



Captain Seth 2

# Project Summary



## **1. INTRODUCTION**

This Project Summary presents an overview of the proposed Bunkering Vessel Operations at Port Kaituma, located in Region One (Barima–Waini), Guyana. The document has been prepared to support the Environmental Authorization process required by the Environmental Protection Agency (EPA) and provides a concise description of the project, its environmental setting, potential impacts, and proposed mitigation measures.

The proposed activity is intended to support marine and riverine transportation by providing safe, controlled, and regulated fuel transfer services to vessels operating within and near the Port Kaituma area.

In addition, the company has extended its operations at Turn Basin, Port Kaituma, Region 1, to incorporate bunkering activities. This operation is anticipated to continue for an estimated duration of twenty-five (25) years and with the additional fuel tankers in the coming years. Bunkering is carried out using the *MV Capt SETH* (Identify No. 0000589), a converted fishing vessel into a fuel tanker with a total fuel capacity of approximately 142,000 liters of fuel.

## **2. PROJECT PROPONENT**

**Project Name:**

CAPPY IMPORT AND EXPORT AND TRANSPORTATION OF CARGO

**Type of Bunkering:**

Ship-to-Shore/Land

**Address:**

Turn Basin, Port Kaituma, Region 1

**Developer:**

Roger De Freitas & Jason De Freitas

**Developer Address:**

Lot 752, Phase 2, Farm, East Bank Demerara

**Contact Information:**

+529-669-7656 (Roger)

**Vessel Name:**

CAPT SETH 2

**Vessel Identify Mark:**

0000589

**Location of Vesel:**

Port Kaituma, Region 1

**Number of Tanks:**

Six (6)

**Type of Tanks:**

Double Wall

**Capacity of Tanks**

1-20,000 liters

2-22,000 liters

1-18,000 liters

1-50,000 liters

1-10,000 liters

**Locations of Tanks**

The location of the tanks within the vessel are as follows:

- One tank-bow of the vessel
- One tank at the stern of the vessel
- Four tanks within the hull of the vessel:

These tanks were carefully and securely placed at strategic parts of the vessel in other to have balanced.

**Engine Type/Power:**

Caterpillar Engine/560HP

**Vessel Length:**

24.1 Meters/79 foot

**Approved Documentations:**

- Guyana Energy Agency (GEA) License
- Guyana Fire Service (GFS) Certificate
- Maritime Administration Department (MARAD) Certificate of inspection

- Business Registration

The company is committed to operating in accordance with the **Environmental Protection Act of Guyana, applicable maritime regulations**, and internationally recognized environmental and safety standards.

### **3. PROJECT LOCATION**

The project will be located at Port Kaituma (Turn Basin), Region One. Transportation of fuel will be from Mabaruma (Morawanna) to Port Kaituma (Turn Basin).

The surrounding area includes small riverine communities, mangrove and riparian vegetation, and aquatic ecosystems that are sensitive to pollution and physical disturbance.

### **4. PROJECT DESCRIPTION**

#### **4.1 Nature of the Project**

The project involves the operation of a bunkering vessel to supply fuels (e.g., diesel) to the land base operation located in Turn Basin, Port Kaituma. Fuel will be purchased from Morawanna and transported via the river and discharged into the land base facility after which it will be resold.

#### **4.2 Key Project Components**

- Bunkering vessel (double-hulled or equivalent safety standard)
- Onboard fuel storage tanks
- Fuel transfer pumps, hoses, valves, and meters
- Mooring and anchorage systems
- Spill prevention and response equipment
- Navigation, communication, and safety systems

#### **4.3 Project Phases**

- Routine bunkering operations
- Maintenance and inspection activities

## **5. REGULATORY AND INSTITUTIONAL FRAMEWORK**

The project will comply with the following, as applicable:

- Environmental Protection Act, Cap. 20:05 (Guyana)
- EPA Environmental Authorization and permitting requirements
- Maritime Administration Department (MARAD) regulations
- Occupational Safety and Health standards

## **6. DESCRIPTION OF THE EXISTING ENVIRONMENT**

### **6.1 Physical Environment**

- Tropical climate with seasonal rainfall
- Tidal and riverine hydrological influences
- Surface water used for transportation, fishing, and domestic purposes

### **6.2 Biological Environment**

- Freshwater and brackish aquatic ecosystems
- Fish species supporting subsistence and small-scale fishing
- Mangroves and riparian vegetation along riverbanks

### **6.3 Socio-Economic Environment**

- River-dependent communities
- Livelihoods based on fishing, transport, and small commerce
- Existing river traffic including cargo vessels and small boats

## **7. POTENTIAL ENVIRONMENTAL IMPACTS**

### **7.1 Operational Phase**

- Risk of fuel spills during bunkering operations
- Potential deterioration of water quality

- Air emissions from vessel engines
- Noise and vibration affecting nearby communities and wildlife
- Generation of oily waste and solid waste

## **7.2 Accidental and Emergency Risks**

- Hose or valve failure during fuel transfer
- Vessel collision or grounding
- Extreme weather events

## **7.3 FIRE AND EXPLOSION**

- Smoking and naked flames
- Use electrical switchboards.
- Broilers and Diesel engines

## **7.4 HAZARDOUS WASTE**

- Fuel and oily waste
- Waste oil from servicing of equipment

## **8. MITIGATION MEASURES**

### **8.1 Spill Prevention and Control**

- Ensure hose are properly set up. Check and double-check pump valves are working correctly before any transfer commences.
- Continuous supervision during fuel transfer
- Availability of spill containment equipment (booms, absorbents)

### **8.2 Water Quality Protection**

- Immediate spill response and clean-up via the onboard spill clean-up kit.

### **8.3 Air and Noise Management**

- Regular engine maintenance
- Minimization of idling during operations
- Operational controls near sensitive receptors

### **8.4 Waste Management**

- Securing onboard domestic waste in bins and dispose of said waste when the vessel is docked via the disposal service (NDC).
- Waste is disposed of at the landfill site in Port Kaituma.
- Waste oil will be stored on the vessel and given to chainsaw operators.

### **8.5 Fire and Explosion**

- No smoking on the vessel. Signs are erected in and around the vessel.
- Keep all firefighting equipment readily available and in operational condition.

### **8.6 Hazardous Waste**

- Clean up kits/spill kits readily available

## **9. Emergency Response**

An **Emergency Response Plan (ERP)** will be implemented. Key elements include:

- Oil Spill Incidents
- Fire and Explosion
- Vessel Collision /Grounding
- Extreme Weather Events
- Reporting to the EPA as required

## 10. SOURCE OF UTILITIES

- Electricity – The operations of the ship are powered by a 560 HP Caterpillar engine for its day-to-day operations.
- Water - Fresh water is purchased and stored on board for the use of employees when needed.

## 11. CONCLUSION

The proposed bunkering vessel operations at Port Kaituma are technically feasible and can be environmentally acceptable provided that the identified mitigation and management measures are fully implemented. With adherence to national regulations, international best practices, and effective environmental management, the project is not expected to result in significant adverse environmental impacts.

The project will contribute to safer, more reliable fuel supply while supporting economic activity in Region One.



Roger De Freitas

Owner

CAPPY IMPORT & EXPORT & TRANSPORTATION OF CARGO

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