

ROYAL GROUP OF COMPANIES INC.

PROJECT SUMMARY



- Activity Type:**
1. Construction and Operation of Wharf
 2. Concrete Batching Plant
 3. Bulk Aggregate Storage (Sand and Loam)

Table of Contents

Executive Summary	3
Project at a Glance.....	4
Introduction and Project Rationale	5
Project Site and Surrounding Environment	6
Description of the Proposed Development	7
Overall Site Development	7
Revetment and Wharf.....	7
Dredging and Marine Access	8
Barge Operations and Aggregate Landing.....	8
Sand and Loam Storage and Sales	9
Stone Storage for Concrete Production.....	9
Concrete Batching Plant.....	10
Estimated Raw-Material Requirements	11
Utilities and Supporting Infrastructure	12
Potential Environmental Impacts.....	13
Proposed Mitigation Measures	15
Public Consultations/Meetings	19
Conclusion	19
Appendix – Revetment and Wharf Design / Drawing.....	20

Executive Summary

Royal Group of Companies Inc. proposes to develop an integrated riverfront construction-materials depot and ready-mix concrete facility on approximately 10 acres of land at Plantation Maria's Lodge, Wales, West Bank Demerara. The site, held under Transport No. 129/1980 and currently in the process of being transferred to Royal Group of Companies Inc., fronts the Demerara River and is located adjacent to vacant lands to the north, south and west with the Government Gas-to-Shore Project situated in the extended northwestern direction.

The development will comprise a riverfront revetment, a reinforced-concrete piled wharf, dredging of the marine approach, bulk sand and loam receiving/storage/sales areas, stone storage for concrete production, a Vinayak CCBP-30 concrete batching plant, drainage and sediment-control infrastructure, a wash bay, fuel and admixture storage, utilities, parking and supporting operational facilities. The estimated capital investment is approximately G\$350 million.

Sand and loam will be sourced from Sandhill upstream along the Demerara River and transported to the site by barge. Combined sand and loam throughput is projected at approximately 12,000 tonnes per month. Based on a typical cargo of approximately 1,500 tonnes, this equates to approximately eight barge loads per month under normal operating conditions. Maximum combined sand and loam inventory is expected to be approximately 1,000 tonnes at any one time. Stone for concrete production will be purchased externally, transported by barge and stored onsite, with an estimated maximum stockpile of approximately 400 tonnes.

The proposed wharf will project approximately 38 m from the shoreline and include a principal working platform approximately 36 m long by 16.2 m wide. The engineering design uses prestressed precast concrete piles. Dredging will be required to establish and maintain sufficient water depth for barge access. The site has approximately 500 ft of river frontage.

Ready-mix concrete will be produced using a Vinayak CCBP-30 batching plant rated at approximately 30 m³/hour. Initial average production is projected at approximately 320 m³/month, with typical 3,000, 4,000, 5,000 and 6,000 psi mixes. Four approximately 8 m³ concrete mixer trucks will support deliveries.

The principal environmental aspects include temporary turbidity, underwater/airborne noise and sediment disturbance during pile driving and dredging; dust from sand, loam, stone and vehicle movements; noise and exhaust from mobile equipment; stormwater carrying suspended solids; concrete wash water; accidental fuel, oil or admixture spills; solid and hazardous wastes; and increased road and marine traffic. The project incorporates sedimentation ponds, sediment traps, an oil/water separator, controlled concrete washout, dust suppression, secondary containment for fuels and chemicals, spill-response equipment, septic treatment and controlled waste disposal. With these controls and appropriate monitoring, anticipated environmental effects are expected to be localized and manageable.

Project at a Glance

Item	Project Information
Applicant	Royal Group of Companies Inc.
Location	Plantation Maria's Lodge, Wales, West Bank Demerara
Property	Transport No. 129/1980; transfer to Royal Group of Companies Inc. in process
Coordinates	6°37'55.60"N, 58°13'01.39"W
Site area	Approximately 10 acres
River frontage	Approximately 500 ft along the Demerara River
Principal activities	Revetment/wharf; bulk sand and loam storage and sales; stone storage for concrete production; ready-mix concrete production
Investment	Approximately G\$350,000,000
Construction commencement	Following receipt of the Environmental Permit and other applicable regulatory approvals
Operational life	Approximately 20 years
Employment	Approximately 20 during construction and 10 during operation
Operating schedule	Monday-Saturday, approximately 8:00 a.m.-1:00 p.m.; no routine night or 24-hour operation
Sand and loam throughput	Approximately 12,000 tonnes/month combined
Maximum sand/loam storage	Approximately 1,000 tonnes
Maximum stone storage	Approximately 400 tonnes; for concrete production only
Typical barge cargo	Approximately 1,500 tonnes
Concrete production	Approximately 320 m ³ /month initially; CCBP-30 rated at 30 m ³ /hour

Introduction and Project Rationale

Guyana's continuing investment in housing, roads, bridges, industrial facilities, drainage and other civil works creates sustained demand for construction materials and ready-mix concrete. Royal Group of Companies Inc. proposes to establish a river-served materials depot and concrete production facility at Plantation Maria's Lodge to support the efficient movement and distribution of sand and loam and to provide a value-added outlet through local concrete production.

The Demerara River provides the primary bulk-transport route between Sandhill and the proposed depot. River transport allows sand and loam to be moved in large barge loads rather than relying on long-distance road haulage. At the Wales facility, materials will be landed, placed in controlled stockpiles and loaded onto customer trucks. Selected sand and externally sourced stone will also be transferred to the batching plant for concrete production.

The project integrates three principal components:

1. Construction and operation of a revetment and reinforced-concrete wharf facility;
2. Bulk receiving, storage, sale and distribution of sand and loam, with ancillary stone storage for concrete production; and
3. Operation of a ready-mix concrete batching plant.

Project Site and Surrounding Environment

The project site is located at Plantation Maria's Lodge, Wales, West Bank Demerara, at approximately 6°37'55.60"N, 58°13'01.39"W. The property comprises approximately 10 acres under Transport No. 129/1980 and is currently in the process of being transferred to Royal Group of Companies Inc. The eastern boundary fronts the Demerara River, with approximately 500 ft of shoreline.

Direction / Receptor	Adjacent or Nearby Feature
North	Vacant land
South	Vacant land
West	Vacant land
East	Demerara River
Northwest	Government Gas-to-Shore Project
Nearby sensitive receptors	No nearby houses, schools, religious facilities or other sensitive community receptors have been identified by the proponent in the immediate project surroundings

The riverfront location is central to the proposed operation because bulk materials will be delivered by barge. Site development will include formation of operating surfaces, drainage, stockpile areas, the batching plant compound and supporting facilities. The wharf and dredged approach will provide controlled marine access for the operational barges.

The adjoining Government Gas-to-Shore Project is recognized as an important neighboring land use. Royal Group of Companies Inc. will maintain its activities within the project boundary and implement dust, drainage, traffic, spill-prevention and emergency-response controls so that the proposed depot operates independently and safely in relation to surrounding developments.

Description of the Proposed Development

Overall Site Development

The site will be developed as a river-served sand and loam depot and concrete production facility. Sand and loam produced at Sandhill upstream along the Demerara River will be transported by barge to Wales. Barges will berth at the proposed wharf and material will be discharged using front-end loaders. Material will then be transferred to designated stockpile areas or loaded for dispatch. Stone delivered by barge will be stored separately for use in concrete production.

- Construction of riverfront revetment and reinforced-concrete wharf.
- Dredging and maintenance of the approach/berthing area to provide suitable barge access.
- Site preparation, filling, compaction and formation of internal roads and operating surfaces.
- Development of controlled sand, loam and stone stockpile areas.
- Installation and commissioning of the Vinayak CCBP-30 concrete batching plant.
- Construction of wash bay, drainage channels, sedimentation ponds, sediment traps and oil/water separation facilities.
- Installation of utilities, fuel/admixture storage, parking, fencing, lighting, safety systems and supporting facilities.

Revetment and Wharf

The project has approximately 500 ft of shoreline along the Demerara River. Revetment works will be undertaken to stabilize and protect the developed riverfront. The wharf will extend approximately 38 m from the shoreline and will include a principal working platform approximately 36 m long by 16.2 m wide.

The submitted engineering drawings show a reinforced-concrete wharf founded on prestressed precast concrete piles. The pile layout identifies 127 prestressed concrete piles, nominally 450 mm x 450 mm and approximately 34 m long. The drawings also provide for reinforced-concrete deck beams and slabs, mooring arrangements, fendering, guardrails and deck drainage. Final construction will be undertaken in accordance with the approved engineering drawings and applicable regulatory requirements.

Pile driving and marine construction will be temporary but may generate elevated noise and localized disturbance of riverbed sediments. Construction activities will therefore be managed to minimize unnecessary disturbance, maintain safe navigation and prevent construction debris or pollutants from entering the river.

Dredging and Marine Access

Dredging will be required to establish and maintain sufficient water depth for the design barges to approach and berth safely at the wharf. Dredging will be limited to the footprint and depth reasonably required for marine access. Suitable mechanical dredging equipment will be used based on final site and bathymetric conditions.

Dredged material will be handled in a controlled manner and placed only within a contained, technically suitable or otherwise approved location so that unconsolidated spoil cannot wash directly back into the Demerara River. Dredging will be scheduled and executed to limit unnecessary turbidity and disturbance of the riverbed.

Barge Operations and Aggregate Landing

Parameter	Operational Basis
Barge type	Bulk-material barge
Typical cargo	Approximately 1,500 tonnes
Frequency - sand and loam	Approximately 8 loaded trips/month at projected throughput; generally about 2 per week
Origin - sand and loam	Sandhill, upstream along the Demerara River
Stone	Purchased externally and transported to the site by barge
Materials received	Sand, loam and stone
Unloading equipment	Front-end loader/mobile material-handling equipment
Unloading destination	Designated sand, loam and stone stockpile areas
Night unloading	Not proposed under normal operations

During unloading, operators will work from stable designated surfaces and maintain controlled material-transfer paths. Material will not be intentionally discharged into the river. Housekeeping will be maintained along the wharf and landing area, and spilled material on operating surfaces will be recovered promptly. Appropriate marine safety equipment, including life jackets and life rings, will be maintained for personnel working at the riverfront.

Sand and Loam Storage and Sales

The facility is expected to receive, store and distribute approximately 12,000 tonnes of sand and loam per month combined. Maximum combined sand and loam inventory is estimated at approximately 1,000 tonnes at any one time. Stockpiles will be maintained within designated areas on prepared operating surfaces and separated by material type to prevent intermixing.

Water spraying will be used during dry or windy conditions to suppress dust. Internal vehicle speeds will be controlled, and loading/drop heights will be kept as low as practicable. Customer trucks will enter the facility, proceed to the designated loading area, receive the required material and exit through the controlled site access. Loaded trucks will be adequately contained or covered where there is a risk of material loss or windblown dust.

Stone Storage for Concrete Production

Stone required for concrete production will be purchased from external suppliers and transported to the site by barge. Stone will not initially be sold separately to customers. A maximum stockpile of approximately 400 tonnes is proposed. Stone will be stored separately from sand and loam and transferred to the concrete batching plant as required.

Runoff from the stone stockpile area will be directed through the site's sediment-control system before discharge. Stockpile management, housekeeping and dust suppression will be applied in the same manner as for the sand and loam areas.

Concrete Batching Plant

A Vinayak CCBP-30 concrete batching plant will be installed. The plant has a nominal rated capacity of approximately 30 m³/hour and will initially operate substantially below its maximum capacity. Initial average production is projected at approximately 320 m³/month.

Component	Project Information
Plant	Vinayak CCBP-30
Rated capacity	Approximately 30 m ³ /hour
Initial production	Approximately 320 m ³ /month
Aggregate bins	3
Cement silos	1
Concrete products	Typical 3,000, 4,000, 5,000 and 6,000 psi mixes
Mixer trucks	4 trucks, each approximately 8 m ³ capacity

Concrete production will involve proportioning stone, sand, cement, water and chemical admixture according to approved mix designs. Materials will be weighed or metered through the plant control system, mixed to the required specification and discharged into transit mixer trucks for delivery. Aggregate bins will be controlled to reduce dust, and the cement silo will be fitted with an appropriate high-efficiency dust filter/bag vent for pneumatic cement filling.

Estimated Raw-Material Requirements

For planning purposes, the following indicative consumption rates are carried forward from the batching-plant basis used for the company's comparable facility. Actual consumption will vary according to concrete strength, aggregate moisture and approved mix design.

Material	Planning rate; estimated at 320 m ³ /month
Cement	~350 kg/m ³ ; ~112 tonnes/month
Sand	~700 kg/m ³ ; ~224 tonnes/month
Stone/aggregate	~1,100 kg/m ³ ; ~352 tonnes/month
Process water	~180 L/m ³ ; ~57.6 m ³ /month
Admixture	~2.5 L/m ³ ; ~800 L/month

The sand and loam depot throughput is substantially larger than the batching plant's own sand requirement because the principal activity also includes direct sale and distribution of sand and loam. The 400-tonne stone stockpile is intended to support batching operations and replenishment will be scheduled according to production demand.

Utilities and Supporting Infrastructure

Water Supply

The primary water supply will be provided by Guyana Water Incorporated (GWI). No river water is proposed for concrete production or domestic use. Water will be required for concrete production, equipment and mixer washing, domestic use and dust suppression.

At initial production, direct concrete-mixing water is estimated at approximately 58 m³/month. Allowing for washdown, dust suppression and domestic consumption, total operational demand is preliminarily estimated at approximately 100-150 m³/month, depending on weather and production. Operational water storage will be provided to support continuity, cleaning and dust-control needs.

Electricity and Backup Generation

Primary electricity will be supplied by the Guyana Power and Light Inc. (GPL) network. One approximately 82.5 kVA standby generator will be available for backup power. The generator will be housed or enclosed with appropriate noise-abatement measures and operated only as required, limiting routine noise and exhaust emissions.

Fuel and Chemical Storage

Approximately 1,000 L of diesel will be stored in an above-ground tank for mobile equipment and operational needs. The tank will be installed within impermeable secondary containment sized to at least 110% of tank capacity, protected from vehicle impact and located away from drains and the river. Refuelling will occur on controlled hardstanding with spill-response materials immediately available.

Concrete admixture may be stored in compatible containers within a secure bonded area with secondary containment. Safety Data Sheets will be maintained onsite and staff handling chemicals will receive appropriate training.

Potential Environmental Impacts

1. Noise and Vibration

Construction noise will arise from pile driving, wharf construction, dredging, earthworks and operation of heavy equipment. Pile driving may also generate vibration and underwater noise in the immediate marine work area. These effects will be temporary and concentrated during the construction phase.

During operation, noise will arise from the batching plant, barge berthing and unloading, front-end loaders, excavator, trucks, mixer trucks and the standby generator. Normal commercial operations are proposed for daytime hours only. No nearby houses, schools or religious facilities have been identified by the proponent in the immediate project surroundings, which reduces the potential for significant community noise effects.

Workers may be exposed to elevated occupational noise levels around the batching plant and heavy equipment. Hearing protection and other appropriate PPE will be mandatory in designated high-noise areas.

2. Air Quality and Dust

Sand, loam and stone handling may generate fugitive dust during dry and windy conditions, particularly during unloading, stockpile formation, truck loading and vehicle movements on internal roads. The batching plant may also generate particulate matter during aggregate transfer and cement handling.

Gaseous emissions will principally arise from combustion of diesel fuel by barges, mobile equipment, trucks and the standby generator. These emissions are intermittent and will be minimized through preventive maintenance, avoidance of unnecessary idling and proper operation of equipment.

3. Water Quality, Turbidity and Sediment

Dredging and pile installation may temporarily disturb riverbed sediments and increase localized turbidity in the Demerara River. Poorly controlled dredged spoil or construction debris could also affect water quality. During operation, stormwater runoff from stockpiles and traffic areas may carry suspended solids if not adequately controlled.

Concrete production and mixer/equipment washing generate alkaline, sediment-rich wash water. Fuel, lubricants, waste oil and admixtures also present a potential contamination risk if spilled. The project therefore requires effective segregation, containment, settlement and spill-prevention

measures to prevent untreated process water or pollutants from reaching the river or external drainage system.

4. Waste Generation

The principal solid and hazardous waste streams expected from construction and operation include:

- General office and domestic waste, including paper, cardboard, plastics, food containers and residual food;
- Construction debris and packaging generated during wharf and site development;
- Empty cement bags and product/chemical containers;
- Sediment and hardened concrete recovered from controlled washout/settlement facilities;
- Used oils, oily rags, filters and other maintenance-related hazardous wastes; and
- Sanitary waste collected through the septic system.

5. Marine and Road Traffic

At the projected 12,000-tonne monthly sand and loam throughput, approximately eight loaded barge deliveries per month are anticipated when barges carry approximately 1,500 tonnes. Additional barge movements will occur for stone replenishment. Marine movements will be coordinated to maintain safe approach, berthing and departure from the wharf.

Road traffic will increase as customer trucks collect sand and loam and concrete mixer trucks leave the site for deliveries. Traffic will be managed through controlled entry/exit, designated loading areas, low internal speed limits and housekeeping to prevent material tracking onto public roads.

6. Spill and Emergency Risks

Potential incidents include diesel or lubricant spills, admixture releases, vehicle collisions, fire, material spillage and marine incidents at the wharf. Secondary containment, spill kits, fire extinguishers, controlled refuelling, staff training, emergency contact procedures and appropriate marine lifesaving equipment will be maintained onsite.

Proposed Mitigation Measures

Noise impacts

- The generator will be equipped with the necessary noise abatement measures and are placed in a designated enclosed room/area away from the working area (as much as possible) to reduce noise levels.
- Usage of silencers/mufflers on mobile equipment.
- Provide hearing protection to workers in designated high-noise areas and post appropriate signage
- All equipment will be serviced regularly, including the generators and conveyor, as is required based on the manufacturer's recommendations.
- Noise levels should be monitored quarterly at the locations as well as along the boundary lines of the facility. This is to ensure that noise levels are within the industrial limits of 100dB during the day and 80 dB at night as mandated by GNBS.
- Restrict normal commercial operations to daytime hours, approximately 8:00 a.m.-1:00 p.m., Monday-Saturday.
- Undertake pile driving and other high-noise construction activities during daytime hours.

Air quality

- Water-spray stockpiles, internal roads and active loading areas during dry or windy conditions.
- Install perimeter dust screens around the principal aggregate storage/handling area.
- Maintain covered aggregate bins and enclosed/controlled transfer points at the batching plant.
- Keep drop heights as low as practicable during aggregate transfer and avoid unnecessary double handling.
- Require loaded aggregate trucks to be adequately contained/covered before leaving the site where there is a risk of material loss or windblown dust.
- Maintain low internal vehicle speeds, generally not exceeding approximately 15 km/h.
- Maintain engines and exhaust systems to minimize visible smoke and unnecessary idling.

- Cement is stored in a fully enclosed bond to prevent dust generation.
- Dust screens will be installed around the receiving bins and hoppers and around the convey belt system to capture dust generated from the loading of materials into the batching plant.
- Material stockpiles will be covered when not in use to prevent dust generation and will be
- Workers exposed to dust generation or odor will be provided with the recommended Personal Protective Equipment such as dust masks or respirators.
- Trucks transporting materials will be covered.

Waste Generation

- General solid waste, including office waste and waste from small packaging, such as paper, cardboard and plastic and food waste such as boxes, wrappers, tins and bottles and residual food, are collected in garbage bins placed around the facility.
- Waste is collected twice weekly by a third-party contractor and disposed of at approved dumpsite.
- Hazardous oily wastes generated from servicing vehicles and machinery are collected in drip pans and stored in drums in a designated area of the facility.
- Waste generated from site operations, such as empty cement bags, adhesives, and empty containers, is taken by a third-party contractor for disposal.
- Waste from the toilets is collected via septic tanks. Effluent from the septic tanks is discharged via a filter bed. The septic tanks are emptied by a third-party sewage.
- Remove accumulated sediment and hardened concrete from settlement/washout facilities and reuse or dispose of it appropriately.

Water Quality

- Limit dredging to the minimum footprint and depth necessary for safe barge access and undertake works in a controlled manner to minimize unnecessary disturbance.
- Keep dredged material within a contained placement area or transport it to an approved location; prevent direct return of unconsolidated spoil to the river.
- Use silt-control measures, temporary berming or equivalent controls where practical during earthworks adjacent to the river.
- Maintain the revetment and rock protection to reduce riverbank erosion and loss of site material.
- All runoff from stockpiles, operational areas, wash bay, and process-related water is channeled to the settlement ponds and before being discharged into the external drainage system.
- Inspect and clean sediment traps and ponds at appropriate intervals to maintain capacity and effectiveness.
- Route potentially oil-contaminated drainage through an oil/water separator where appropriate.
- Lubricant, waste oil, and other hazardous materials are stored within contained and impervious areas.
- Sewage from the toilets is channeled to septic tanks for treatment and storage.
- Spill kits will be available to be utilized if a spill occurs.
- Aggregates are stored within large, concrete bays, which contain some of the sediments contained in runoff.
- Conduct water quality monitoring on a quarterly basis to ensure water quality is optimum.

Environmental Monitoring

The operator will maintain routine environmental inspections covering dust, drainage, sediment controls, concrete washout, fuel/chemical storage, waste areas and housekeeping. Noise and water-quality monitoring will be undertaken as required by the Environmental Permit or other applicable regulatory approvals. Records of incidents, complaints, waste removal, spill response and corrective actions will be maintained onsite.

Marine Operations and Wharf Safety

- Keep the wharf deck and material-transfer areas clear of loose material and recover spills promptly.
- Maintain adequate lighting for safety, while routine unloading is restricted to daytime operations.
- Prevent deliberate discharge of sand, loam, stone, waste or chemicals into the Demerara River.
- Provide life jackets, life rings and other appropriate lifesaving equipment for personnel working at or over the river.
- Coordinate barge approach, berthing and departure using competent personnel and safe marine operating procedures.

Public Consultations/Meetings

Construction will commence only after receipt of the Environmental Permit and other applicable regulatory approvals. Royal Group of Companies Inc. will maintain engagement with the relevant authorities throughout project development, construction and operation. Depending on final permitting requirements, these may include the Environmental Protection Agency, the relevant Regional Democratic Council/local authority, the Central Housing and Planning Authority, the Sea and River Defence Board, the Maritime Administration Department and utility/service agencies.

No nearby houses, schools, businesses or religious facilities have been identified by the proponent in the immediate project surroundings. Nevertheless, the company will cooperate with the EPA and other authorities on any consultation or public-notification requirements and will maintain a mechanism for receiving and addressing environmental complaints during construction and operation.

Conclusion

Royal Group of Companies Inc. proposes an integrated riverfront sand and loam receiving, storage, sales and ready-mix concrete facility at Plantation Maria's Lodge, Wales, supported by a reinforced-concrete piled wharf, riverfront revetment and dredged marine approach on the Demerara River. The project will provide a direct logistics link between upstream sand and loam sources and the West Bank/coastal construction market while supporting local ready-mix concrete production.

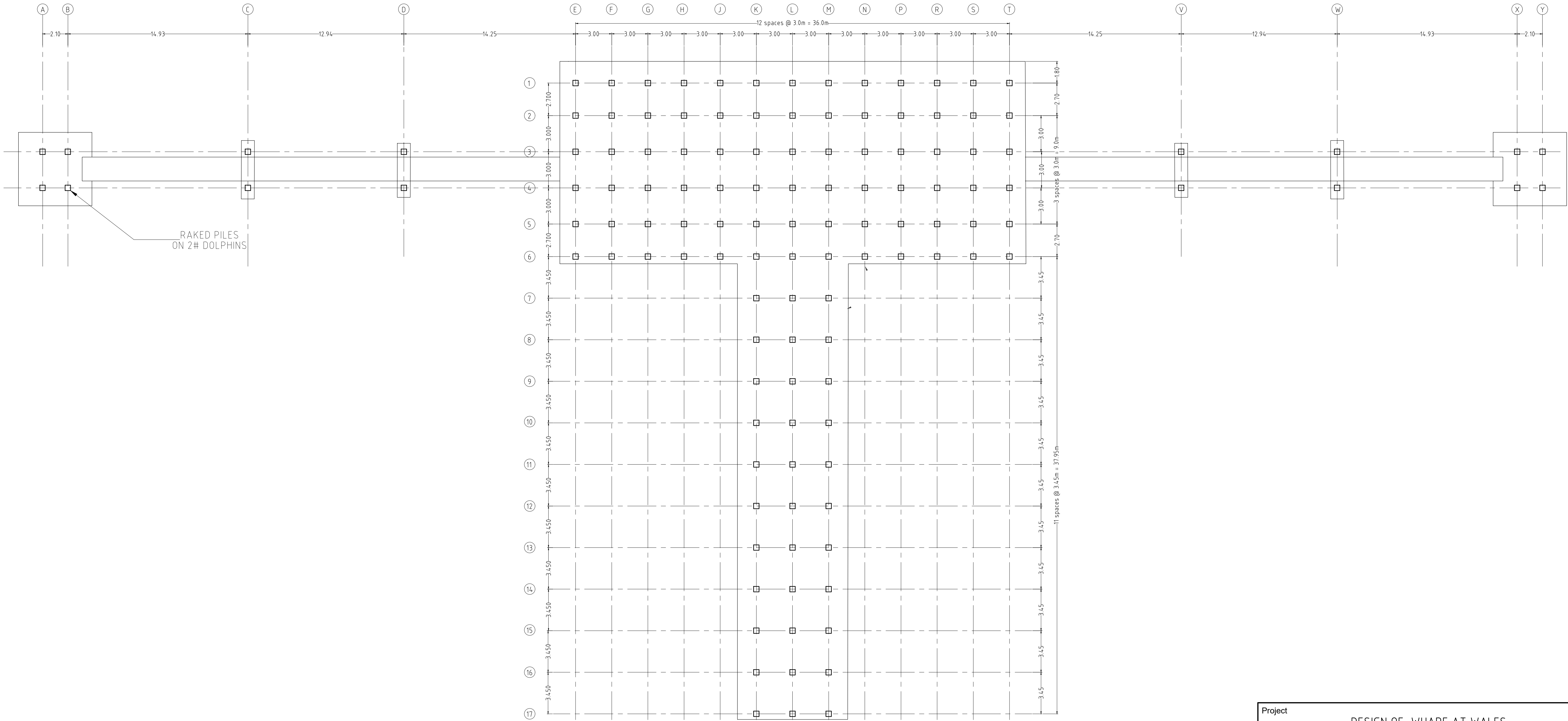
The principal environmental risks are identifiable and can be controlled using standard engineering and environmental-management practices. Particular emphasis will be placed on controlled dredging and pile construction, turbidity and sediment management, dust suppression, stormwater control, containment and treatment of concrete wash water, spill prevention, safe fuel and chemical storage, proper waste management, daytime operations and worker/marine safety.

With implementation of the mitigation, monitoring and emergency measures described in this Project Summary, the development is expected to operate with localized and manageable environmental effects. Royal Group of Companies Inc. will comply with the conditions of the Environmental Permit and other applicable regulatory approvals throughout construction and operation.

Appendix – Revetment and Wharf Design / Drawing



Consultants:	Client: INTERNATIONAL IMPORT AND SUPPLIES 15 GARNETT ST, CAMPVELLVILLE, GEORGETOWN.
--------------	---



PILE LAYOUT
127 # 450MM x 450MM PRECAST PRESTRESSED
CONCRETE PILES x 34.0M LONG

ProjectDESIGN OF WHARF AT WALES									
TitlePILE LAYOUT						ScaleN.T.S	Status-		
LocationWALES, WEST BANK DEMEMRARA						Rev.-	Sheet No.1 of 1		
Rev	Date	Drawn	Description				Ch'k'd	App'd	
-	-	-	-				-	-	
Date		FEBRUARY 2026		Designed		-	-	Eng.Chk.	-
				Dwg.Chk.		-	-	Approved	J.O
				Drawn		J.O.	J. OUDKERK	Drawing No.	-

Consultants:

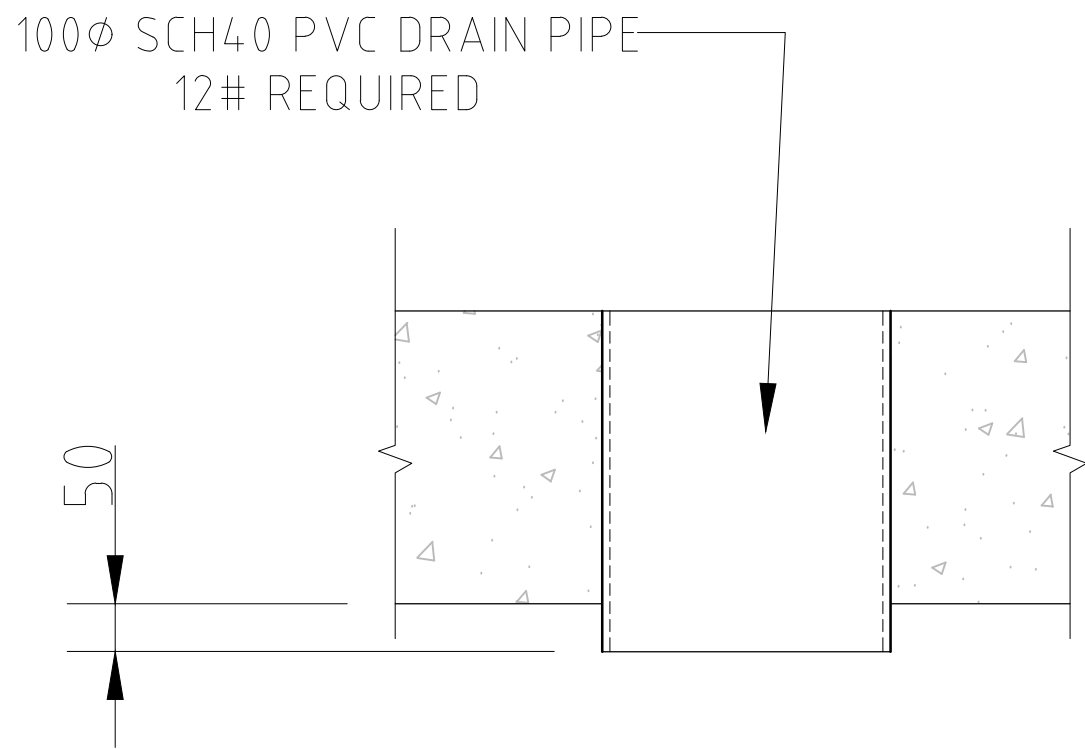
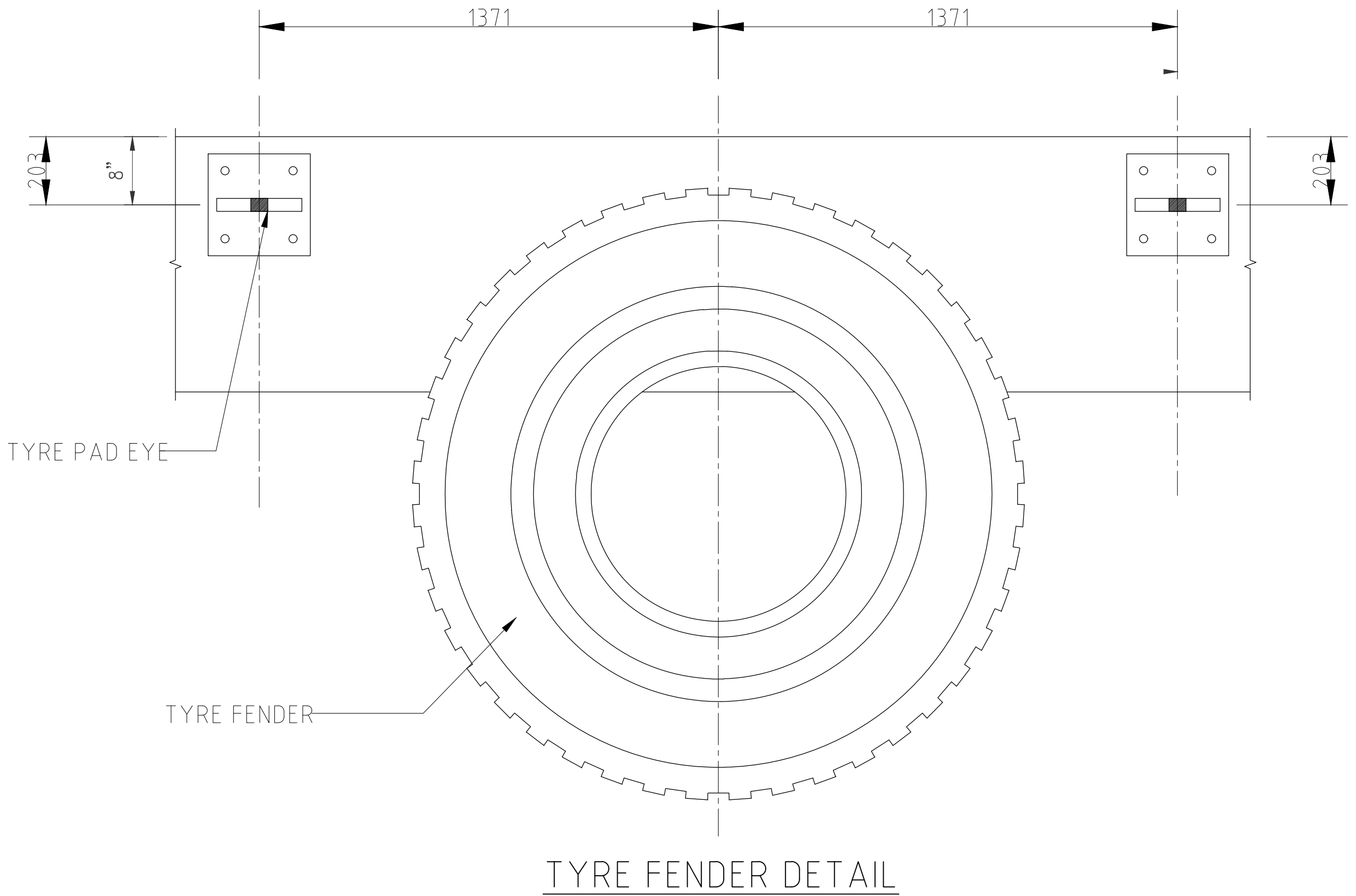
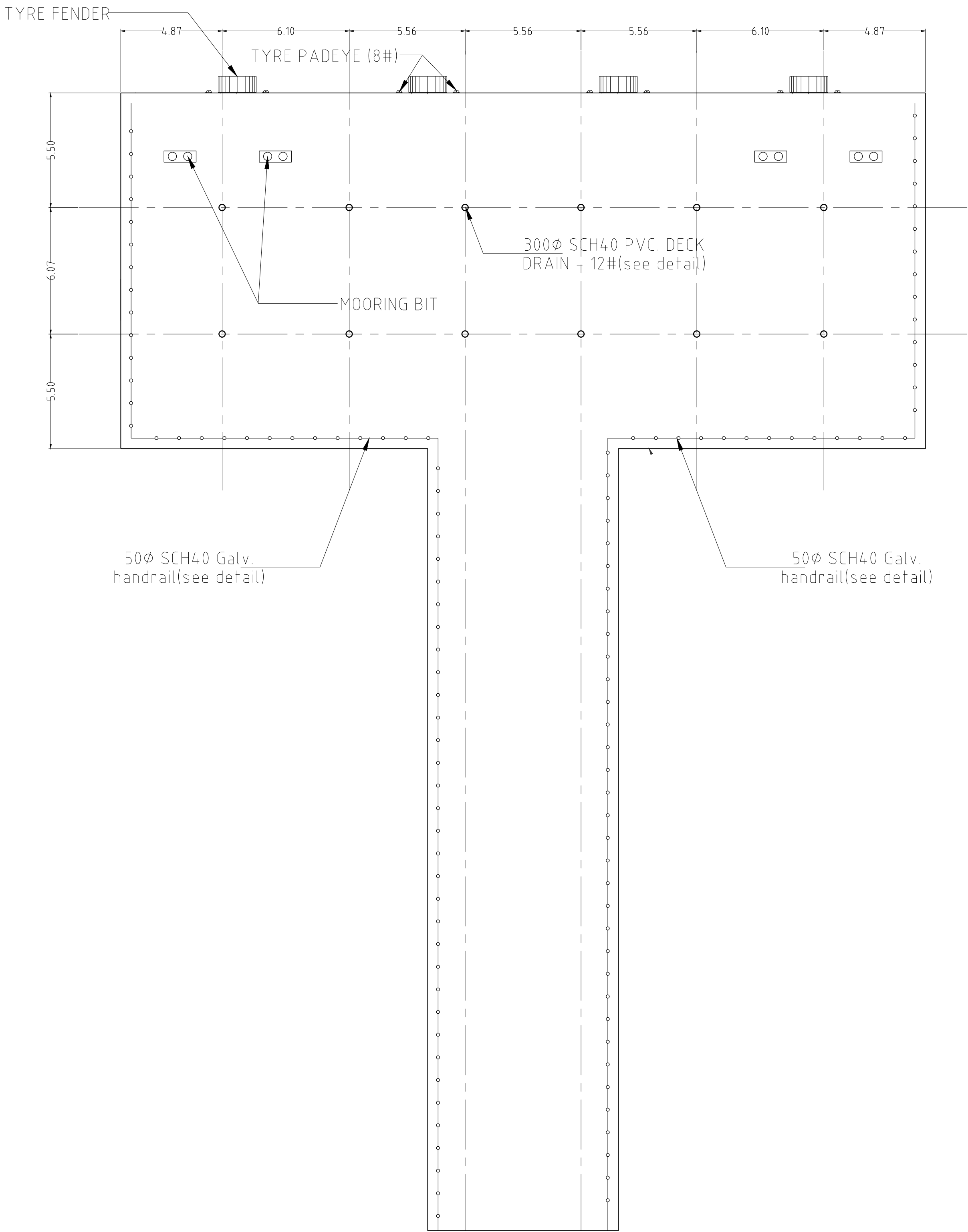
Client:

INTERNATIONAL IMPORT AND SUPPLIES
15 GARNETT ST,
CAMPVELLVILLE,
GEORGETOWN.

- NOTES
- LEGEND
1. FINAL ALIGNMENT OF WHARF TO BE AGREED UPON BY THE CLIENT WITH TECHNICAL ADVICE OF THE ENGINEER

2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED

REFERENCE STANDARDS			



DECK DRAINAGE, GUARDRAIL & APPLIANCE LAYOUT

Project							DESIGN OF WHARF AT WALES				
Title					Scale		Status				
DECK DRAINAGE, GUARD RAIL & APPLIANCE LAYOUT					N.T.S		-				
Location					Rev.		Sheet No.				
WALES, WEST BANK DEMEMRARA					-		1 of 1				
Rev	Date		Drawn	Description				Ch'k'd	App'd		
-	-		-	-				-	-		
Designed		-	-		Eng.Chk.	-	-				
Dwg.Chk.		-	-		Approved	JO	J. OUDKERK				
Drawn		J.O.	J. OUDKERK		Drawing No.		-				

Consultants:

Client:

INTERNATIONAL IMPORT AND SUPPLIES
15 GARNETT ST,
CAMPVELLVILLE,
GEORGETOWN.

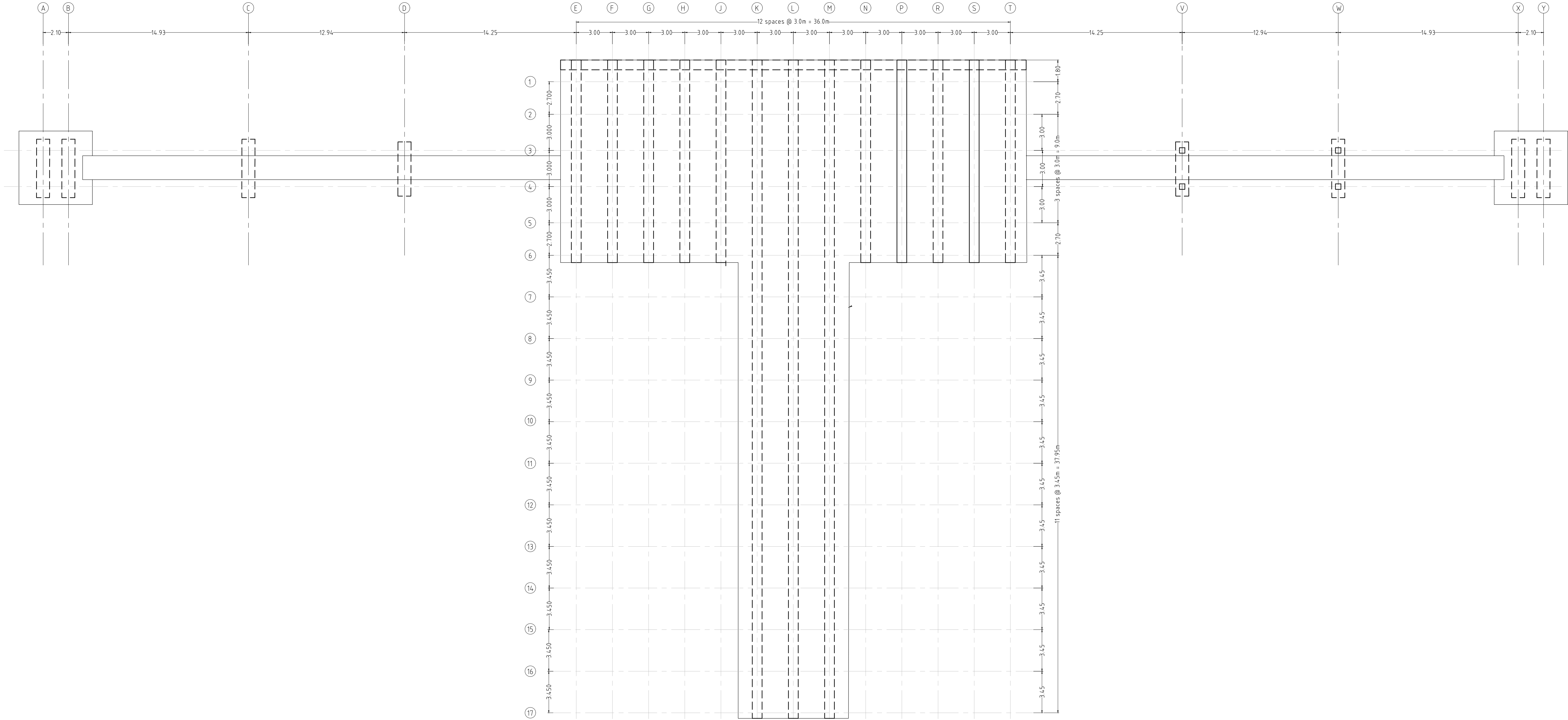
NOTES

1. FINAL ALIGNMENT OF WHARF TO BE AGREED UPON BY THE CLIENT WITH TECHNICAL ADVICE OF THE ENGINEER
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED

LEGEND

REFERENCE STANDARDS

DateFEBRUARY 2026



DECK BEAM LAYOUT

Project										DESIGN OF WHARF AT WALES													
Title										DECK DRAINAGE, GUARD RAIL & APPLIANCE LAYOUT										Scale		Status	
																				N.T.S.		-	
Location										WALES, WEST BANK DEMEMRARA										Rev.		Sheet No.	
																				-		1 of 1	
Rev		Date		Drawn		Description						Ch'k'd		App'd									
-		-		-		-						-		-									
Designed		-		-		Eng.Chk.				-		-											
Dwg.Chk.		-		-		Approved				JO		J. OUDKERK											
Drawn		J.O.		J. OUDKERK		Drawing No.						-											

Consultants:

Client:

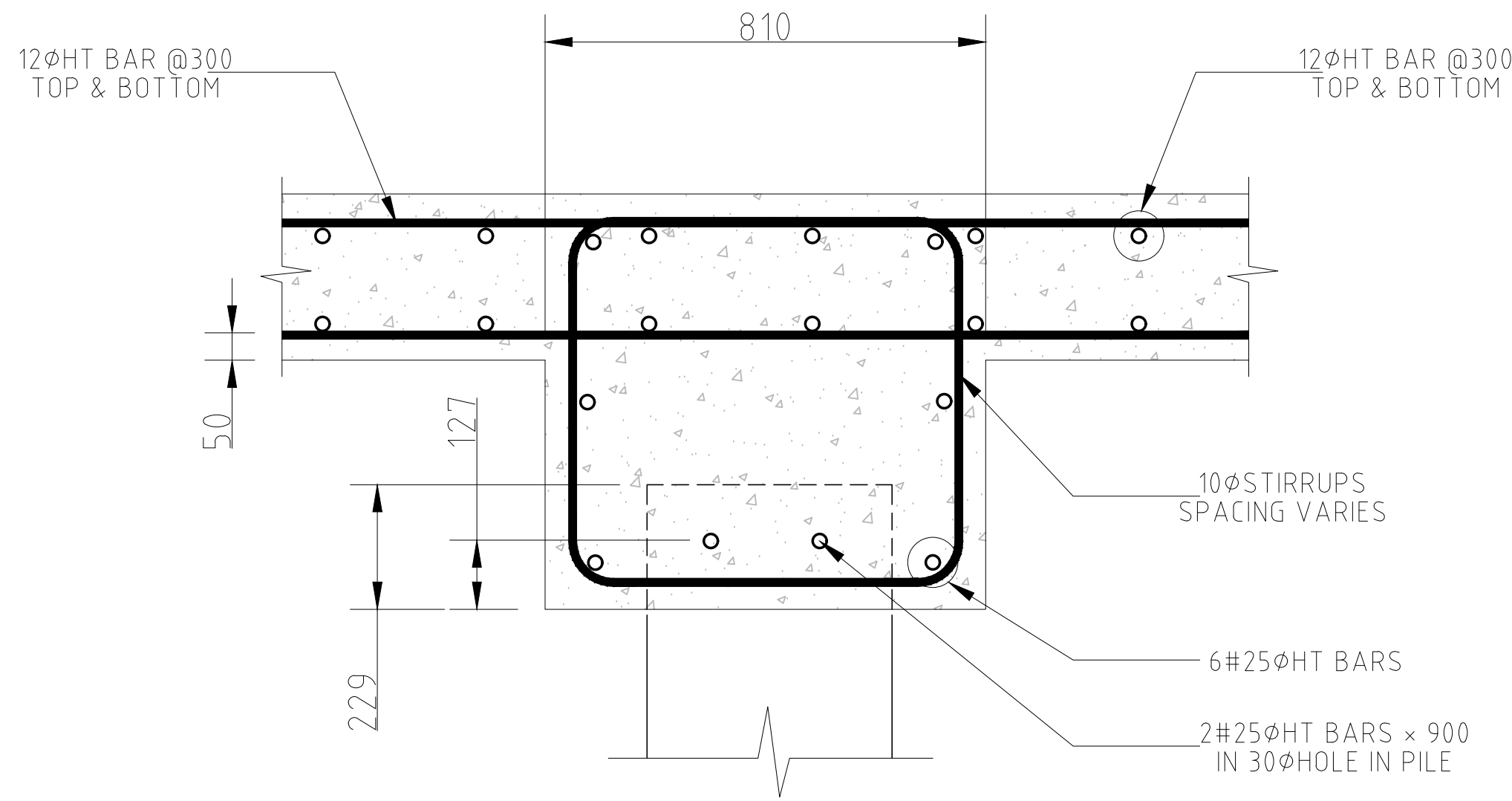
INTERNATIONAL IMPORT AND SUPPLIES
15 GARNETT ST,
CAMPVELLVILLE,
GEORGETOWN.

NOTES

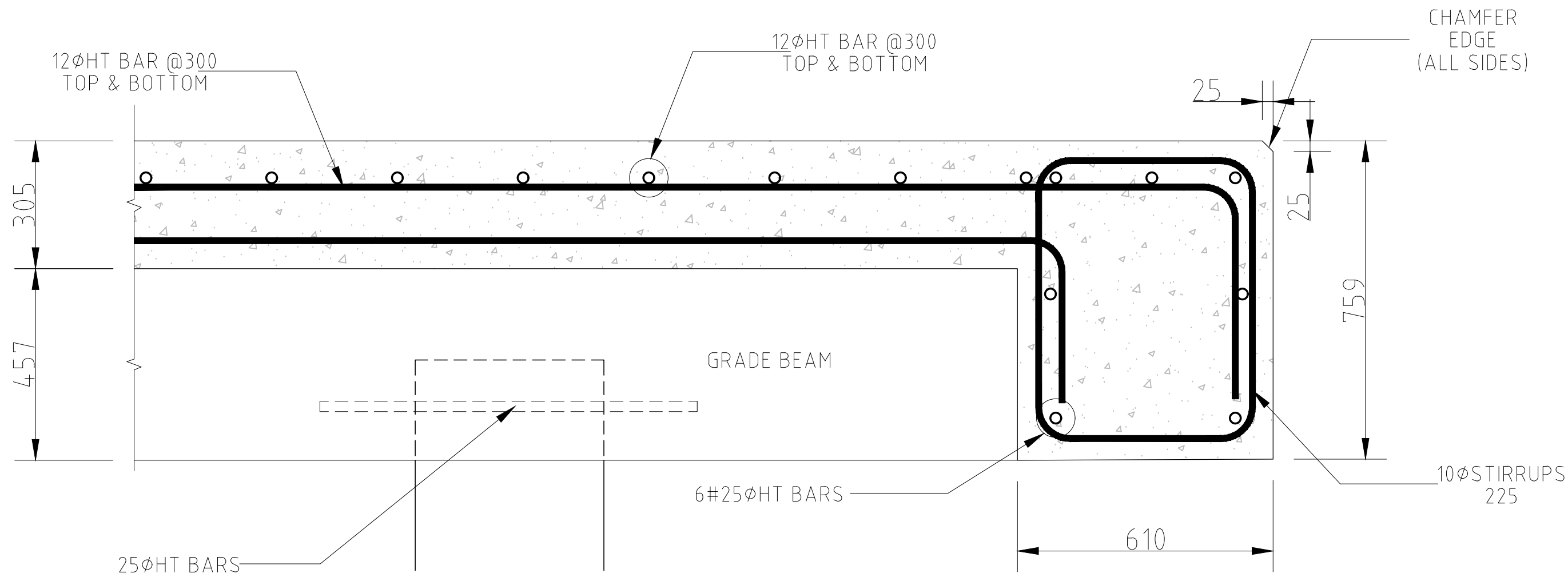
1. FINAL ALIGNMENT OF WHARF TO BE AGREED UPON BY THE CLIENT WITH TECHNICAL ADVICE OF THE ENGINEER
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED

LEGEND

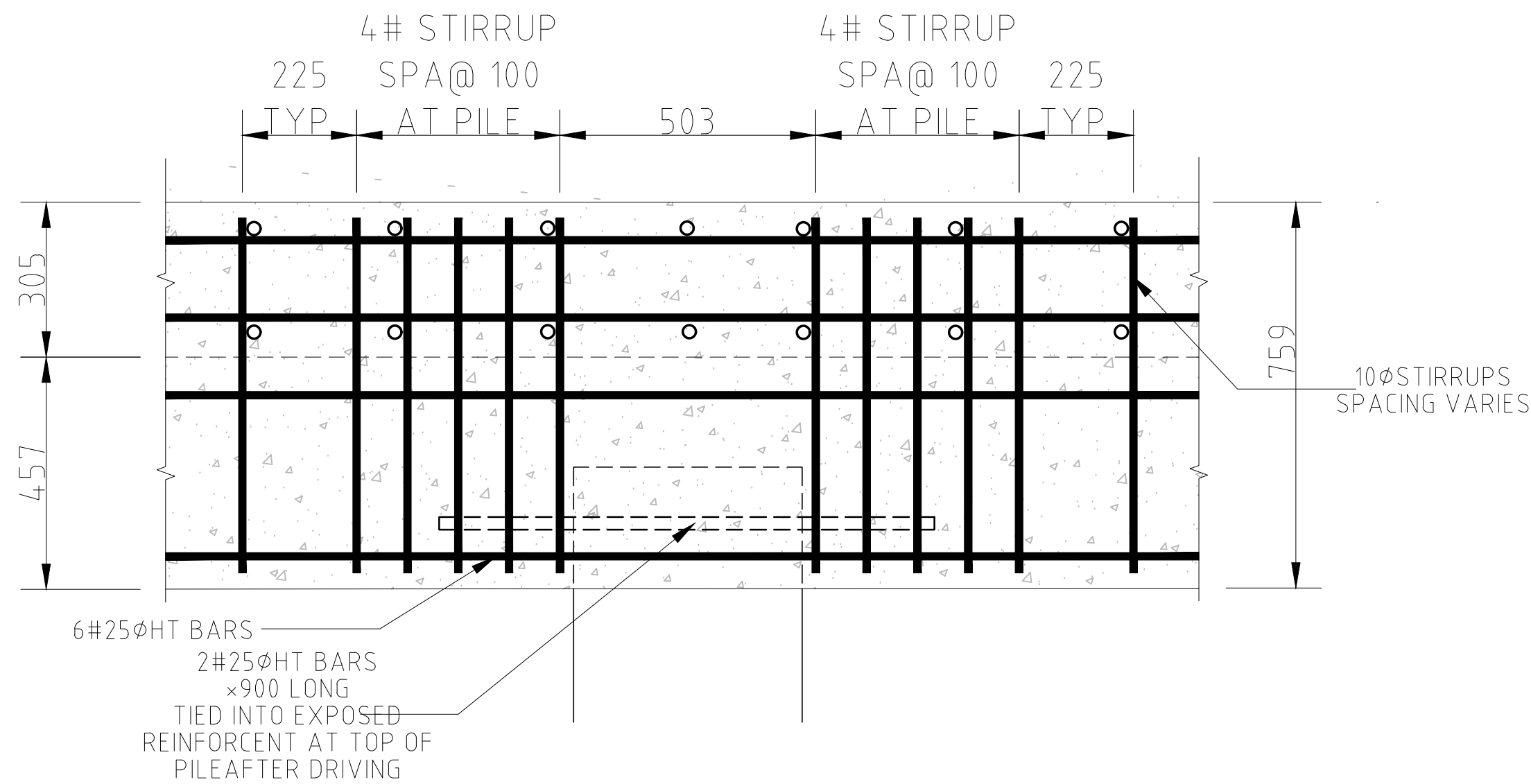
REFERENCE STANDARDS



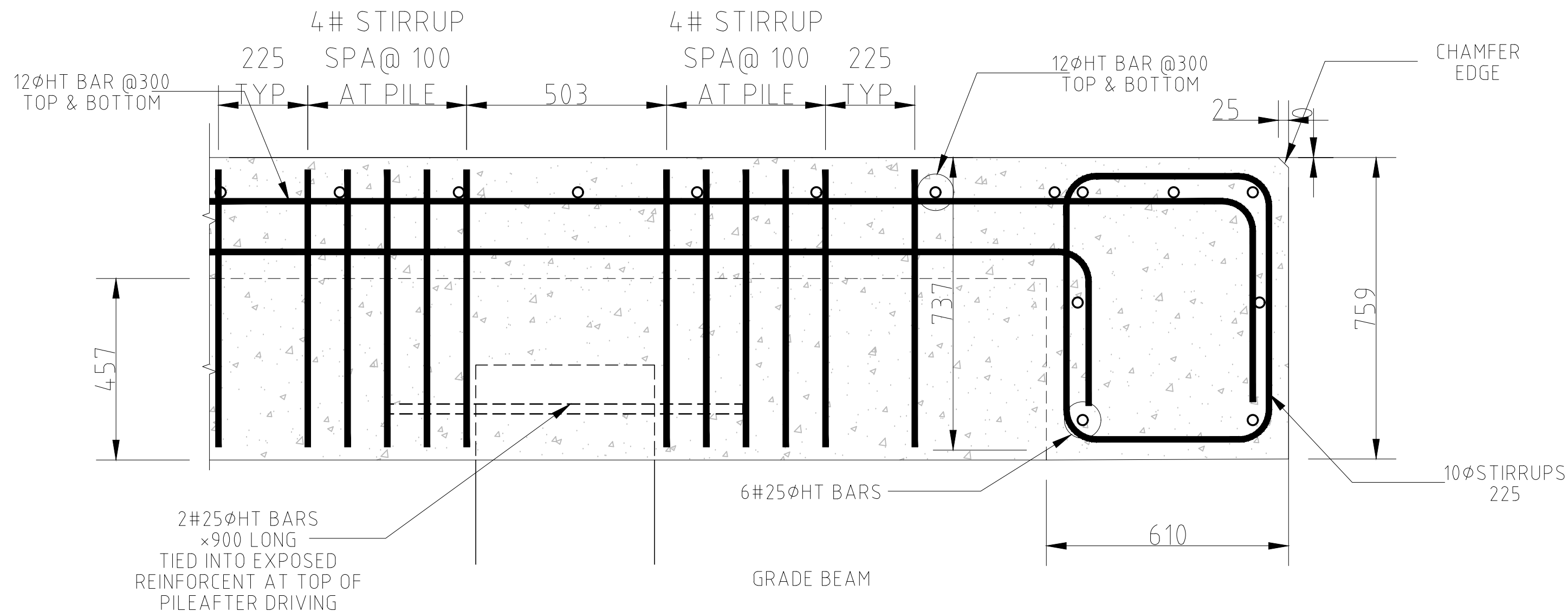
DECK SECTION THRU GRADE BEAM



SECTION THRU END BEAM(TYP.)



DECK SECTION ALONG GRADE BEAM(TYP.)



SECTION ALONG & THRU END BEAM(TYP.)

Project									
DESIGN OF WHARF AT WALES									
Title						Scale	Status		
BEAM REINFORCEMENT DETAILS						N.T.S	-		
Location						Rev.	Sheet No.		
WALES, WEST BANK DEMEMRARA						-	1 of 1		
Rev	Date		Drawn	Description				Ch'k'd	App'd
-	-		-	-				-	-
Designed		-		-		Eng.Chk.	-	-	
Dwg.Chk.		-		-		Approved	JO	J. OUDKERK	
Drawn		J.O.		J. OUDKERK		Drawing No.		-	

Consultants:

Client:

INTERNATIONAL IMPORT AND SUPPLIES
15 GARNETT ST,
CAMPVELLVILLE,
GEORGETOWN.

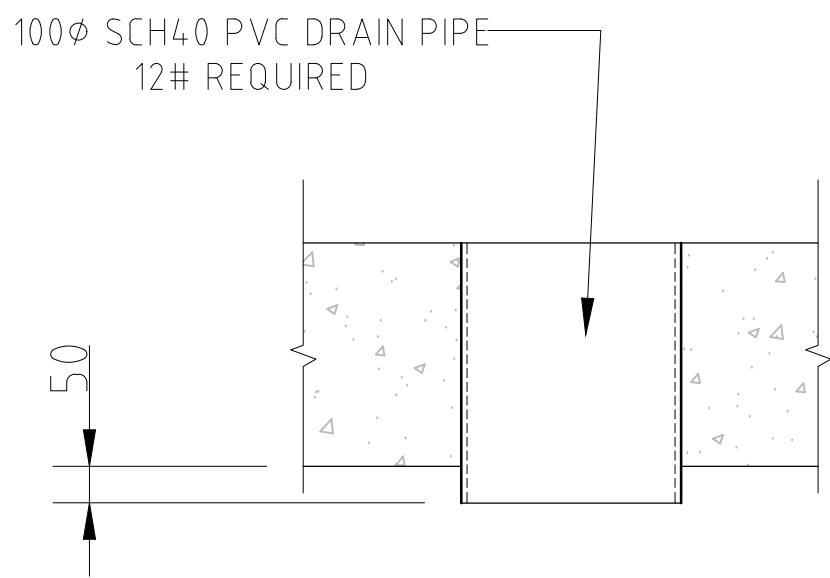
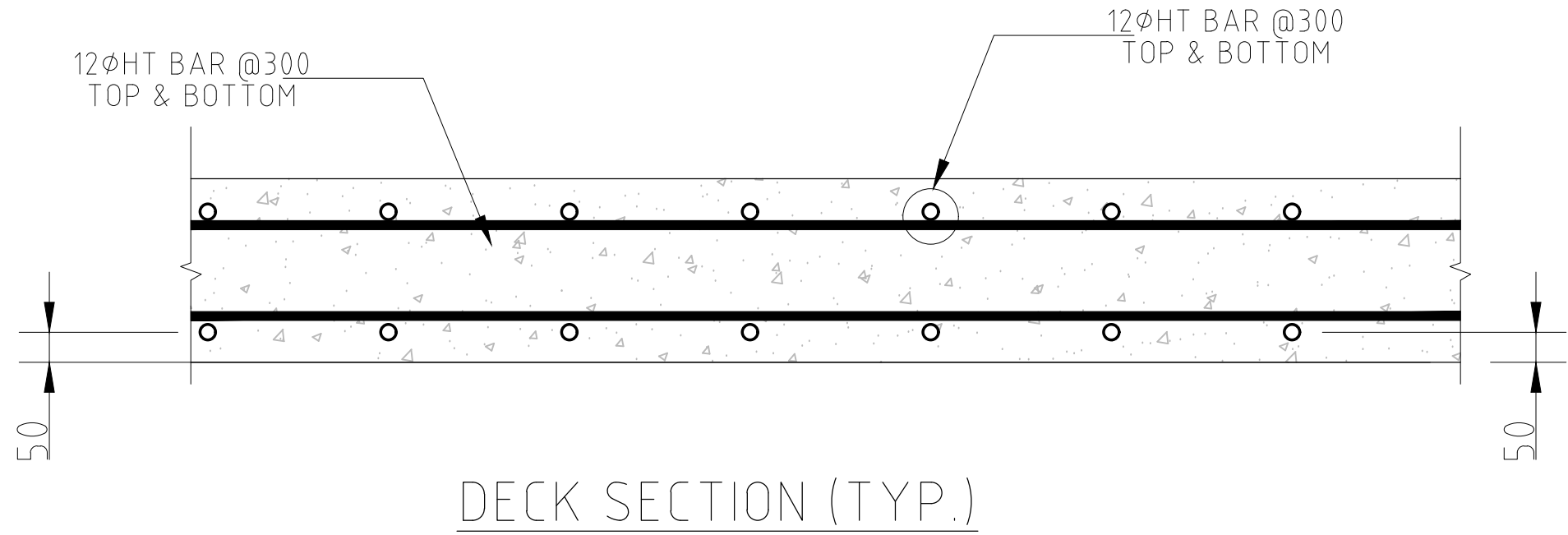
NOTES

1. FINAL ALIGNMENT OF WHARF TO BE AGREED UPON BY THE CLIENT WITH TECHNICAL ADVICE OF THE ENGINEER
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED

LEGEND

REFERENCE STANDARDS

Date FEBRUARY 2026



										Project																									
										DESIGN OF WHARF AT WALES																									
										Title						Scale		Status																	
										DECK REINFORCEMENT DETAILS						N.T.S		-																	
										Location						Rev.		Sheet No.																	
										WALES, WEST BANK DEMEMRARA						-		1 of 1																	
Consultants:				Client:				NOTES				LEGEND				REFERENCE STANDARDS				Rev	Date	Drawn	Description		Ch'k'd	App'd									
																				-	-	-	-		-	-									
																				Date				FEBRUARY 2026				Designed		-		-	Eng.Chk.	-	-
																								Dwg.Chk.		-		-	Approved	JO		J. OUDKERK			
																								Drawn		J.O.		J. OUDKERK	Drawing No.				-		