PROJECT SUMMARY

ASIF AUTO IMPORTS

NAME OF PROJECT	Asif Auto Imports – Transport of Waste
NAME OF COMPANY	Asif Auto Imports
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DATE PREPARED	05/08/2023

1. PROJECT DESCRIPTION

Asif Auto Imports intends to provide the service of transporting waste to Sustainable Environmental Solutions (Guyana) Inc. (SES) which is an Integrated Waste Management Facility (IWMF) that specializes in treatment and disposal of hazardous and non-hazardous wastes – typically from EEPGL's offshore operations, among others. Both hazardous and non-hazardous waste will be transported to the facility which is located within the Guyana Shore Base Inc. (GYSBI) at Houston, East Bank Demerara. The project intends to transport hazardous waste for a frequency of about twice per week between 06:00am – 12:00 am or on a as needed basis. The intended route, which consists of public transport paths, from the source(s) within the area, namely, Halliburton, Saipen, etc., to GYSBI's compound – which stretches for approximately 4.9km whereas the intended route from GYSBI to Haags Bosch Sanitary Landfill is approximately 7.3km. Much of the land use along this route, within Georgetown, consists of commercial infrastructure.

The IWMF is located approximately three kilometers from greater Georgetown while the nearest residences are located approximately 378 meters east of the project site. The predominant land use of the area is industrial in nature - which lies west of the East Bank Public Road. The nearest residential area of Houston is located approximately 378 meters east of the East Bank Public Road and has a total of 296 households. The area has two schools: the Houston Nursery School, and the Houston Secondary School. The latter is located approximately 404 meters east, and the former approximately 671 meters southeast of the project site. Several shops and other stores are located along the public road passing through the Houston community. The project site is located immediately adjacent to the eastern bank of the Demerara River – approximately 184m.

2. PROJECT DESIGN

The project involves the collection, transport and onloading of hazardous and non-hazardous waste to and from SES' site of operations. Hence, waste is unlikely to be generated, utilized, discharged, or emitted. Due to this, the operations stage would be relevant. The waste is to be collected from their source(s), transferred along the East Bank corridor and into SES' site of operations. Upon entering the site, this stage would include reviewing waste manifest forms, safety data sheets (SDS), other relevant transport documents and container labeling for consistency by SES' operations manager who then cross-references them with the pre-acceptance waste manifests before proceeding to the designated area, unloading then departing the site – all while utilizing appropriate safety procedures for the transportation and handling hazardous wastes. Treated non-hazardous waste will also be collected and transported offsite to the Haags Bosch Sanitary Landfill site. The waste to be transported would be characterized as hazardous waste including toxic, flammable, and infectious solids, semi-solids, oil-covered debris, and liquids. The treated / non-contaminated non-hazardous waste that would be transported would include dry solids, general trash, plastics, wood, etc. ***Figure 1*** below illustrates this process.

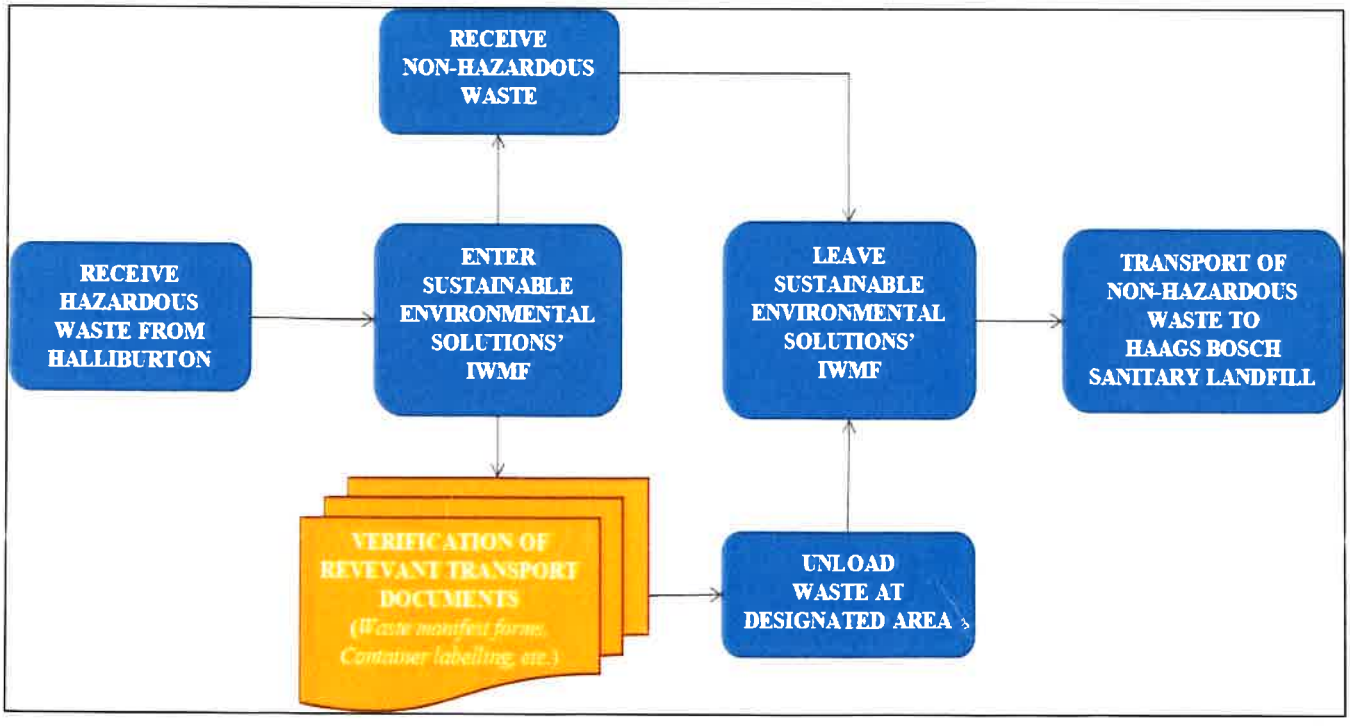

Figure 1: Flowchart Illustrating Project's Activities

3. PROJECT SIZE

The project intends to utilize a fleet of nine (9) vehicles to transport an estimated 350 – 400 MT of hazardous wastes per month. Approximately six (6) persons would be required during general handling of waste, i.e., collection and offloading waste.

4. NON-TECHNICAL SUMMARY OF PROJECT

The project involves the transportation of hazardous waste to and from SES' site of operations. The waste is to be collected from their source(s), namely Halliburton, Saipen, etc., and transferred along the East Bank corridor and into SES' facility at GYSBI. Upon entering the site, relevant transport documents and container labeling are checked by the operations manager who confirms the waste with the pre-acceptance waste manifest. The waste is then offloaded using the appropriate safety procedures required by trained and certified personnel in handling hazardous waste then the vehicle departs the site. Treated non-hazardous waste will also be collected and transported offsite to the Haags Bosch Sanitary Landfill site.

5. DURATION OF PROJECT

The project intends to supply the service of transportation of wastes to and from SES per the duration of their operations.

6. POTENTIAL ENVIRONMENTAL EFFECTS

This section considers the environmental impacts this project would likely have in the event of a spill or leak of hazardous waste during general handling, transport and offloading of waste, i.e.., in the operations stage.

6.1. *Possible Effects to Water*

Potential Adverse Effect	Source(s) of Substances	Mitigation Measures
Reduction in water quality which may negatively affect the ecological functioning of aquatic flora and fauna including acute oxygen depletion and mortality.	Leaks, spills, and general run-off from vehicles during collection, transport, and offloading.	- Utilization of the Best Available Practices / procedures for transporting and handling hazardous waste; - Waste is transported in double-lined, sealed containers with highly visible and legible labels by trained operators; - Vehicles outfitted with sumps or drip pans made of anti-corrosive materials to collect any leachates discharged during transport; - Regular inspection and maintenance of vehicles and waste containers by qualified and aptly trained personnel; - Spill kits are available on-board vehicles and all operators are fully trained and certified to utilize appropriate spill response procedures. - For on-site spills, the entire facility is hard-surfaced with controlled drainage and a gradient that channels all runoff to the internal drainage system.

Table 1: Potential Effects to Water

6.2. *Potential Effects to Soil*

Potential Adverse Effect	**Source(s) of Substances**	**Mitigation Measures**
Reduction in soil quality	Spills and leachates from waste and contaminated run-off from vehicles during transport or offloading.	- Observation of the Best Available Practices / procedures for transporting and handling hazardous waste; - Waste is transported in double-lined, sealed containers with highly visible and legible labels by trained operators; - Vehicles outfitted with sumps or drip pans made of anti-corrosive materials to collect any leachates discharged during transport; - Regular inspection and maintenance of vehicles and containers by qualified and aptly trained personnel; - Spill kits available on-board vehicles and all operators are fully trained and certified to utilize appropriate spill response procedures; - For on-site spills, the entire facility is hard-surfaced with controlled drainage and a gradient that channels all runoff to the internal drainage system.

Table 2: Potential Effects to Soil

6.3. *Potential Cumulative Effects*

6.3.1. Water quality

Due to the industrial location of the IWMF, potential spills or leaks on-site would have a cumulative effect since nearby facilities i.e., Tiger Rentals among others, also transport wastes into and out of their facility within GYSBI. However, systems are in place to combat this (*See Tables 1 & 2*).

6.3.2. Traffic

Traffic within the compound (from SES exiting the GYSBI compound) is low. However, other GYSBI operators and other visitors to the GYSBI site also use the Southern access gate for entering and exiting the compound. Moreover, it is likely to increase vehicular traffic along the East Bank Corridor, although not likely to a substantial degree. This can potentially be mitigated by, where feasible, avoiding deliveries during typical peak-traffic hours and/or preparing alternatives / secondary access routes for vehicles.