all employees are aware of the Conditions of the Environmental Permit and provide training on good environmental management practices.

8.15 Monitor the implementation of the conditions of this Permit, insofar as they involve adherence by your employees and all third parties under your direction.

8.16 Comply with lawful directions given by the EPA from time-to-time in furtherance of the implementation of any International or other obligation for the environmental protection of Guyana.

9.0 Institutional Authority

9.1 The EPA reserves the right to conduct regular inspections of the Permit Holder's operation as part of its monitoring and enforcement requirements under the Environmental Protection Act, 1996, the Environmental Protection (Amendment) Act, 2005, and the Environmental Protection Regulations, 2000.

9.2 The EPA reserves the right to review / amend the conditions attached to this Permit.

9.3 The Permit Holder shall at all times allow entry to the permitted facility to any Officer designated by the EPA for the purposes of conducting inspections or any other legitimate business of the Agency.

9.4 The EPA shall have the right to cancel or suspend this Permit for breach of any of the terms and conditions contained herein.

9.5 Compensate any affected party for any loss or damage to the environment that is directly attributable to the Project. Compensation will be predicated on an assessment of damage and costs conducted by independent assessor(s) approved by the EPA. The EPA shall approve the Terms of Reference for the assessment of damage and costs, and the payment of compensation. The Permit Holder shall be responsible for the payment of all costs related to the assessment of damage and costs for the independent assessor(s). Failing to reach an agreed payment of compensation (based on the independent assessor's assessment of damage and cost) between the EPA and the Permit Holder, the quantum of damages shall be determined by the courts of the Co-operative Republic of Guyana in the ordinary course.

9.6 Failure to comply with the requirements of this Permit shall render the Permit Holder liable to prosecution and to penalties prescribed under the Environmental Protection Act, 1996, the Environmental (Amendment) Act, 2005, and the Environmental Regulations, 2000, including civil penalties and injunctive relief.

9.7 This Permit is not the final development consent. Permission should be obtained from other relevant regulatory bodies prior to project implementation.

9.8 This Permit is effective for the period stimulated herein **(January, 2012 – December, 2014)**.

This Environmental Permit shall remain valid until **December 31, 2014,** unless otherwise suspended or revoked in accordance with the provisions of this Permit or the Environmental Protection Act, No. 11 of 1996, the Environmental Protection (Amendment) Act, 2005, and Environmental Protection Regulations, 2000. A written request to renew this Permit shall be submitted to the EPA no later than **June 30, 2014.**

Signed by _____ on behalf of the Environmental Protection Agency
Indarjit Ramdass
Executive Director
Environmental Protection Agency

Date _____

I hereby accept the above terms and conditions upon which this Environmental Permit is granted and agree to abide by the Environmental Protection Act, 1996, the Environmental Protection (Amendment) Act, 2005, and the Environmental Protection Regulations, 2000, and any forthcoming regulations and standards made under this Act.

NAME	
DATE	
SIGNATURE	

8.0 Attachment 2: Layout of the Project


Isolated Structures
Guyana Defense Force Offices
Marriott Courtyard Hotel
CJIA Solar Farm
Project Site
CJIA Car Park
CJIA Airside Operations
LEGEND
Duplex – Office and Boardroom
Duplex (x2) – Offices and open plan
Kitchen and dining
Toilet and shower facilities
Covered Lapa/outside area
Access Road
Under covered parking
Overflow/future parking
Overflow additional offices
Guard House
Utilities
Fence