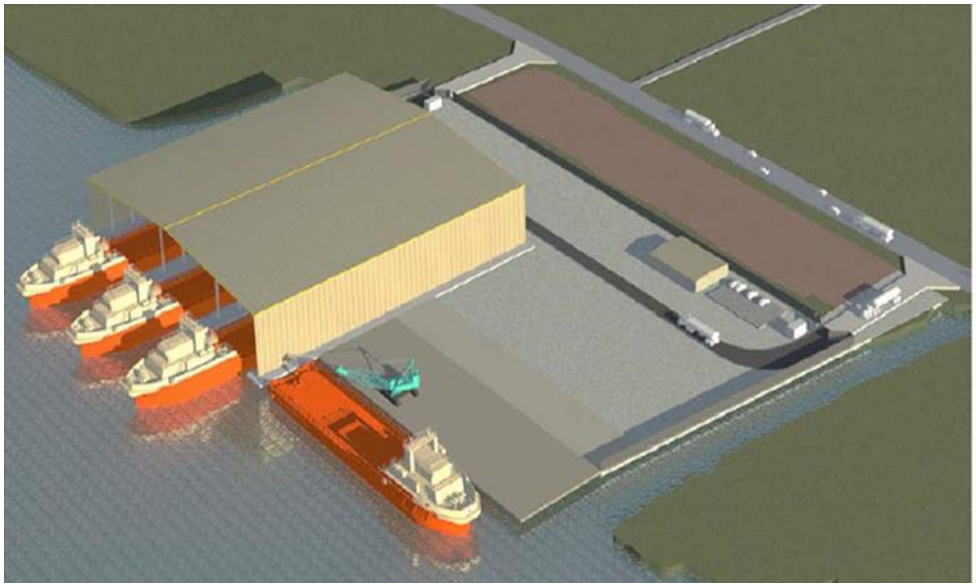
Environmental Impacts Screening Decision
Friendship Port Development
Diamond Property Management Inc.



Project location and components

The proposed location of the Friendship Port development is at Block 'O' and "N' Part of Lot 1 to 5 West Side of the Public Road, Plantation Friendship, East Bank Demerara. The project site is approximately 5.72 acres in size, with approximately 730ft of frontage on the western edge of the Demerara River. The eastern border of the project site has 17 Residences, which is about 630 feet in length, with the East Bank Demerara Public Road can be accessed via two entrances, the north, and south of the eastern border. The North and South of the project site are boarders by drainage canals.

The Port Development facility is designed to provide three (3) covered berthing areas for supply vessels, a heavy lifting dock area, a loading and offloading depot, an office building, and two security guard buildings. The facility is to serve mainly the oil and Gas Industry by providing services to marine vessels operation off the coast of Guyana. The Friendship Port Development will mostly serve as a loading and offloading yard with services. Some of the intended activities that will be done onsite are:

- Drilling fluid batching and supply from the on-base facility through the piping system to vessels.
- Storage and supply of bulk products such as barite, bentonite, or cement to vessels via pneumatic conveyance.
- Loading and unloading of objects such as; drill pipe, skid units, downhole tools, service equipment, etc. associated with drilling and production rigs.
- Lift-on / lift-off operations using overhead or mobile cranes.
- Roll-on / roll-off operations using ramps and forklift equipment.
- Provision of diesel fuel for vessels.
- Provision of non-potable water to vessels.

Environmental impact screening

The EPA's screening concludes that there are Low-medium significant environmental impacts, that are primarily localized and short-term. Impacts arising from the construction and operational phases of the project are expected to be minor, localized, and acceptable.

1. Noise pollution and vibration is predicted to occur during both the construction and operation phases of the Port facility, due to the use of heavy equipment and machinery, and other construction equipment. The following are the mitigation measure that will be implemented to manage the impacts of noise and Vibration:

    ✓ Staff working in noisy areas will be equipped with ear protection and the use of these PPEs would be enforced.

    ✓ The fleet and other equipment, like the generators, would be serviced as required based on the manufacturer's recommendations.

    ✓ Construction works would not be conducted during the night-time or on weekends.

    ✓ A comprehensive noise monitoring program would be implemented to:

        1. Monitor noise levels along the eastern boundary of the facility at least weekly during construction.

2. Measure noise levels at least monthly at several locations along the eastern boundary of the facility to assess levels to which sensitive receptors may be exposed (during construction and operations).
3. Measure noise levels at least quarterly at other key locations in the facility (during construction and operations.

✓ A speed limit would be implemented and enforced to reduce vibrations associated with the movement of heavy vehicles.

✓ Neighbouring residents would be engaged to provide advance information on key construction timelines including the dates for the commencement of construction, pile driving, etc.

✓ Information on how grievances may be reported during project construction and operation would be provided to all neighbouring residents

Thereby, resulting in noise emissions not expected to exceed 65-85 decibels which is below the Standards established by the GNBS which is 100dB day-time for Industrial works and 90 dB daytime for construction.

2. This project is expected to impact the air quality as a result of its construction and operation activities, such as vehicles transporting aggregates, truck loading and unloading, excavation activities, material stockpiles, debris deposits from vehicles exiting the construction zone and the use of construction equipment. Implementation of the mitigation measures will make the impact minor to negligible, resulting in air quality remaining below WHO Industrial air quality standards for key pollutants such as Carbon Monoxide (CO), and particulate matter (PM 2.5 and PM10) released at the project site. Such mitigation measures are as follows

✓ Stockpiling of dry construction materials (like sand) on-site would be avoided. If it cannot be avoided, efforts would be made to limit the number of materials and the duration of time for which they are stockpiled.

✓ All dry material stockpiles would be covered.

✓ All vehicles transporting loose materials would be covered to minimize dust emissions.

✓ Neighbouring residents would be engaged to provide advance information on key construction timelines including the dates for the commencement of construction, pile driving, etc

3. Impacts on water quality are negligible, short-term, and localized. Water resources can be impacted due to the dredging activities in the construction phase and the potential for surface runoff, erosion and discharge of pollution into the Demerara River. Impacts on water quality will be mitigated through the implementation of vertical revetment and rip rap boulders to prevent erosion of the river bank along the project site, while the dredging materials will be disposed to a suitable location selected by the Agency. During the dredging phase, there will be the use of sedimentation bloom, to trap and contain sediment and silt, preventing it from contaminating other parts of the water. A sanitary treatment facility will be installed to treat effluent. Storage facility for the temporary storage of hazardous material will be placed at least 5 meters away from the internal drainage system and 15 meters away from the Demerara River. Additionally, periodic water quality monitoring of discharge points would be done during both the construction and operational phases. These mitigation measures will result in the project impacts not exceeding the Water Quality Regulations 2000 and GNBS water quality Standards.

4. The construction and operation of the Friendship Port Facility will generate both non-hazardous and hazardous wastes. All waste generated will be managed by sorting in respectable containers, collected by a third-party contractor and ultimately disposed of at the Haags Bosch Landfill. All Hazardous Waste such as dredging materials will be disposed of in accordance with the Hazardous Waste Management Regulations (2000).

5. The construction and operation of the Friendship Port Facility have to capacity to impact traffic on the East Bank Roadway. The implementation of the Traffic management plan makes provision for the avoidance of trips during peak traffic hours on the East Bank Demerara Public Road at approximately 06:00 to 09:00hrs on weekdays and 16:00 to 19:00hrs on weekdays. Vehicles Departures would be staggered to avoid creating a convoy. Signage would be installed along

the public road for southbound vehicles to Slow Down on approach to the bend along the public road that leads to the project site. Warning signs will be installed in both directions approaching the main entrance to the site. The Traffic management plan will help the prevention of traffic congestion on the East Bank public road.

6. The project is expected to have a positive Social and Economic impact on the community of Friendship and the surrounding communities. Diamond Property Management will prioritize employment opportunities for persons residing in Friendship and surrounding areas, workers will be provided with training and skill development for various roles. Additionally, approximately 65 per cent of all materials used for the construction will be sourced locally from small and medium-scale businesses. To ensure that all grievances arising from the project be handled professionally and urgently, a grievance management plan will be implemented. This plan will ensure stakeholder engagement throughout the life of the project.

Conclusion

The EPA concludes that this is projected to have low to medium significant environmental impacts that would occur due to the project's size and characteristics. However, these impacts are expected to be mostly short-term, and localized. The overall risk is minor once mitigation measures are implemented as mentioned. The proposed project is said to bring socio-economic benefits to the Friendship community.