

Environmental Impacts Screening Decision

1. ***Kushial Dat - Sealand Marine- (Marine Patriot) – Operation of Bunkering activities within Guyana’s waters.***
2. ***Dhanmattie Kunjbehari -SDR Petroleum Inc. (Ganga Maa) – Operation of Bunkering activities within Guyana’s waters.***

Project location and components

1. **The Ganga Maa** is a vessel leased by SDR Petroleum Inc. The company will be operating in the Essequibo River and the vessel will be conducting bunkering activities at Big Kiss Marine Wharf facility located at 127 Parika, East Bank Essequibo. The amount of fuel to be imported for bunkering operations is expected to be based on the sales of the operation. Each importation of fuel is estimated to be 700,000 litres of diesel. There will be six (6) to ten (10) crew members maintaining the bunkering activities. SDR Petroleum Inc. expects to facilitate transfer of diesel fuel from ship to ship and to facilitate access and marketing of said fuel product.
2. **The Marine Patriot** is a vessel, with dimensions 166ft long, 40ft wide and 12ft draft, owned by Sealand Marine. The vessel will be operating in the Essequibo River and the vessel will be moored two (2) miles in from the mouth of the River within the Hydronie, Parika area. The vessel has ten (10) compartments for bunker storage, six (6) of which for diesel fuel storage and four (4) for fresh water storage. The vessel is licensed to carry 700,000 litres of diesel and can facilitate the storage of approximately 100,000 litres of fresh water. There will be seven (7) crew members maintaining the bunkering activities. Marine Patriot expects ship to ship bunkering operations as well as stern line bunkering.

Environmental impact screening

The EPA’s screening concludes that there are no significant environmental impacts from the operation of the two bunkering vessels. Any environmental impacts related to air, noise, water, and biodiversity in the vessels’ area of operation would be minor, localized, and mitigable. The vessels have been in existence and operating for a number of years, these impacts would therefore be neutral to low. The main potential impact is contamination of water way and changes to local ecosystem due to spills during transfer of fuel and/or from grounding or collisions during transport and fires.

Spills may occur in some circumstances and may result in short term change to ecosystems. However, the probability is low. The consequence of any spill would be minor to moderate as it is unlikely that there would be any measurable changes at the ecosystem level, since the vessels are double hull and measures in place to manage spills. The vessels also possess Ship-to-Ship Fuel Transfer Plan, an Oil Pollution Emergency Plan (SOPEP), and trained crew to respond to any accident and spill scenario. The Vessel is certified by the Surveyor of Ships appointed by Government of Guyana and in keeping with ANNEX 1 of MARPOL73/7. Measures to effectively minimise and mitigate spill stipulated in the SOPEP, includes but not limited:

- Steps and procedure to contain the discharge of oil into the sea using SOPEP equipment
- Spill response gear: Ensure that shipboard oil pollution emergency plan (SOPEP) response gear is complete and readily available. It contains the inventory of the SOPEP material provided for pollution prevention such as oil absorbent pads, sawdust bags, booms etc.
- Onboard reporting procedure and requirement in case of an oil spill including authorities to contact and reporting requirements in case of an oil spill are listed in SOPEP.
- SOPEP includes drawing of various fuel lines, along with other oil lines on board vessel with the positioning of vents, save all trays etc.
- Guidance to keep the records of the pollution incident (for liability, compensation and insurance purpose)
- Hydrostatic testing must be done in preparation for bunkering.

Conclusion and recommendations

The EPA concludes that there are no significant impacts resulting from the bunkering operation from these two vessels. Impacts that may arise during normal operations and related to air, noise, water and river/marine biodiversity are minor, localized, and manageable. The proposed bunkering services will provide improvements to the area's marine operational activities and support Guyana's Economy.