

ROYAL LOGISTICS INC.

PROJECT SUMMARY



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

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Executive Summary

Royal Logistics Inc. proposes to develop an integrated riverfront aggregate depot and ready-mix concrete facility on approximately 12 acres of undeveloped land at Moleson Creek, Region 6, on the left bank of the Corentyne River. The project is intended to receive stone produced at the company's quarry approximately 160 km upstream, store and sell graded aggregates to the local construction market, and use a portion of the aggregate as feedstock for value-added ready-mix concrete production.

The development will comprise a timber revetment and barge landing/ramp, a dredged access/landing area, bulk aggregate stockpiles, a 100-ton weighbridge, a Vinayak CCBP-30 concrete batching plant rated at 30 m³/hour, four 8 m³ concrete mixer trucks, material-handling equipment, drainage and sediment-control facilities, a wash bay, fuel and admixture storage, utilities, parking and supporting site infrastructure. The estimated capital investment is approximately G\$225 million.

Aggregate will generally arrive by self-propelled barge two to three times per week. A typical barge has a nominal capacity of about 1,600 tonnes and is expected to deliver approximately 1,500 tonnes of material per trip. The facility is expected to handle approximately 12,000-15,000 tonnes of aggregate per month, with a maximum on-site storage capacity of approximately 5,000 tonnes. Ready-mix concrete production is initially projected at approximately 320 m³ per month, with plant capacity available for future growth.

The principal environmental aspects are temporary turbidity and noise during revetment construction and dredging; dust from aggregate handling and stockpiles; 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 washout, dust suppression, perimeter dust screening, secondary containment for fuels and chemicals, spill-response equipment and controlled waste disposal.

The site is separated from the nearest identified residential/community area at Crabwood Creek by approximately 6.8 km, reducing the potential for significant community noise and dust effects. No mangrove removal is proposed. With the mitigation and monitoring measures described in this Project Summary, the anticipated environmental effects are expected to be localized and manageable.

Project at a Glance

Item	Project Information
Applicant	Royal Logistics Inc.
Location	Moleson Creek, Region 6; left bank of the Corentyne River
Site area	Approximately 12 acres
Principal activities	Revetment/barge landing; bulk aggregate storage and sales; ready-mix concrete production
Investment	Approximately G\$225,000,000
Construction period	Approximately November 2026 to February 2027; principal revetment works about two months
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
Aggregate throughput	Approximately 12,000-15,000 tonnes/month
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 roads, housing, drainage, bridges, industrial facilities and other civil works creates sustained demand for reliable supplies of construction aggregates and ready-mix concrete. Royal Logistics Inc. proposes to establish a river-served stone depot at Moleson Creek to improve the movement of aggregate from its upstream quarry to the coastal construction market and to create a value-added outlet through local concrete production.

The Corentyne River provides the primary bulk-transport route between the quarry and the proposed depot. Transporting aggregate in large barge loads reduces the number of long-distance road-haul movements that would otherwise be required. At Moleson Creek, material will be landed, graded stockpiles maintained, customer trucks loaded and weighed, and a portion of the aggregate transferred to the batching plant for concrete production.

The project therefore integrates three related components:

- (i) Construction and Operation of Revetment / Wharf Facility
- (ii) Concrete Batching Plant; and
- (iii) Bulk Aggregate Storage (Stone)

Project Site and Surrounding Environment

The project site is located at Moleson Creek in Region 6 on the left bank of the Corentyne River. The property description for the project commences at a paal approximately 325 roods above the mouth of Moleson Creek. The overall site area is approximately 12 acres.

The land is presently unoccupied and undeveloped and is intended to be owned by Royal Logistics Inc., with transfer from the vendor in process. Site development will require clearing and filling across the operational footprint. No mangrove removal is proposed.

Direction	Adjacent/nearby feature
North	Unoccupied property
South	Unoccupied property
East	Corentyne River
West	Main access road
Nearest identified community/residence	Crabwood Creek, approximately 6.8 km away
Nearby activity	Suriname Ferry Service
Sensitive receptors	No nearby schools, hospitals or religious facilities identified within the immediate project surroundings

The immediate river margin is characterized by a mud flat. The engineering design therefore provides for a stabilized revetment and a dredged/maintained landing area to allow the design barge to approach the facility. No sensitive aquatic or ecological features have been identified by the proponent in the immediate project area, and no fishing activity has been reported adjacent to the site.

Description of the Proposed Development

Overall Site Development

The site will be developed as a stone depot and concrete production facility. Aggregate produced at the company's quarry upstream on the Corentyne River will be transported by self-propelled barge to Moleson Creek. The barge will approach the revetment/barge ramp, where material will be discharged using mobile loading equipment. Aggregate will then be transferred either directly to customer trucks or to designated stockpile areas. Selected aggregate and sand will be supplied to the concrete batching plant.

- Construction of the timber revetment, river protection and barge landing/ramp.
- Dredging and maintenance of the approach/landing area to provide sufficient access for the operational barge.
- Site clearing, filling, compaction and formation of internal roads and operating surfaces.
- Development of bulk aggregate stockpile areas with perimeter dust screening.
- Installation of a 100-ton weighbridge for aggregate dispatch control.
- 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 Barge Landing

The riverfront works are based on the conceptual engineering drawings supplied for the Moleson Creek site. Approximately 185 ft (about 56 m) of riverbank will be protected. The principal structure is a timber revetment incorporating greenheart piles and sheet piling, anchor rods, rock protection and pile clusters. A barge ramp is integrated into the riverfront arrangement.

The drawings indicate 400 mm diameter greenheart piles, double-ply greenheart sheet piles, 32 mm diameter mild-steel anchor rods and seven-pile clusters. The pile clusters are intended to provide protection and controlled berthing at the landing area. The final length of the 400 mm greenheart piles will be determined after test pile driving, consistent with the design notes. Riprap/rock protection, geotextile, timber, tar and gabion materials may be used as part of the riverbank protection system.

The existing river margin is a mud flat and dredging is required to establish and maintain a navigable approach/landing pocket for the barge. Dredging will be undertaken with suitable

equipment such as a dragline and excavator. Dredged material will be handled in a controlled manner and placed only at an approved or technically suitable contained location so that it cannot wash directly back into the river. No deliberate filling into the active river channel is proposed.

Barge Operations and Aggregate Landing

Parameter	Operational Basis
Barge type	Self-propelled bulk-material barge
Nominal barge capacity	Approximately 1,600 tonnes
Typical cargo	Approximately 1,500 tonnes of stone per trip
Draft	Approximately 12 ft
Frequency	Approximately 2-3 arrivals per week
Origin	Company quarry approximately 160 km upstream on the Corentyne River
Materials received	Stone/aggregate and sand
Typical unloading period	Approximately 4 hours per barge
Unloading equipment	Front-end loader/mobile material-handling equipment
Unloading destination	Directly to stockpiles and/or customer/company trucks
Night unloading	Not proposed under normal operations

During unloading, the loader operator will work from stable designated surfaces and maintain a controlled discharge path. Material will not be intentionally pushed or discharged into the river. Housekeeping will be maintained along the landing edge, and any aggregate spilled on the operating surface will be recovered promptly. Marine safety equipment, including life jackets and life rings, will be maintained for personnel working at the riverfront.

Bulk Aggregate Storage and Sales

The depot will store several aggregate gradations, including 1/2-inch minus, 1/2-inch stone, 3/4-inch minus, 3/4-inch stone and crusher run. The maximum aggregate storage capacity is estimated at approximately 5,000 tonnes, with a typical average inventory of approximately 1,500 tonnes. Expected throughput is approximately 12,000-15,000 tonnes per month.

Stockpiles will be formed on a compacted gravel operating surface and separated by product type. An industry-standard operational stockpile height of approximately 4-5 m is proposed unless the final site layout or equipment operating envelope requires a lower height. Perimeter dust screens will be installed, and water spraying will be used during dry and windy conditions. Two front-end

loaders, one excavator and approximately four trucks are expected to support material handling and dispatch.

Stone will be sold directly from the facility. Customer trucks will enter the site, proceed to the loading area, be loaded with the required product and use the 100-ton weighbridge for dispatch control. Approximately 25 aggregate-truck movements per operating day are anticipated, subject to market demand.

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 16 m³/day or 320 m³/month, with an indicative practical monthly capacity of approximately 1,280 m³ under an expanded operating schedule.

Component	Project Information
Plant	Vinayak CCBP-30
Rated capacity	30 m ³ /hour
Initial production	Approximately 16 m ³ /day; 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 pump	Not included initially; possible later investment based on market

Concrete production will involve proportioning aggregate, 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. Covered aggregate bins will be used, and the cement silo will be fitted with an appropriate high-efficiency dust filter/bag vent as an industry-standard control for pneumatic cement filling.

Estimated Raw-Material Requirements

Where final production mix designs are not yet available, the following planning estimates are based on representative ready-mix concrete consumption rates of approximately 350 kg cement, 700 kg sand, 1,100 kg coarse aggregate, 180 L water and 2.5 L admixture per cubic metre. Actual consumption will vary by concrete strength, aggregate moisture and approved mix design.

Material	Industry-average 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

These figures are planning estimates only. The aggregate depot throughput is much larger than the batching plant's own aggregate requirement because the principal activity is also the direct sale and distribution of stone.

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. Potable water will be treated through an appropriate filtration system. 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. A minimum operational storage reserve of approximately 10-20 m³ is recommended to provide continuity during interruptions and support cleaning/dust-control needs.

Electricity and Backup Generation

The primary electricity supply is proposed to be provided by GPL, for which an application has been submitted. One approximately 82.5 kVA standby generator will be available. The generator will be housed in a sound-attenuating enclosure and operated only as required, thereby limiting routine noise and exhaust emissions.

Fuel and Chemical Storage

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

Concrete admixture, including Plastol-type admixture, may be stored up to approximately 2,000 L in a bonded/secure warehouse. Liquid chemicals will be stored in compatible containers within secondary containment. Safety Data Sheets will be maintained onsite and staff handling chemicals will receive appropriate training.

Potential Environmental Impacts

1. Noise Impacts

The operation of the barge, concrete batching plant, heavy equipment and dump truck transporting stone has the potential to increase noise levels within the area. However, it should be noted that the project site is not within the immediate vicinity of any residential area. The area is generally uninhabited.

The most significant sources of noise generation source will be associated with the operation of the concrete batching plants. The noise-generating sources involve various components of the plants, which include,

- In the mixing process of the mixer, the sand and gravel collide within the agitator.
- Discharging from the hopper to the trucks.
- Mixer trucks receive raw materials and prepare their load.
- The diesel generators utilized to provide power to support the production process.
- Machinery utilized in the operation, such as front-end loaders and concrete trucks.

Given that the batching plant is only operational when orders for concrete mixtures are received there is no major continuous source of noise.

Noise generation from the mooring of the barge, offloading via loaders and loading of stone into dump trucks are expected to be minimal and intermittent.

During the operation, the batching plant workers are exposed to relatively high levels of noise. Workers are at risk of adverse effects of noise exposure, including hearing loss, when noise exposure is at or above 85 decibels averaged over 8 working hours. Plant workers will be provided with Personal Protective Equipment (PPEs) with hearing protection to limit exposure to excessive noise and the use of PPEs will always be mandatory. This is to ensure that workers aren't exposed to adverse noise, in line with safe work limits.

Air quality

The plant operations utilize primarily stone and sand. The materials will be stockpiled on-site in storage bays in a designated area to avoid contamination and intermingling with adjacent materials. During dry and windy conditions stockpiles of these dry loose aggregates, particularly sand, would result in emissions of particulate matter. Cement utilized in the process is stored in an enclosed bond, which prevents dust from the storage of this material. The process of loading the materials into the bins and the transport via the conveyor system can generate significant amount of particulate matter.

Sometimes materials such as sand and cement are spilled within the compound during the operational process and over time this material can build up. During dry and windy conditions, these materials can generate some amount of dust, especially with vehicles and machinery traversing the compound.

Gaseous emissions from activities are from the combustion of fuel from the vehicles and machinery utilized, and from the generators are also ways in which can also impact air quality.

Waste Generation

There will not be any significant generation of solid waste and hazardous waste by operation of the batching plant. The main sources of waste generated, and the management strategies are outlined below:

1. 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.
2. Waste from the toilets is collected via septic tanks.
3. Hazardous oily waste generated from servicing vehicles and machinery will collect in drip pans and stored in drums in a designated area of the facility.
4. Other waste generated from site operations, such as empty cement bags and adhesive containers.

Water Quality

Wastewater is discharged from the facility into the environment is a byproduct of such an operation. The main sources of wastewater discharged from the facility include:

- Effluent from the sediment ponds that receive water from the batching plant and aggregate stockpiles' runoff.
- Stormwater and surface runoffs from the wash bay, dust suppression mechanism, and the general cleaning of the facility and equipment, which will be drained into internal drainage.
- Effluent from sanitary facilities (toilets and bathrooms) which are also drained into the internal drainage network.

The effluent discharge from these sources has the potential to adversely impact the waterways, resulting in the sedimentation and pollution of the waterways with a mixture of sand, cement, and aggregates associated with the production process of concrete. In addition, potential pollution can be caused by the use of fuel, lubricants, and waste oil. However, several measures have been implemented by the developer to mitigate these impacts.

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.

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 before being discharged into the external drainage system.
- 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.
- Sedimentation traps will be installed in the internal drainage systems to capture any sediment runoff.
- 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.

Public Consultations/Meetings

The project team is in the process of procuring all the permits required to start the construction phase through the following agencies:

- Regional Democratic Council (RDC)
- Environmental Protection Agency (EPA)
- Central Housing and Planning Authority (CH&PA)
- The Sea and River Defence Board,
- Maritime Administration Department

We plan to keep the engagement channels with all regulatory partners open, along with consulting with residents as needed, throughout the life of the project. No community consultation has yet been reported and no objections or concerns have been identified. Given the distance to the nearest identified residential/community area, direct community effects are expected to be limited. Nevertheless, the company will cooperate with EPA and other authorities on any consultation or public-notification requirements and will maintain a mechanism for receiving and addressing environmental complaints during operation.

Conclusion

Royal Logistics Inc. proposes an integrated aggregate receiving, storage, sales and ready-mix concrete facility at Moleson Creek, supported by a timber revetment and barge landing arrangement on the Corentyne River. The project will provide a direct logistics link between the company's upstream quarry and the Region 6/coastal construction market while creating a value-added ready-mix concrete operation.

The principal environmental risks are well understood and can be controlled using standard engineering and environmental-management practices. Particular emphasis will be placed on dust suppression, sediment and stormwater control, containment and treatment of concrete wash water, spill prevention, safe fuel and chemical storage, controlled dredging, 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 without significant adverse effects on surrounding communities or the Corentyne River. Royal Logistics Inc. will comply with the conditions of the Environmental Permit and other applicable regulatory approvals throughout construction and operation.

Appendix – Revetment Design / Drawing

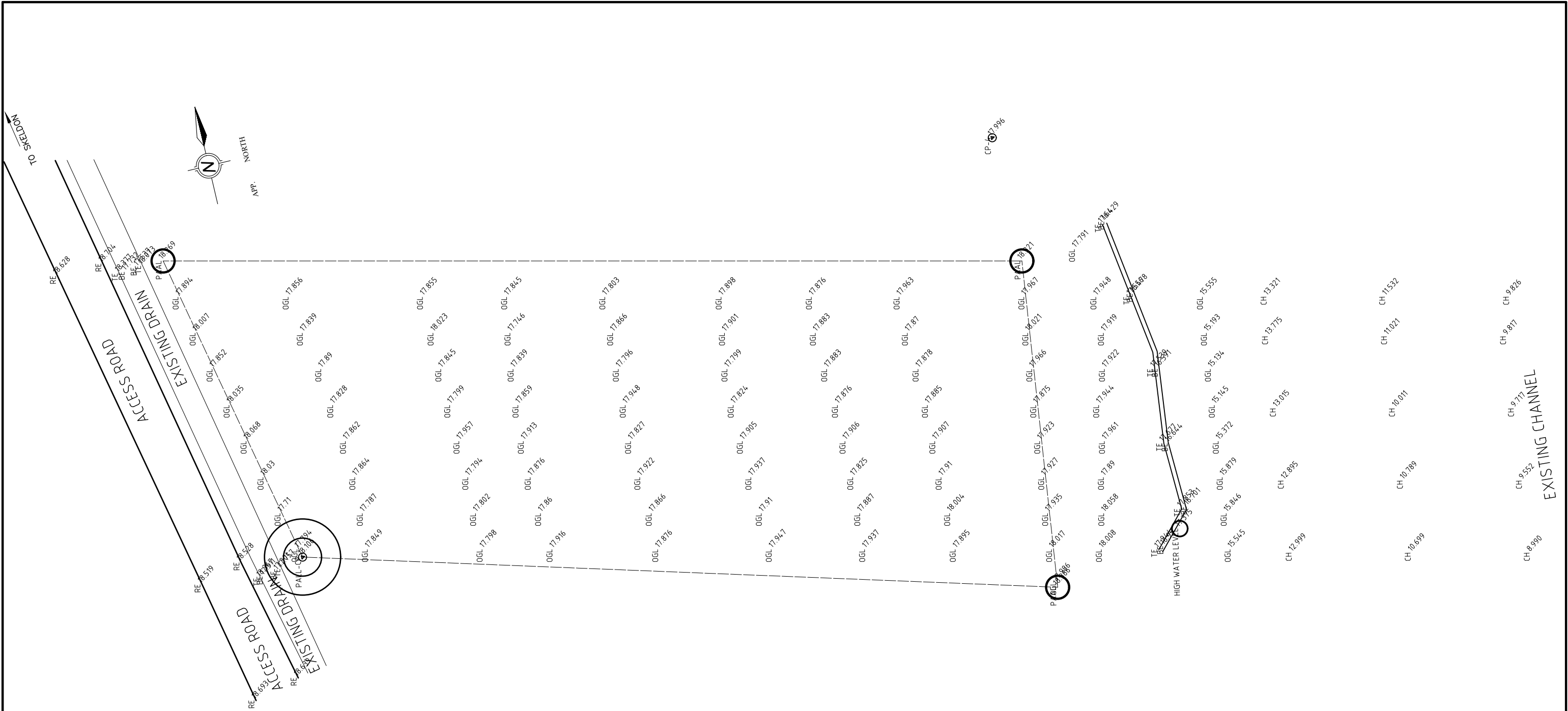
SHEET LIST

1. TOPOGRAPHICAL SURVEY PLAN
2. SITE PLAN
3. GENERAL ARRANGEMENT PLAN
4. TYPICAL WHARF SECTION
5. PILE CLUSTER PLAN
6. PILE GRID PLAN
7. REVETMENT WALL PLAN
8. DETAILS
9. DETAILS

GENERAL NOTES

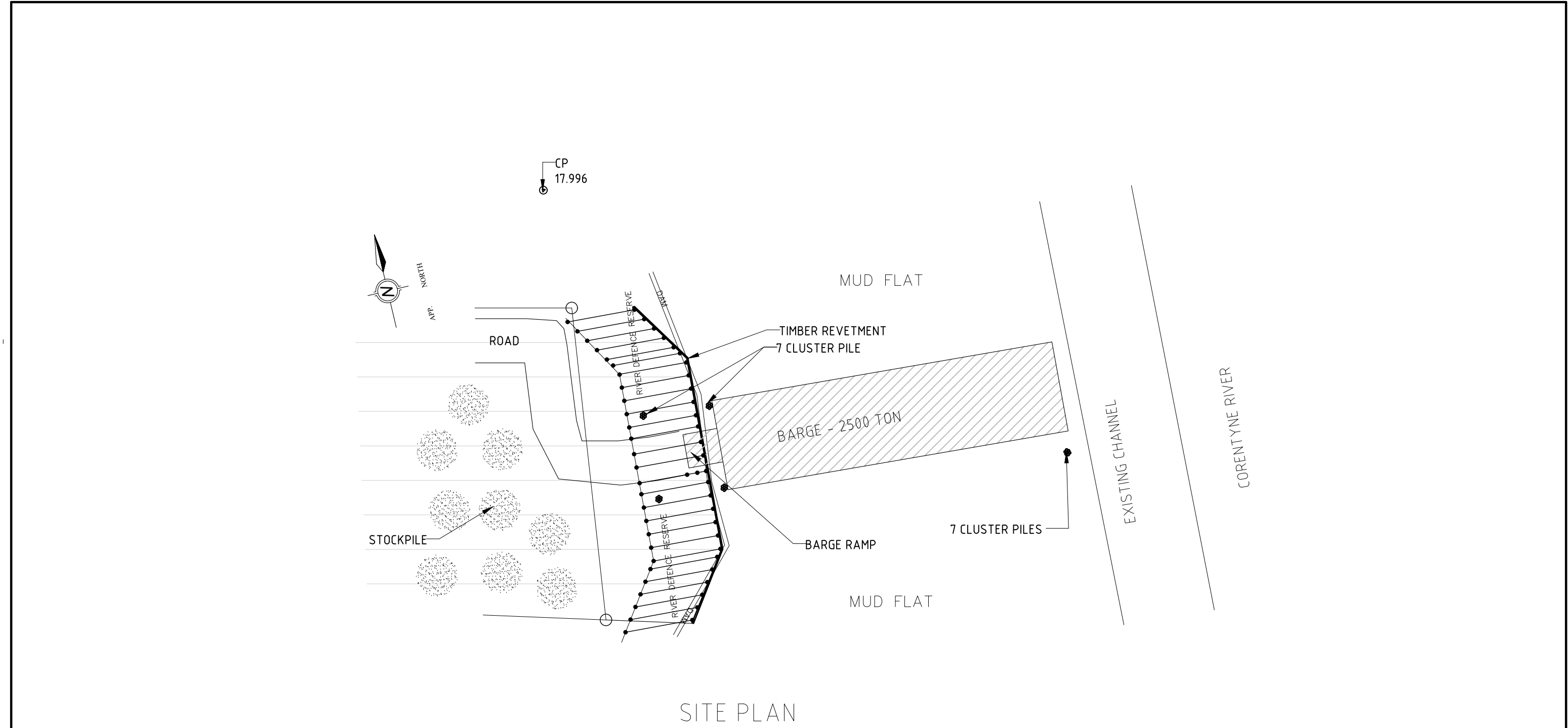
1. Length of 400mm gh piles to be determined after driving of test piles.
2. Location of test pile to be determined by the engineer on site
3. All timber to be used in construction to be of approved greenheart.
4. Anchor Rods: Tie rods are 32mm diameter MS Anchor Rods, which must be tarred, wrapped in Hessian, and tensioned.
5. Cluster Piles: 7 piles wrapped with 20mm diameter wire rope that is tarred and wrapped in Hessian.
6. Sheet Piling: double ply (2-layer) Greenheart sheet piles, measuring 50x300x6000
7. All dimensions are in millimeters unless otherwise specified.

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																								Dwg.Chk.		-		-		Approved		J0		J. OUDKERK	
												Drawn		J.O.		J. OUDKERK		Drawing No.				-													



TOPOGRAPICAL SURVEY OF SITE

										Project																								
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										Title						Scale		Status																
										TOPOGRAPHICAL SURVEY PLAN						N.T.S		-																
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SITE PLAN

Consultants:

Client:

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

NOTES

1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES

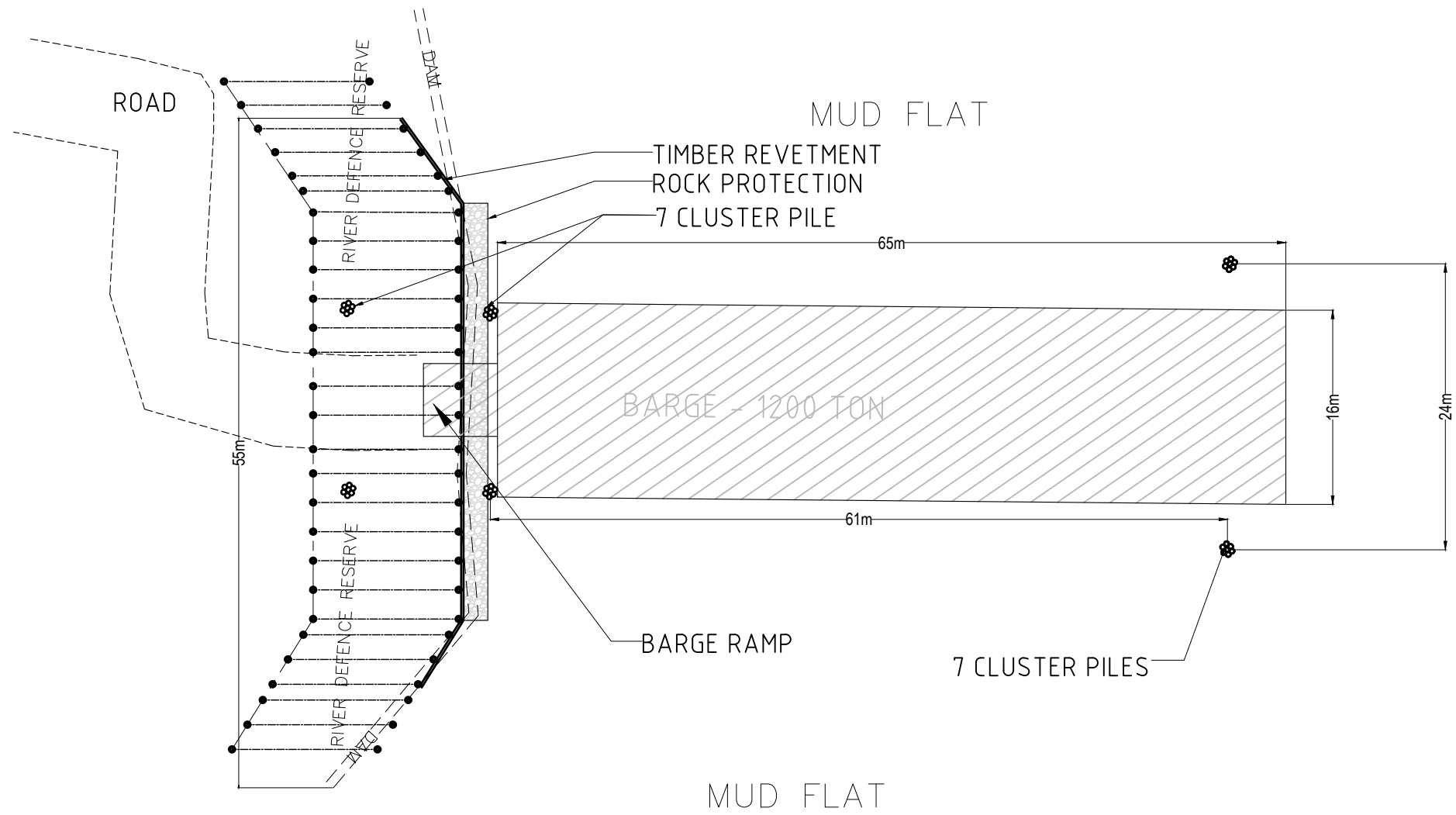
2. Design engineer hold no responsibility for design changes made to rrequest of the client associate which includes the following:

- reduction of location of mooring pile cluster from 6 to 2.
- reduction to number of fender pile location
- removal of sloped ramp to facilitate barge ramp.

LEGEND

REFERENCE STANDARDS			
Date DECEMBER 2025			

Project ENGINEERING DESIGN OF REVETMENT AT RIVERSIDE PROPERTY						
Title SITE PLAN				Scale N.T.S	Status -	
Location MOLESON CREEK, CORENTYNE, BERBICE				Rev. -	Sheet No. 2	
Rev	Date	Drawn	Description		Ch'k'd	App'd
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GENERAL ARRANGEMENT PLAN

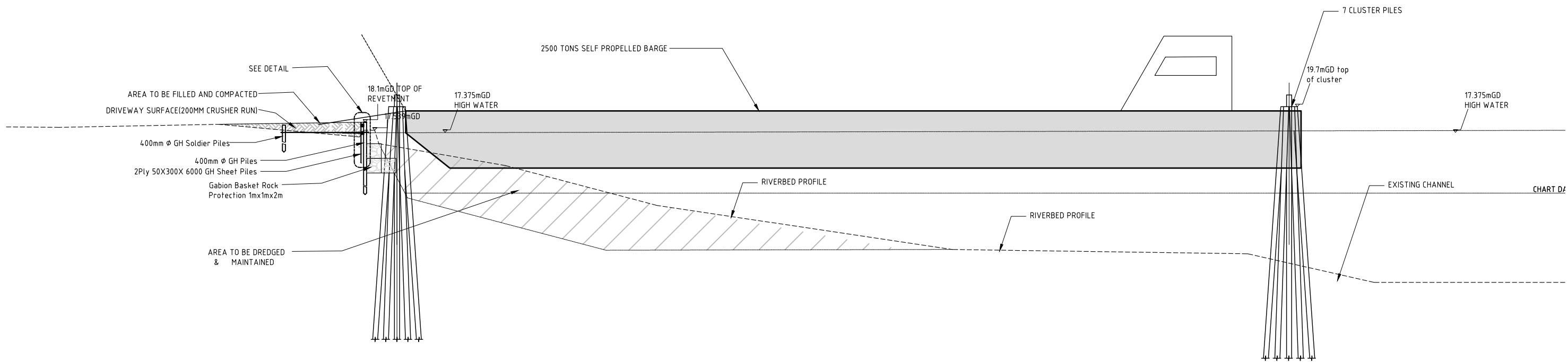
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Title					Scale		Status		
GENERAL ARRANGEMENT PLAN					N.T.S		-		
Location					Rev.		Sheet No.		
MOLESON CREEK, CORENTYNE, BERBICE					-		3		
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Designed		-	-	Eng.Chk.	-	-			
Dwg.Chk.		-	-	Approved	J0	J. OUDKERK			
Drawn		J.O.	J. OUDKERK	Drawing No.		-			

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

NOTES
1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES
2. Design enginner hold no responsibility for design changes made to rerequest of the client associate which includes the following: - reduction of location of mooring pile cluster from 6 to 2. - reduction to number of fender pile location - removal of sloped ramp to facilitate barge ramp.

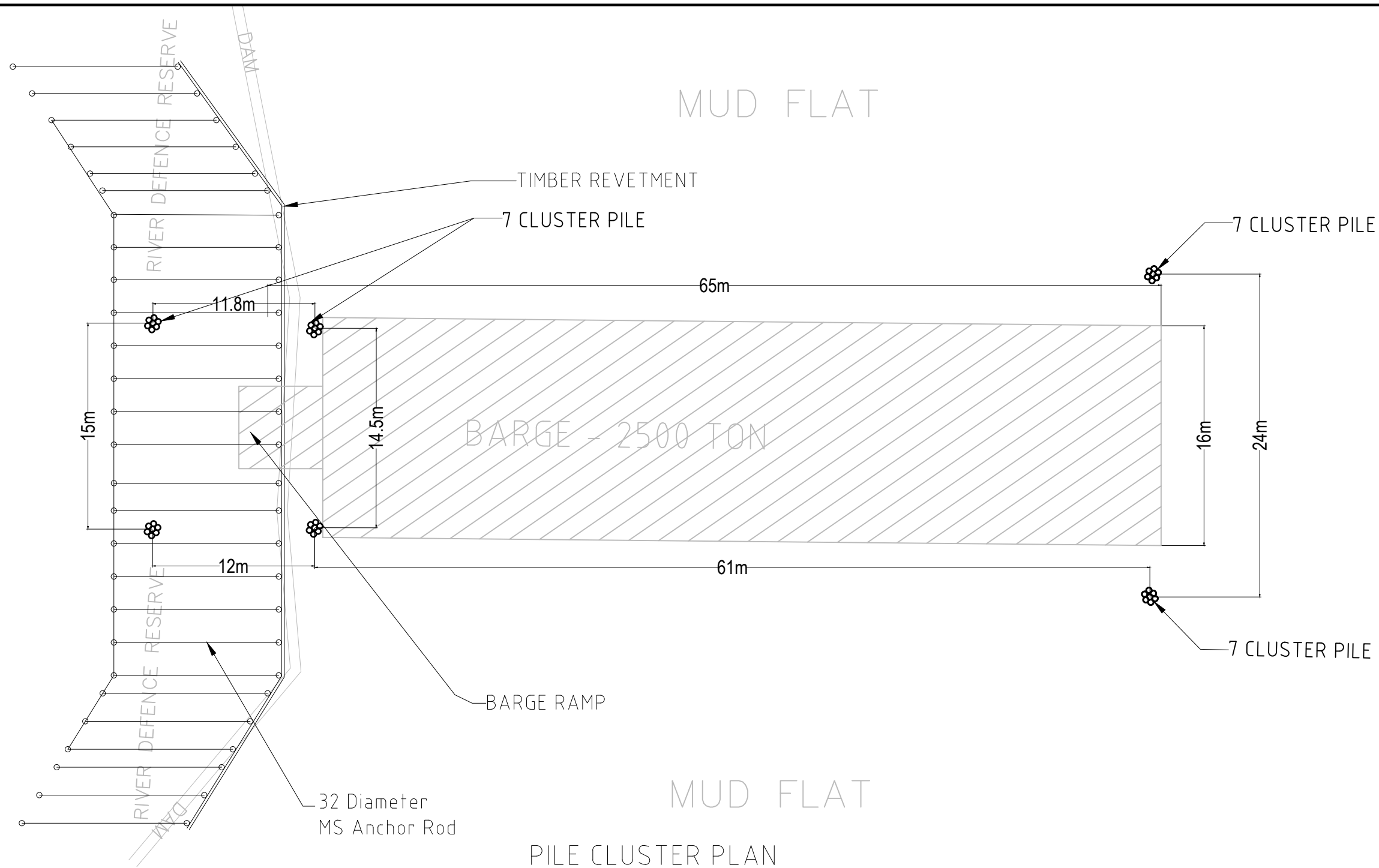
LEGEND

REFERENCE STANDARDS			



TYPICAL WHARF SECTION
Length of 400mm Butt ϕ GH Piles to be determined after driving of test pile

										Project ENGINEERING DESIGN OF REVETMENT AT RIVERSIDE PROPERTY																		
										Title SECTION						Scale N.T.S		Status -										
										Location MOLESON CREEK, CORENTYNE, BERBICE						Rev. -		Sheet No. 4										
Consultants:			Client:			NOTES			LEGEND			REFERENCE STANDARDS				Rev	Date	Drawn	Description			Ch'k'd	App'd					
			INTERNATIONAL IMPORT AND SUPPLIES 15 GARNETT ST, CAMPVELLVILLE, GEORGETOWN.			1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES 2. Design enginner hold no responsibility for design changes made to rerequest of the client associate which includes the following: - reduction of location of mooring pile cluster from 6 to 2. - reduction to number of fender pile location - removalof sloped ramp to facilitate barge ramp.										-	-	-	-			-	-					
												Date				DECEMBER 2025												
																				Designed	-	-	Eng.Chk.	-	-			
												Dwg.Chk.	-	-	Approved	JO	J. OUDKERK											
												Drawn	J.O.	J. OUDKERK	Drawing No.			-										



Length of 400mm Butt Ø GH Piles to be determined after driving of test pile

Project										ENGINEERING DESIGN OF REVETMENT AT RIVERSIDE PROPERTY													
Title										PILE CLUSTER PLAN										Scale		Status	
																				N.T.S		-	
Location										MOLESON CREEK, CORENTYNE, BERBICE										Rev.		Sheet No.	
																				-		5	
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.		-															

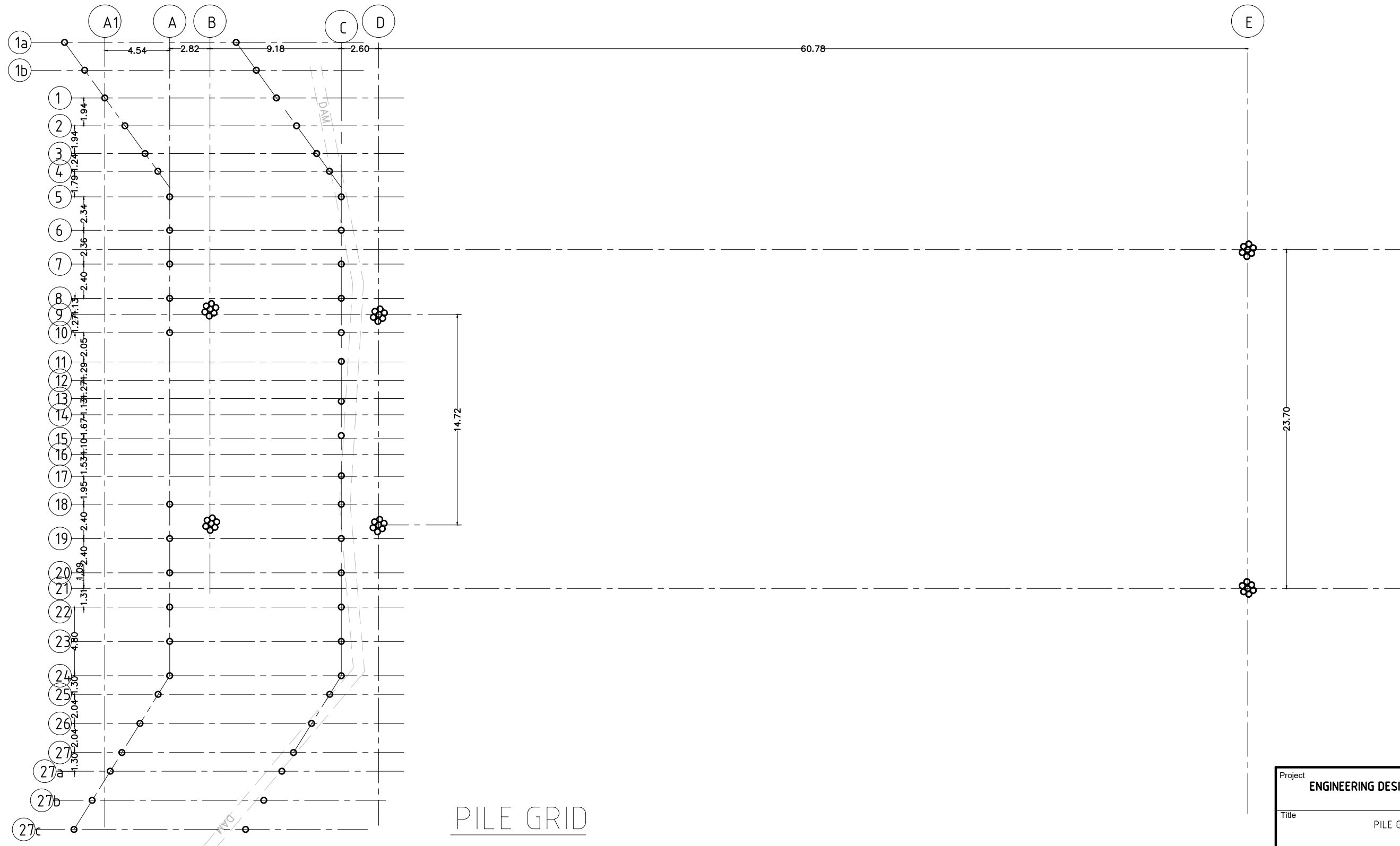
Consultants:

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

NOTES -1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES 2. Design enginner hold no responsibility for design changes made to rerequest of the client associate which includes the following: - reduction of location of mooring pile cluster from 6 to 2. - reduction to number of fender pile location - removal of sloped ramp to facilitate barge ramp.

LEGEND

REFERENCE STANDARDS			
DateDECEMBER 2025			



Project									
ENGINEERING DESIGN OF REVETMENT AT RIVERSIDE PROPERTY									
Title PILE GRID						Scale N.T.S		Status -	
Location MOLESON CREEK, CORENTYNE, BERBICE						Rev. -		Sheet No. 6	
Rev	Date	Drawn	Description					Ch'k'd	App'd
-	-	-	-					-	-
Designed		-	-	Eng.Chk.		-	-		
Dwg.Chk.		-	-	Approved		J0	J. OUDKERK		
Drawn		J.O.	J. OUDKERK		Drawing No.		-		



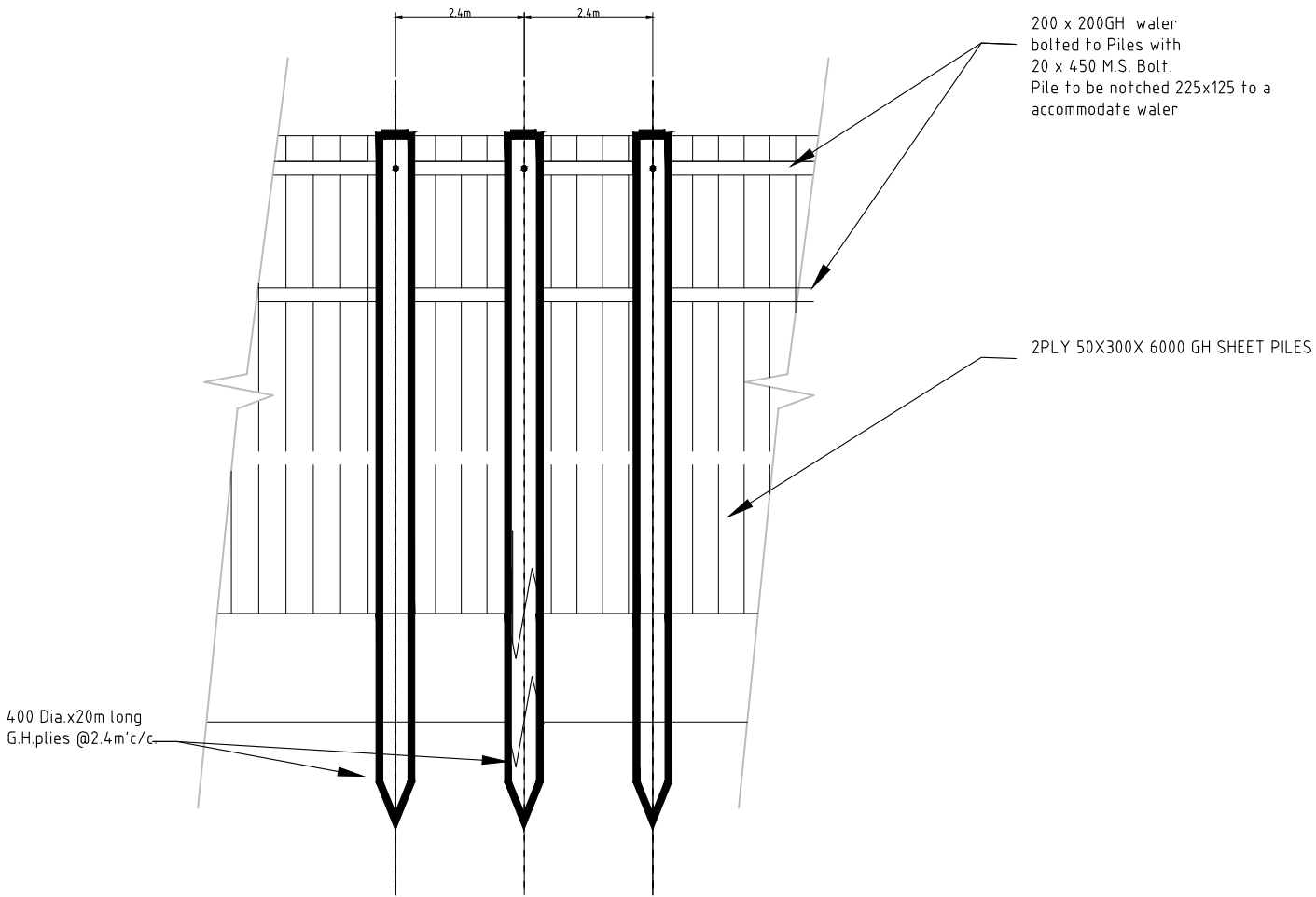
Consultants:	Client: INTERNATIONAL IMPORT AND SUPPLIES 15 GARNETT ST, CAMPVELLVILLE, GEORGETOWN.
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NOTES
-1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES 2. Design engineer hold no responsibility for design changes made to rerequest of the client associate which includes the following: - reduction of location of mooring pile cluster from 6 to 2. - reduction to number of fender pile location - removal of sloped ramp to facilitate barge ramp.

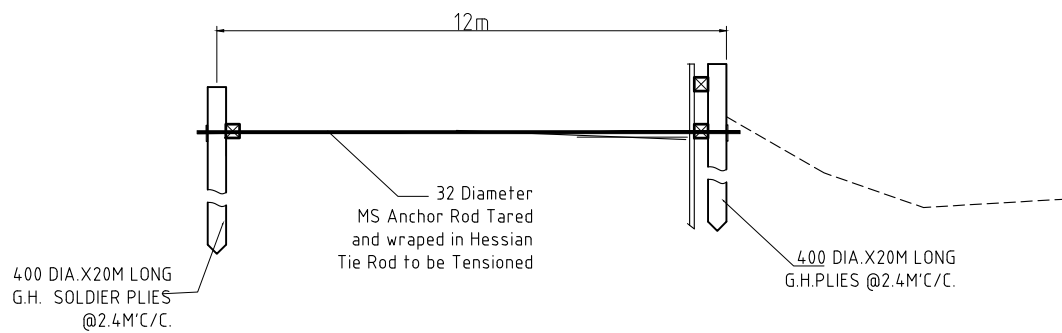
LEGEND	

REFERENCE STANDARDS			
Date	DECEMBER 2025		

Rev	Date	Drawn	Description	Ch'k'd	App'd
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Designed	-	-	Eng.Chk.	-	-
Dwg.Chk.	-	-	Approved	J0	J. OUDKERK
Drawn	J.O.	J. OUDKERK	Drawing No.	-	

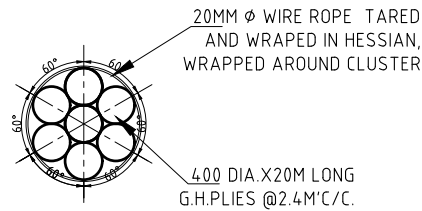


TYPICAL ELEVATION OF REVETMENT

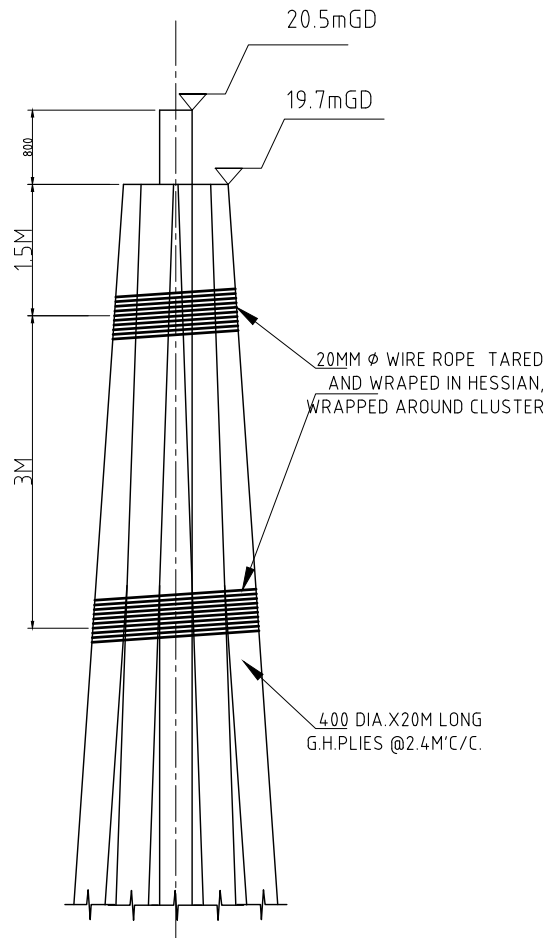


TYPICAL SECTION OF REVETMENT

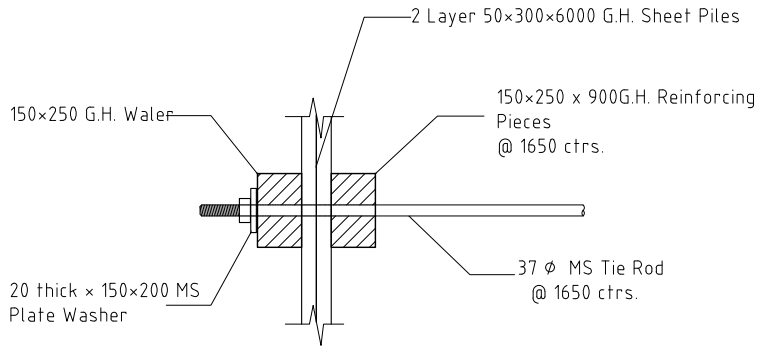
										Project ENGINEERING DESIGN OF REVETMENT AT RIVERSIDE PROPERTY																					
										Title DETAILS								Scale N.T.S		Status -											
										Location MOLESON CREEK, CORENTYNE, BERBICE								Rev. -		Sheet No. 8											
Consultants:					Client:					NOTES					LEGEND					REFERENCE STANDARDS				Rev	Date	Drawn	Description			Ch'k'd	App'd
INTERNATIONAL IMPORT AND SUPPLIES 15 GARNETT ST, CAMPVELLVILLE, GEORGETOWN.					-1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES 2. Design enginner hold no responsibility for design changes made to rerequest of the client associate which includes the following: - reduction of location of mooring pile cluster from 6 to 2. - reduction to number of fender pile location - removalof sloped ramp to facilitate barge ramp.										Date DECEMBER 2025				-	-	-	-			-	-					
														Designed		-		-		Eng.Chk.		-		-							
														Dwg.Chk.		-		-		Approved		JO		J. OUDKERK							
														Drawn		J.O.		J. OUDKERK		Drawing No. CONCEPTUAL DESIGN											



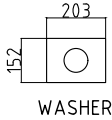
PLAN OF 7 PILE CLUSTER



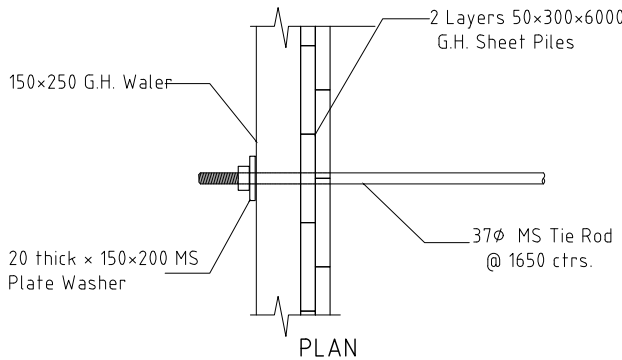
TYPICAL ELEVATION OF PILE CLUSTER



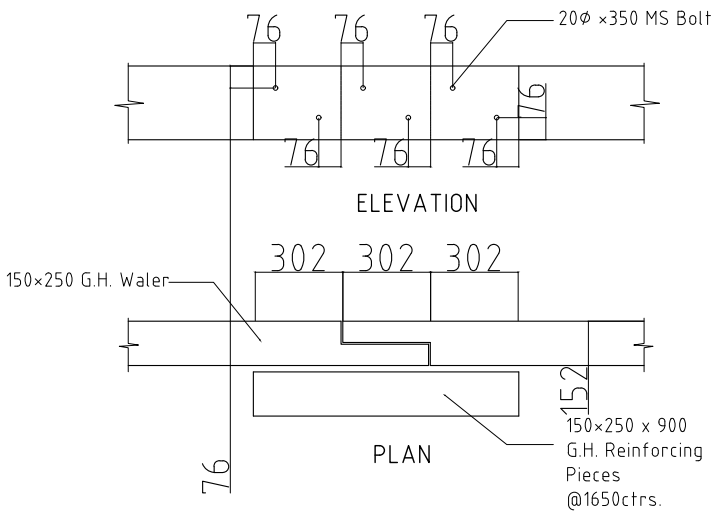
SECTIONAL ELEVATION



WASHER



PLAN



ELEVATION

PLAN

TYPICAL WALER SPLICE DETAIL

Project ENGINEERING DESIGN OF REVETMENT AT RIVERSIDE PROPERTY					
Title DETAILS			Scale N.T.S	Status -	
Location MOLESON CREEK, CORENTYNE, BERBICE			Rev. -	Sheet No. 9	

Consultants:	Client: INTERNATIONAL IMPORT AND SUPPLIES 15 GARNETT ST, CAMPVELLVILLE, GEORGETOWN.	NOTES	LEGEND	REFERENCE STANDARDS				Rev	Date	Drawn	Description			Ch'k'd	App'd			
		-1. LENGTH OF 400MM GH PILES TO BE DETERMINED AFTER DRIVING OF TEST PILES 2. Design enginner hold no responsibility for design changes made to rerequest of the client associate which includes the following: - reduction of location of mooring pile cluster from 6 to 2. - reduction to number of fender pile location - removal of sloped ramp to facilitate barge ramp.						-	-	-	-			-	-			
				Date				DECEMBER 2025				Designed		-	-	Eng.Chk.	-	-
								Dwg.Chk.		-	-	Approved		J0	J. OUDKERK			
								Drawn		J.O.		J. OUDKERK	Drawing No.		CONCEPTUAL DESIGN			