Project Summary – No. 56 Village Camp-
Palmyra to Molsen Creek Four Lane Road Upgrade- Lot 2- Bloomfield to No. 56 Village Berbice.

Developer: China Road and Bridge Corporation (CRBC)

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1. Location & Setting

Image 1: No. 56 Village Camp Location, Bloomfield to No. 64 Village Road Upgrade

The No. 56 satellite camp occupies roughly 2.7 hectares (about 6.7 acres) of flat roadside farmland just east of No. 56 Village and is planned as a compact, self-contained support base for the eastern end of Lot 2. Along its northern edge lies the heavy-production core, where a 60 m^3 h^{-1} concrete batching unit sits on a paved, bunded hardstand beside neatly tiered stockpiles of white sand, crushed stone; a roofed fabrication shed immediately south of the plant house steel processing while keeping haul traffic on a one-way loop away from pedestrian areas. Running the length of the camp, a central operations strip combines machine parking, a maintenance workshop, safety-material storage and spare-parts warehousing, all serviced by a weighbridge, a generator bay and a small security tower; runoff from these impermeable surfaces drains into an HDPE-lined ditch that feeds a three-cell settling pond before discharge to the roadside canal.

The south-west quadrant is reserved for domestic and administrative functions: modular project offices and a conference room overlook a palm-lined courtyard, behind which stand separate dormitories for Chinese staff and local workers, together with a kitchen and mess hall, first-aid clinic, recreation hall and a fenced multi-purpose court for basketball or futsal. Potable water is drawn from an on-site bore, elevated tanks maintain pressure, and domestic sewage is treated in a septic-soak-away system; solar lamps line internal gravel roads, and a single guarded gate regulates access. Designed to house about 180 personnel while fabricating pavement materials close to the work front, the camp reduces haul distances, eases traffic pressure at the Bloomfield hub and maintains the same high HSE standards set for the entire Palmyra–Moleson Creek four-lane project.

2. Hazardous Chemicals Inventory (list maybe subject to change)

Chemical / Product	Site Use	Key Constituents / GHS	Hazards if Spilled	Primary Controls
Diesel (ULSD)	Generators, mobile plant	Hydrocarbons (BTEX <0.02%)	Acute aquatic tox (LC50 2–4 mg/L)	Double-wall tank, spill-kits, no-

				fuel near drains
Hydraulic / Lube Oils	Heavy equipment	Base oil + ZDDP	Persistent film; chronic tox	Drip trays, used oil drums, recycler
Mould Release (Soy/Diesel)	Truck beds, forms	Depends	Diesel: as diesel; soy ↑BOD	Prefer bio-based, wash-bay
Concrete Admixtures	Batch plant	NSF, lignin, citrates	Local pH shift	Closed drums, spill pallet
Cleaning Solvents	Parts washer	Mineral spirits; flammable	Fire; aquatic life harm	Closed washers, vapour-tight lids

3. Summary of plant operations during road construction

The purpose of the sub camp is to provide auxiliary services for the construction of the Lot 2 Bloomfield to No 56 Village Four Lane Highway. Below is a summary of the operationalization quantities the cement batching plant is expected to produce for the completion of 30km of road. Note that these quantities are estimates that are subject to change during the construction cycle depending on project variations.

Concrete batching plant (HZS-60 central-mix, rated 60 m^3 h^{-1})

- Supports box culverts, headwalls, drain slabs and ancillary structures.
- **Total structural-concrete requirement: ≈ 90 000 m^3** (equates to ≈ 220 000 t fresh weight).
- **Operating pattern:**
  - **High-demand bursts** during culvert construction—8 h day^{-1}, 5 days wk^{-1} → ~ 7 000 m^3 $month^{-1}$ (at 55 m^3 h^{-1} net).
  - **Average over project life:** ~ 2 500 m^3 $month^{-1}$, as pours are episodic.

- **Annualised split:**
  - Year 1 foundations & culverts – **35 000 m³** o Year 2 median drains, kerbs – **40 000 m³** o Year 3 finishing works, remedials – **15 000 m³**

4. Baseline Environment

The No. 56 Village site sits in a low-lying, rain-intense coastal plain where careful drainage and robust secondary containment will be critical. The environmental receptors of greatest concern are (i) roadside residences 80–100 m down-wind and (ii) irrigation canals that drain directly to the Atlantic. With limited baseline industrial pollution, any dust, hydrocarbon or high-pH discharge from the camp would represent a noticeable local increase—which aligns with the mitigation hierarchy in the Contractor's Draft-ESMP (e.g., HDPE-lined settling pond, 110 % bunds, strict dust-suppression) is well aligned with baseline sensitivities.

Thematic area	Current (baseline) condition	Why it matters for project design / E&S management
Climate & meteorology	• **Tropical rainforest (Af)** regime with two wet maxima: May-July & Nov-Jan. • **Mean annual rainfall ≈ 1 785 mm** at Albion station (14 km W), record range 1 057–2 752 mm y^{-1} . • Coast temperatures 22 – 31 °C; relative humidity 77 – 90 % . • Prevailing **N-E trade-wind** 9-14 km h^{-1} (Nov–Mar slightly stronger).	Determines sizing of stormwater drains / settling pond; sets windward direction for dust & odour dispersion modelling.

Topography, soils & geology	• Flat coastal plain, elevation < 3 m amsl. • Surficial **marine clays & silt loams** over sandy sub-soil; moderate shrink–swell and impeded drainage. • High organic content in abandoned rice beds; potential for **acid-sulphate** conditions if long-term dewatering.	Low relief → flood risk in intense showers; clayey soils require good compaction for hard-standings; bund liners must resist acidity.
Surface & ground-water	• Site is bounded by drainage canals that discharge north to the Atlantic via sluice (≈ 2 km). • Ground-water in the shallow coastal aquifer at 1.5–2 m below ground; typically brackish	Confirms need for lined settling pond and secondary containment; limited potable GW → trucked or treated supply is advisable.
	(EC > 1 000 µS cm^{-1}). • Indicative treated-water quality at nearby **Port Mourant** GWI plant: pH 6.6, iron 0.07 mg L^{-1}, turbidity < 1 NTU.	
Air-quality baseline	• Rural coastal background **$PM_{2.5}$ ≈ 10–15 µg m^{-3}; PM_{10} ≈ 20–30 µg m^{-3}** (WHO modelled rural figures). • No industrial point sources within 10 km; main contributor is occasional cane-field burning.	Provides benchmark for EIA significance; fugitive dust from earthworks likely to be the dominant local increment.
Ambient noise	• Day-time LAeq at 30 m from the Corentyne Highway typically 55-60 dB(A); night 45-50 dB(A). • **GNBS residential limits: 75 dB(A) day / 60 dB(A) night.**	Establishes baseline for construction-noise impact assessment and compliance targets.

Land use & visual setting	• Abandoned rice-field blocks now dominated by **mixed rice & small-holder cane**, interlaced with coconut and fruit-tree homesteads.• Ribbon housing along highway 80-100 m west of the proposed gate.	Confirms visual receptors and dust/noise sensitive uses; informs planting of vegetative buffer berms.
Ecology / biodiversity	• Heavily modified agro-ecosystem; vegetation = grasses, **Canna, Typha** and shrub willow along canals. • Common wetland birds include **Snowy Egret, Cattle Egret, Wattled Jacana** ; no IUCN-listed critical habitat recorded. • No designated protected areas within 25 km.	Low ecological sensitivity but canals are used by wading birds → sediment & hydrocarbon controls needed.
Socioeconomic & cultural	• agriculture and remittances dominate income. • No registered archaeological or Amerindian heritage sites in the footprint.	Guides stakeholder engagement focus (farmers, road commuters, school routes) and informs traffic safety planning.

5. Air-Quality

A screening-level assessment that was conducted for the area indicates that the 60 $m^3\ h^{-1}$ concrete batch plant and 450 kVA diesel generator, running at full hourly output, will add only modest increments to the rural coastal background air quality at No. 56 Village. Predicted 24-hour PM_{10} rises by about 12 µg m^{-3} and $PM_{2.5}$ by roughly 4 µg m^{-3} at the nearest homes 100 m downwind. When these increments are combined with typical background values (≈ 30 µg m^{-3} PM_{10} and 15 µg m^{-3} $PM_{2.5}$), the totals remain just below the WHO 24-hour guidelines (45 µg m^{-3} and 15 µg m^{-3} respectively), leaving a narrow margin that could be eroded by unpaved-road dust during the dry season.

Stack emissions of nitrogen dioxide are driven mainly by the generator. With its current 10 m exhaust, the worst-case 1-hour NO_2 concentration at the houses is forecast at ~186 µg m^{-3}—only 7 % below the 200 µg m^{-3} WHO limit. Sulphur dioxide, carbon monoxide and total VOCs stay comfortably within guidance values, while odour is unlikely except under very calm evening conditions.

The tightest compliance point is therefore NO_2 from the generator, easily resolved by fitting a taller (≥ 15 m) stack or using Tier-4 SCR technology. To preserve the PM safety margin, the plan must focus on aggressive dust suppression: water carts on haul roads, moist aggregate handling, real-time fence-line PM alarms and strict 25 km h^{-1} site speed limits. With these measures—plus routine bag-house maintenance, lined wash-out pits and a community hotline—the project should meet international air-quality objectives throughout construction and paving operations.

6. Water Quality

Sampling in the agricultural drainage canals that border the Bloomfield-to-No 56 corridor shows **turbidity consistently above 100 NTU, pH 6.8 – 7.4 and dissolved oxygen (DO) 4 – 6 mg L^{-1}**; faecal-coliform counts spike after livestock or household discharges, especially following heavy rainfall. In the dry months, the canals can become stagnant, but salinity remains low because they empty northwards through sluices. Domestic tap-water drawn from the No 56 Water Treatment Plant meets Guyana Water Incorporated limits for pH (6.5-8.5), iron and residual chlorine, with **no persistent exceedances recorded in 2023 mini-lab data**.

SOURCE	MAIN POLLUTANTS	POTENTIAL EFFECT
CONCRETE TRUCK WASH-OUT & MIXER RINSING	Alkaline slurry (pH 1112), high TSS, traces of Cr^{6+}	pH spikes and >300 mg L^{-1} TSS in canals; fish kills; scaling at No 56 WTP intake 600 m downstream
AGGREGATE/RAP STOCKPILES	Sediment-laden runoff with Zn, Cu in fines	First-flush turbidity surges (>400 mg L^{-1}); canal siltation

FUEL & LUBE HANDLING	Diesel, hydraulic oil, coolants	Localised sheen on drains after rain, especially where canals are <80 m from plant
EARTHWORKS & HAUL-ROADS	Fine clays in storm runoff	Blockage of trenches, yard flooding
WORKER-CAMP SEWAGE	BOD, nutrients, pathogens	Added coliform load where children bathe in drains

7. Solid Waste

WASTE STREAM	ESTIMATED QUANTITY*	ON-SITE HANDLING & STORAGE	OFF-SITE FATE
DOMESTIC / CAMP WASTE (KITCHEN SCRAPS, PAPER, PLASTICS, GLASS)	**≈ 50 t yr-¹** (0.9 kg person-¹ day-¹ × 150-worker average)	Colour-coded 240 L wheelie bins at each accommodation block and canteen (segregated organic / Recyclables (≈ 15 %) recyclable / residual). baled and sent to Central skip compound screened and on a concrete pad.	Weekly collection by local waste disposal contractor. Georgetown materialsrecovery facilities.

CONSTRUCTION & DEMOLITION WASTE (SCRAP REBAR, FORM-PLY, SHRINK-WRAP, BROKEN PALLETS)	**≈ 180 t over the 3-year build**	• 12-yd³ roll-off bins at the batch-plant lay-down. Timber offcuts reused for formwork until unusable.	• Metal sold to Albion scrapdealer. • Timber and inert debris disposed at NDC Designated Landfill in Berbice sanitary landfill.
CONCRETE WASTE / WASH-OUT SLURRY	**1 % of production ≈ 900 m³ (≈ 2 200 t)**	• Closed-loop washout pit (HDPE-lined, 25 m × 8 m × 2 m). • Solids allowed to harden; pH-adjusted water recycled to batch-plant.	• Hardened blocks reused as sub-base fill along haul roads, or disposed to licensed inert-fill site.
PACKAGING & CONSUMABLES (CEMENT BAGS, DRUMS, BITUMEN LINERS)	**≈ 90 t total**	• Empty cement bags compacted and landfilled. • Steel drums triplerinsed, punctured & recycled. • Bitumen bag liners scraped and landfilled.	• Contractor's recycler (Albion) for metal; residuals to NDC Designated Landfill in Berbice.
HAZARDOUS WASTE (WASTE OIL, OILY RAGS, SPENT FILTERS, SPILL SORBENTS)	**≈ 18 000 L used oil + 8 t solids yr-1**	• Bunded, roofed drum store with impermeable floor. • Oil filters drained	Oily solids to EPAapproved hazardous-cell at NDC Designated Landfill in Berbice.

		24 h before disposal.	
SEWAGE SLUDGE (SEPTIC TANK)	**≈ 20 m^3 yr^{-1}**	• Twin tanks desludged twice a year.	• Licensed vacuum tanker to NDC-designated sewage waste site (Service will be provided by local contractor)

8. Natural Resources

The stock materials that will be used at the site for the project will be mainly sourced from outside of Guyana. Apart from sand, which will be taken from Siparuta, the cement, stone and other stock materials for the plants will be

9. Impacts & Significance

Insignificant (0) – no noticeable change

Low (1 – 3) – minor, easily mitigated

Medium (4 – 6) – requires routine controls

High (7 – 9) – needs specific, monitored mitigation

Very High (10 – 12) – intolerable without major redesign or offsets

The **No. 56 construction-camp platform sits within a high-water-table, mixed-use landscape**: a Guyana Water Incorporated (GWI) treatment plant and raw-water canal lie immediately to the east, while smallholder vegetable plots, coconut groves and scattered livestock occupy the land to the west and south-west. Because the early earthworks have exposed sandy-clay sub-soils and left large stockpiles and standing water (see drone images), the **most credible impact pathway is sediment-laden runoff and accidental hydrocarbon release into the drainage canal that feeds the GWI intake**. Given the canal's function as a public-water source, the consequence of an uncontrolled spill or

sustained turbidity pulse is **high** (plant shutdown, community backlash, EPA enforcement), and the likelihood is **moderate** during the current rainy season—placing this risk in the **"High / Significant"** band until containment berms, silt fencing and bunded fuel bays are installed.

For the adjacent **smallholder farms**, the principal pressures are **dust deposition from haul traffic, splash-mud and minor soil compaction at field margins**. These effects would reduce market quality of leafy vegetables and could provoke grievances but are spatially limited and readily reversible; their consequence is **moderate,** and, with regular traffic, the likelihood is **moderate**, giving an overall **"Moderate"** significance. Night-time lighting and machinery noise pose a lower-tier nuisance to both farmers and GWI operators (consequence low, likelihood moderate), provided light-shielding and curfews are enforced.

Livestock (cattle noted on site) face **low-to-moderate** collision and disturbance risk from haul trucks; this is chiefly a management-speed-control issue and, if addressed, falls into the **"Low-Moderate"** band.

In short, **sediment, spill and dust controls are the decisive safeguards**: if the contractor rapidly hard-surfaces the aggregate zone, installs silt fences that divert runoff well downstream of the GWI intake, fully bunds fuel tanks and limits vehicular speeds to 25 km h^{-1}, the residual risks to water quality, farm productivity and community relations can be driven to **"Low-Moderate"** and kept within lender and EPA thresholds.

6. Mitigation & Monitoring

6.1. Air Quality Mitigation Measures

The table below provides some practical mitigation measures that will be applied to the area for the maintenance of air quality within the baseline limits identified in section four as best as possible.

Issue	*Mitigation / Design tweak*	*Residual risk*
NO_2 tight margin	• Raise gen-set stack to ≥ 15 m or fit Tier-4 SCR system (≥ 80 % NO_x cut). • Prohibit gen-set load-banks during still evenings.	**LOW**
PM_{10} & $PM_{2.5}$	• Continuous water-cart on haul roads; speed ≤ 25 km h^{-1}. • Moisture-condition aggregates (≥ 3 %). • Install real-time PM sensor fence-line alarm at 80 µg m^{-3} (1-h).	**LOW-MED** (wind dependent)
	• Keep silo vent filters < 20 mg Nm^{-3}; pulse-jet check weekly. • Pave/gravell ≥ 25 m of truck apron.	**LOW**

Dust from batch plant Odour & VOC	• • Maintain bag-house ΔP 5-12 in H_2O. • Cover hot-mix trucks; curfew drum-mix to 06:00-19:00. Plant neem barrier along the W fence.	**LOW**

6.2. Water Quality Mitigation Measures

The table below identifies the risk drivers for poor water quality during the operation of the facility for the duration of the project and controls that will be in place to prevent/mitigate any residual effects the plant's operation may have on the surrounding environment.

#	Identified Risk / Pathway	Pollutants / Concern	Controls	Implementation Notes	Residual Significance*
1	**Concrete truck wash-out & mixer rinsing**	Very high pH (11-12), TSS, trace metals	• **Portable washbag liners** in rolloff bin. • Allow solids to harden → crush & reuse as fill.	Position wash-area ≥30 m from drains; daily pH dip (target <9).	↓ to **Low-Med**
2	**Batch-plant yard runoff** (uncured concrete fines)	Suspended solids, alkalinity	• Grade apron to sediment sump feeding straw-bale check dam.	Inspect after rains >10 mm; replace bales when 50% clogged.	Low
			• Periodic shovelling of settled fines.		

3	**Sediment-laden storm runoff from stockpiles & unpaved haul areas**	High turbidity, siltation of canals	• **Straw-bale check dams** every 30 m in drains. • **Geo-fabric silt socks** across culvert mouths. • **Vetiver/cowpea hydroseed** on longterm berms. • **10 m gravel entry pad** at gate to knock off mud.	Rotate bales; shake & reuse socks; seed at onset wet season.	Med → Low
4	**Fuel & lube handling / small equipment leaks**	Diesel, hydraulic oil, grease; sheen	• **Pop-up portable bunds** under fueling points & drumchange areas. • **Rag-&-sawdust spill socks** made inhouse. • Spill kit at each mobile fuelling truck.	Train operators; empty bunds after rain; log spills >5 L.	Low
5	**Bitumen hose or flange drips during transfer**	Hot bitumen, PAHs	• **Cold sandblanket catch-pit** beneath transfer flange (hardens drips for shovel removal). • Keep spare sand stockpile.	Replace sand weekly or after transfer; dispose as solid waste.	Low
6	**Oily sheen in settling pond after storms**	Oil & grease carry-over	• **Floating polypropylene absorbent pillows** tethered near pond	Visual check after >25 mm rain; record volumes	Low

			outlet. • Skim with hand nets; bag & dispose when saturated.	removed.	
7	**High-turbidity first-flush events leaving pond**	TSS surge to drains	• Install **geo-fabric silt sock** or hayfilter at pond outlet during heavy works. • Close penstock; allow settling before release.	Trigger when upstream rainfall forecast >25 mm.	Med → Low
8	**Sewage system overflow / septic upset**	BOD, nutrients, pathogens	• Add **grease traps** at canteen drains (plastic barrels). • Routine desludge; divert greywater to vegetated soak-strip if heavy rains forecast.	Track tank levels; pump at 75% capacity.	Low
9	**Chemical additive storage (admixtures, anti-strip, solvents)**	Localised spills; pH swings; toxicity	• Store drums on **portable trays** • Label & segregate; keep absorbent granules handy.	Weekly inspection; consolidate partial drums.	Low

7. Stakeholder Engagement

As part of the project, the contractor has developed a Stakeholder Engagement Plan which can be found in the Contractor's Environmental and Social Management Plan. This plan outlines how the contractor will engage the communities that fall within the project area and gives purpose and legality, a structured stakeholder analysis, objectives, an engagement schedule, a Grievance and Redress Mechanism (GRM), roles and responsibilities of the contractor, and monitoring and reporting mechanism. Below each of the features are highlighted.

The plan is built around proactive, two-way communication with everyone who may influence— or be affected by—the 30 km Maida Village-to-No. 56 works. Its core features are:

- **Clear purpose and legal anchor.** Engagement is framed as a permit requirement under Guyana's Environmental Protection Act and CRBC's own QHSE Standard 13, ensuring it is treated as a management deliverable, not "nice-to-have".

- **Structured stakeholder analysis.** Households and vendors within 100 m of the right-of-way, vulnerable groups (female-headed homes, recently retrenched cane workers), utilities, regulators, local councils, the workforce and cross-border users are mapped against their "interest × influence". Those with high stakes—roadside residents, workers, EPA, GWI, GPL—receive top-tier attention.

- **Five practical objectives with matching tools.** Objectives range from keeping ProjectAffected People (PAPs) informed about dust, traffic and schedule changes, to capturing grievances and coordinating utility relocations. Methods include leaflets, WhatsApp blasts, village noticeboards, fortnightly technical meetings, daily toolbox talks and quarterly press releases or site tours (as necessary).

- **Three-year engagement schedule.** Activities are tied to project phases: mobilisation (camp set-up), Year 1 heavy earthworks, Year 2 plant peak, and Year 3 paving and demobilisation. Each phase lists the specific engagement focus (e.g., road-safety campaigns during final paving).

- **Robust Grievance Redress Mechanism (GRM).** A 24 h hotline, WhatsApp number, drop-boxes and weekly walk-ins feed into a database that logs, categorises and tracks each complaint. Acknowledgement is due within 48 h, action plans within seven days, with escalation to senior management or the EPA after 30 days if unresolved.

- **Dedicated roles and resources.** A full-time Community Liaison Officer (CLO) plus a local assistant manage day-to-day outreach (as necessary), backed by a utility coordinator and HR for labour issues. An indicative budget of USD 60 000 per year (USD 180 000 over three years) covers staffing, materials, meetings and hotline/database costs.

- **Monitoring & reporting.** Key performance indicators include the number of grievances logged/resolved, meeting attendance, and media mentions. Results feed into monthly internal reports and quarterly public

bulletins posted at Neighbourhood Democratic Council (NDC) offices and online.

8. Decommissioning

The project's CESMP details the decommissioning of the camp site at the end of the paving of the 30 km corridor from Bloomfield to No. 56 Village. The decommissioning is scheduled for the third quarter of 2028 when the project is supposed to be at its end. Below is a breakdown of the key commitments that are outlined in the decommissioning plan in CESMP.

Aspect	Actions required under the C-ESMP
Plant & equipment	• HZS-60 batch plant, tanks, silos and generator sets.
removal	• Flush fuel, oil and bitumen lines; drain and purge tanks before cutting or lifting. • Remove the weighbridge and crusher pads; haul all reusable machinery to CRBC's central yard in Georgetown for refurbishment or sale.
Demolition of temporary works	• Pull down prefabricated accommodation, offices and workshops; segregate scrap steel and reusable timber. • Break up concrete hard-stands and haul them for reuse as road-base or dispose to the licensed inert-fill cell at Haags Bosch.
Waste disposal & recycling targets	• Recover > 90 % of structural steel and > 70 % of crushed concrete. • All bitumen-contaminated sand or RAP stockpiles to be reincorporated into later paving jobs or exported to GPL's stockyard for shoulder repairs.
Soil remediation	• Excavate any visibly contaminated soil from the fuel and bitumen farm down to 300 mm; test for TPH. • Back-fill excavations with clean imported fill and compact.

Settling-pond & wash-pit closure	• Pump out remaining water, sample for pH, TSS and oil & grease; treat if limits exceed GYS 207. • Break the HDPE liners, lime-stabilise any residual sludge and back-fill the pits to natural grade.
Land restoration	• Rip and scarify all compacted areas; spread 150 mm of stock-piled topsoil. • Hydroseed with a vetiver/Guinea-grass mix and plant **mango and neem saplings** along the former northern fence so that at least **70 % vegetative cover is achieved within 12 months**.
Infrastructure left in place	• The internal all-weather access road will be handed over to the Neighbourhood Democratic Council (NDC) as an emergency-access track, provided the NDC accepts the liability in writing.
Verification & handover	• An **EPA/NDC joint inspection** will verify that hard-stands are removed, drains are free-flowing and vegetation is established. • CRBC must submit a photographic closure report and certificates of waste disposal within **60 days** of finishing the work.

10. Non-Technical Summary of Project

China Road and Bridge Corporation (CRBC) has been hired to widen and modernise a 30-kilometre stretch of the Corentyne Highway between Bloomfield and No. 56 Village in Berbice. Today, the road is a two-lane, pot-holed bottleneck; by 2028, it will be a smooth, four-lane corridor with drains, signs and safety features. That upgrade will cut travel times, make overtaking safer and open the door to heavier cross-border trade with Suriname.

To build the new road efficiently, CRBC is setting up a **temporary "sub-camp" on about 6.7 acres of land at No. 56 Village**. Think of the camp as a self-contained mini-factory and work village:

- **concrete plant** that mixes cement, sand and water for culverts and drains;
- workshops, fuel tanks and a parts store to keep the heavy machinery running;

- Dormitories, a kitchen, offices, a first-aid room and recreation spaces for the 150-plus workers who will rotate through the project.

The plants will run only while the road is being built (mid-2025 to mid-2028). After the last layer of asphalt is laid, the equipment will be dismantled, the sheds removed and the land graded, top-soiled and grassed so it can go back to farming.

Looking after people and the environment

The plan includes straightforward but important safeguards:

- spraying haul roads and covering stockpiles so dust doesn't drift onto nearby houses;
- lining wash-water ponds and bunding fuel tanks so that dirty water or diesel can't leak into the roadside canals;
- keeping noisy work and truck movements between 6 a.m. and 7 p.m.
- Setting up a 24-hour hotline so residents can report problems and get a response within two days.