Sealand Marine Transport &Harbour and Sealand Petroleum

Lot ‘F’ Hydronie, Parika, East Bank Essequibo, Region 3

Developer: Khushial Dat

Manager: Neil Rafeek

Revised Project Summary

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Sealand Marine Transport &Harbour and Sealand Petroleum were establish in April 2019 and is located at lot 'F', Hydronie, Parika, East Bank Essequibo. This project is intended to operate as a Marine Fuel Station, which includes a Lubricant Store and Storage Facility for the resale of Diesel. This project further includes the construction of a wharf which would be extended into the Essequibo River for the mooring of vessels to load and offload goods. The project will provide employment for the local community with the approval of the project by the various Authorities such as Environmental Protection Agency, Guyana Energy Agency, Guyana Fire Service, Maritime Administration and the local NDC.

Site Description

The project site is unoccupied; it contains an area of 0.8691 of an acre. It is boarded by residential dwelling to the north and south, while the Essequibo River is to the east and Parika Old Road is to the west.

Duration of Construction

The construction of the facility is expected to commence approximately two (2) weeks from the approval of the Environmental Protection Agency and is expected to be completed within three (3) to four (4) month, providing the change in weather pattern. Further, the operational aspect of the project is expected to commence immediately after the construction is completed, providing all the equipment are in place.

Environmental Effects during Construction

The following are main concerns with the construction of Marine Fuel Station:

- Noise Pollution from construction,
- Vibration from the transportation of material and traversing of vehicle,
- Dust Pollution from the erecting of structure,
- Accidental Spillage of fuel and waste material.

Actions to be taken to effectively manage the afore-mentioned.

Noise Pollution:

During the construction of the Marine Fuel Station, noise will be generated from the traversing of machinery and raw material to the site, thus, Sealand Marine Transport &Harbour and Sealand Petroleum will be fabricating all raw materials off site and transport to the construction site. Further, the company will follow other guidelines from the relevant authorities to further minimize noise pollution from the operation.

Vibration from the transportation of material and traversing of vehicle:

Excavator will be using wheel instead of track, thus, reducing the vibration to nearby resident. Vehicle will not be overloaded with material whiles being transported.

Dust Pollution:

Dust screen will be constructed at the facility during construction process and wetting of the road ways leading to the project site we be done to avoid dust pollution and causing discomfort to nearby residents.

Accidental Spillage of fuel and waste material:

Accidental Spillage of fuel may occur at the facility during construction from the refueling of vehicle and machinery. In order to curb this situation, Sealand Marine Transport &Harbour and Sealand Marine will implementing measures such as, refueling will be conducted on a concrete structure, drip trays and pan will be use as well as absorbent material will be on site for the purpose of fuel spill. Fuel contaminated material will be stored in bins in an enclosed room prior to the disposal of such. The company will seek guidance from the EPA on proper disposal of such materials.

Utilities

Utilities services would be supplied from the local utility companies; Guyana Water Inc. will provide water to the facility, Guyana Power and Light will be providing electricity, however, a generator will be used in the event of power outages and Guyana Telephone and Telegraph will be providing communication services such as, internet and telephone services.

Waste Management

Waste will be produce during the construction and operational phase. Effective waste management measures will be in place to deal with all hazardous waste and domestic and construction waste that will be produce by the operation.

A designated area will be located at the facility to store construction waste such as wood chippings; irons etc. construction waste material would **NOT** be stored in close proximity to the Essequibo River, residential dwelling or drainage system, thus, avoiding pollution to water ways and private properties. The afore-mentioned wastes will not be accumulated on site; it would be disposed once or twice a week by the relevant disposal company to a designated or approved site (Haags Bosch Landfill).

During operation phase, domestic waste that will be generated from employees and customers will be stored in garbage bins that would be place around the facility and would be disposed weekly by the contracted disposal company.

Given that a generator will be onsite during operational phase and will be used in the event of power outage, the waste oil generated from the servicing of the generator will be stored in a bunded room and will be given to chainsaw operators since there are numerous sawmills and lumberyard within the Parika area.

During operation phase, the above-ground storage tanks will have a bunded wall with approximately 150% of the largest tank with 'NO SMOKING' signs being posted around the facility.

Operation Aspect

On the completion of the facility, fuel will be source from Trinidad and Tobago or where the price of fuel is feasible and transported to the facility using the company vessel. The fuel will then be discharge via pipelines that will be connect to the wharf to the fuel above ground fuel tanks. Fuel will be resale to customers traversing the Essequibo River or who wish to purchase on land via the dispensers that will be installed. The lubricant store will be, as it suggest, will resale lubricant to customer. Lubricant will be stored in a ventilated concrete room, further, a curb wall will be constructed in the afore-mentioned room to contain any spillage.

Fire fight equipment will be provided during the operation aspect of the facility with recommendations and guideline from the Guyana Fire Service and Environmental Protection Agency. Further, Sealand Marine Transport &Harbour and Sealand Petroleum will implement a fire suppressor system as a back fire fight tool at the location.

In the event of emergency at the location, emergency shut off system will be readily accessible by staff. Staff will be train in emergency preparedness and firefighting training will be request by the Guyana Fire Service to have a more environmental friendly location, further, dispensing equipment inclusive of pipeline will be monitored daily for leakage

To support the operation that will be located at lot 'F' Hydronie, Parika, East Bank Essequibo, Sealand Marine Transport &Harbour and Sealand Petroleum is proposing to construct a wharf which will extend approximately twenty (20) feet into the Essequibo River for the offloading and reselling of fuel. With guidance from the relevant regulatory bodies, best practices will be implemented to avoid any Environmental effect that the project may have.

Financing of the Project

The project anticipates to use G$25M for the construction of the permanent facility, whilst an additional G$5M is estimated to cover operational expenses for the first six (6) months.

The operation will be managed by Mr. Khushial Dat and Mr. Neil Rafeek with the support of ten (10) staff during operational aspect and as the business had potential for growth staffing would be increase to eighteen (18).

Revenues

The project is anticipating earnings on average of G$18M in the first year with projected revenue growth of 15% per annum, this projection is based on current business cycle and anticipation of macro-economic growth.

While there will be two (2) streams of revenues created from this project, namely cash flow from sale of fuel and docking fees from mooring of vessels. The diversity in operations ensure if there is a shortfall is revenues; operational cost, loan principal and loan investment payments will be adequately met.

Liquidity

A short term loan of G$5M will be maintained to cushion working capital requirements during the first six (6) months of the operation. This position will continue into the further with strict cash flow management

It is expected that of the 40% net profits, re-investment will take place at a rate of 60% per annum to expand and diversify the business.

Employment

At the construction phase of the project, the following personnel will be required; however, the number of personnel at this time is undetermined:

- Skilled workers
- Semi-Skilled workers
- Labours

During operational aspect of the facility, the following personnel will be required, however, this is anticipated to increase with the growth of the business:

- Facility Manager-1
- Clerical Staff-2
- Pump Attendants-2
- Dockside Labour-2
- Security Guards-2
- Cleaner-1