



# Environmental Project Summary 2026

**For period from Sep 2026 to Oct 2027**

Name of the Company: Tidewater Marine International, Inc. – Guyana Branch

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Date: 14 Sept 2026

Prepared by: Roland Quintero – Safety Captain

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|  | Environmental Project Summary 2026 |                                       |                                      |
|                                                                                  | Revision Number:<br><b>4</b>       | Date Effective:<br><b>14 Sep 2026</b> | Prepared By:<br><b>Guyana Branch</b> |

## Overview/Project Summary

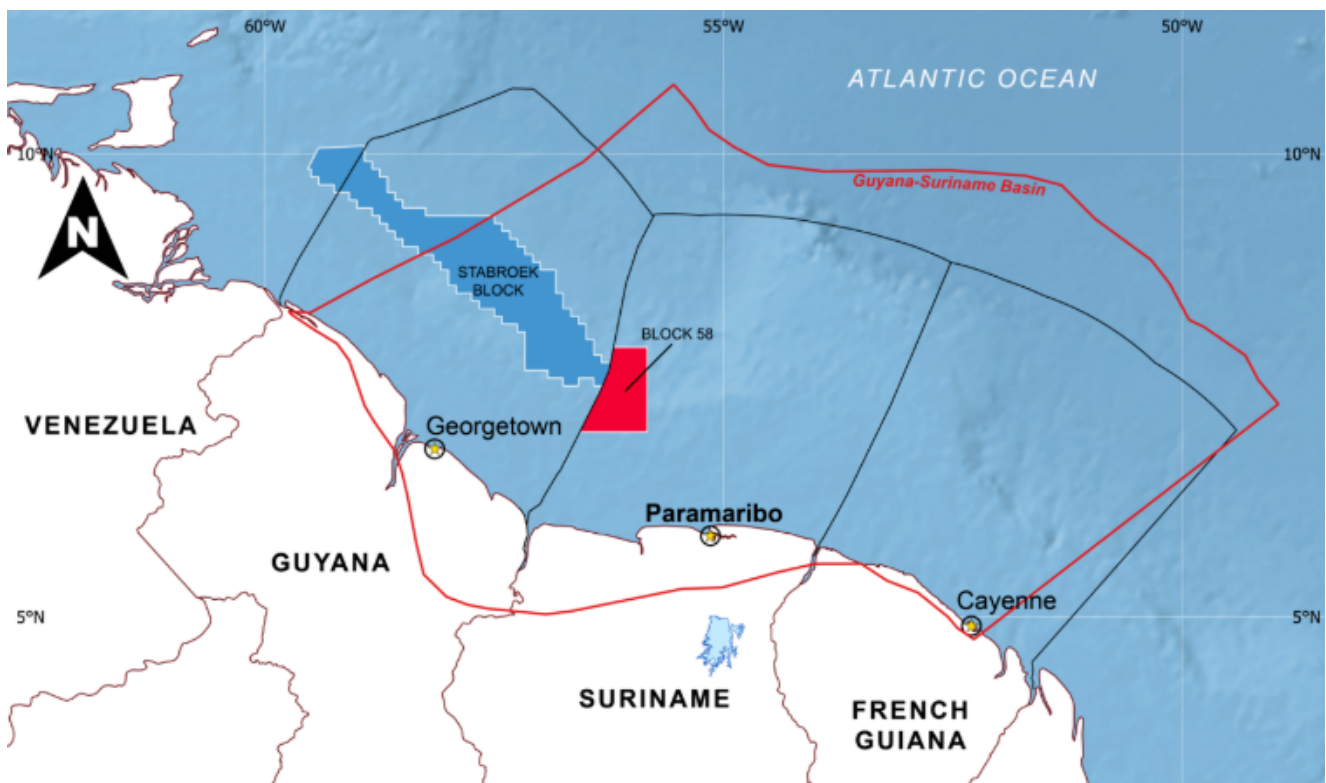
### Project Scope

The project involves supporting marine and offshore activities withing Guyana's O&G offshore operations, supporting mobile and fixed marine units. The proposed operational site is approximately 200 km from Port Georgetown in a North Easterly direction in the Atlantic Ocean, which cover almost 27,000 square kilometers. This area is located within Guyana-Suriname Basin, a passive, continental-margin-style sedimentary basin. Bunkering services will completed on behalf of Tidewater Marine International Inc - Guyana Branch with the PSV Southern Tide supporting offshore exploration and offshore logistics.

### Location – Coordinates

| No. | Latitude (N)   | Longitude (W)      | Remarks         |
|-----|----------------|--------------------|-----------------|
| 1*  | 8° 0' 38.808"N | 056° 59' 31.164"W  | WGS84 (Zone 21) |
| 2*  | 8° 0' 35.604"N | 056° 54' 51.0114"W | WGS84 (Zone 21) |
| 3*  | 08° 04.5'N     | 057° 01.5' W       | WGS84 (Zone 21) |
| 4*  | 08° 46.548' N  | 057° 33.546' W     | WGS84 (Zone 21) |

**Map showing general location of offshore operations– for Tidewater Marine Vessels - offshore Guyana: The PSV Southern Tide: in vicinity of city of Georgetown Guyana.**



The Tidewater Marine International Inc - Guyana Branch - PSV Southern Tide will be operating as per compliant EEZ permit.



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Revision Number:

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### Operation & Waste Management

There were no structural/operational changes to our vessels since the issuance of the Permits. The fire-fighting equipment present on site are listed in appendixes under fire and safety plan.

The company continuously identifies environmental aspects of operations that can be controlled or influenced. This information is documented on the Environmental Aspects form. The form is recognized as being a "live" document and will be subject to review and change as part of the continual improvement process.

This will identify the specific environmental aspects using general aspect categories. General aspect categories shall include but not be limited to, the following.

- Emissions to Air
- Releases to Water
- Use of Raw Materials
- Land Pollution
- Other Local & Community Environmental Issues
- Environmental Aspects of Health & Safety.

Lists of the aspects identified shall be maintained and shall be reviewed in the management reviews. Any new aspects identified will be added to the register and any aspects deemed to be no longer relevant should be deleted.

### Garbage Management Plan

#### Purpose

The purpose is to ensure environmentally sound and cost-effective garbage handling in compliance with MARPOL Annex V.

#### Guidance

The garbage management plan consists of sections. The common information is provided as a document setting out the statutory requirements and obligations and how these are addressed. Referenced to the chapter are documents that are intended to be updated onboard with ship specific details which should be displayed on noticeboards and in key places such as bridge, galley, deck area, and engine room. Also referenced are documents that may be required for additional record keeping when receipts are not available.

#### Definition

Garbage means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically.

#### ISO 14001 Statement

Tidewater management recognizes that the nature of their business and areas of operation of their ships places a particular responsibility upon them and recognizing that the disposal of waste ashore can also have an adverse environmental impact, are fully committed to minimizing the environmental impact of shipboard waste disposal and will therefore take action as detailed below and record relevant details in the ISO 14001 Aspects Register.

#### Regulations

The regulations for the Prevention of Pollution by Garbage from ships are contained in Annex V of MARPOL 73/78, amendments thereto.

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|----------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|--------------------------------------|
|  | <b>Environmental Project Summary 2026</b> |                                       |                                      |
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Vessels must ensure compliance with area specific regulations at both National and local levels.

**It should be noted that the Garbage Management Plan refers to ship-generated waste and not to waste transferred from platforms, rigs, or other vessels for transport to a shore reception facility.**

The revised MARPOL Annex V prohibits the discharge of all types of garbage into the sea unless explicitly permitted under the Annex.

### **Training of Ship's crew**

Ships' crews are required to be aware of, and familiar with, the management of garbage on board the vessel and must be aware of those areas designated as special areas, how garbage is to be handled on board, the segregation methods, collection and storage areas and their responsibilities.

### **Garbage and Waste Reduction Initiatives**

To minimize the generation of waste, provisioning practices should be reviewed with ship suppliers in order to determine the optimum packaging for the products. From 2013 companies should encourage their suppliers to remove all packaging at an early stage to limit the generation of garbage on board the ship.

The following list is far from exhaustive, the environmental officer should inform the QHSE department of any new ideas or initiatives that are brought to their attention for inclusion in this manual. The HSE meetings should be used as platform to discuss garbage and waste issues.

### **Options include:**

- Re-usable packaging and use of containers. Disposable cups, utensils, dishes, towels, rags, and other convenience items should be limited and replaced by washable items where possible. Where disposable cups are utilized, they should be made of recyclable material.
- Where practical options exist, provisions packaged in or made of materials other than disposable plastic should be selected to replenish ship's supplies unless a re-usable plastic alternative is available.
- The implementation of a `la carte menus should be encouraged. This has been proven to reduce the amount of food waste generated by a significant amount. It also has an economic benefit.
- Packaging materials generated in the port should be disposed of at the port reception facility and not retained on board for discharge at sea. Wooden pallets should be returned to suppliers on delivery of goods. Oil drums should be returned to suppliers.
- Old mooring rope may be kept on board as bedding rope or distributed round the fleet for the same purpose.
- Minimize paper waste by reducing consumption i.e., double sided photocopying

### **Garbage Collection and Storage**

Garbage collection information should be recorded on the garbage collection form referenced to this procedure. Once complete, it should be posted on the noticeboard and brought to the attention of all. It must include the following information:

**Garbage collection points for;** accommodation, engine room, galley, deck

**Garbage types;** paper, food, filters, paint pots etc.

**Types of containers;** waste bins, skips, bags etc.

**Method of segregation / identification;** clear / colored bags etc.

**Removal of collected garbage;** Indicate by hand, trolley crane and brief description of route.

The normal practices of good seamanship and housekeeping should be followed to ensure that the stored garbage is secured against any possibility of accidental discharge overboard.

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|----------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|--------------------------------------|
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### **Noise management**

Permissible noise levels are laid down by the flag state, region and occasionally the client. Every effort shall be made to adhere to the highest standard required as a minimum.

All vessels will have signs posted indicating the high noise areas where hearing protection is required. These must be complied with at all times. The instructions in the PPE Matrix must also be followed. In some instances, situations can arise that are not covered by company procedures and therefore precautions to take account of noise hazards have to be made when conducting Task Based Risk Assessment/HAZID.

#### Task Based Risk Assessment/HAZID

If there is a chance of noise causing a hazard, control measures must be put into place. As a general rule, potentially harmful noise levels are quite likely when you:

- Have to shout to be clearly heard by someone 2 meters away.
- Experience temporary dullness of hearing or ringing in your ears after leaving the workspace.
- Are exposed to impulsive noises such as the sudden release of compressed air, or loud explosive noises from equipment such as cartridge-operated tools.
- Are exposed to high-level impact noise from hammering on metal surfaces or using chipping hammers.
- Work in machinery spaces.

#### Control measures

If it is decided that control measures are necessary, these can take several different forms such as:

- Wear hearing protection
- Limit exposure time
- Turn off unnecessary machinery
- Use partitions to deflect the noise path
- Use other work methods that reduce exposure to noise
- Replace existing equipment with equipment which is quieter

### **Hazardous Waste/ Material Management**

#### **Operational Control, Monitoring and Measurements for vessels**

Following review, and management approval, the following have been classed as the company's environmental aspects, these are included in the company's aspects and impacts register, further control procedures and measures are documented below.

#### GV 01 Emissions to atmosphere and consumption of fuel and lubricating oils

The information recorded within the impacts register shows that the company's most significant environmental aspect is the running of ship machinery. The associated impacts of exhaust emissions and consumption of fuel and lubricating oils are inextricably linked; it is here that the company's most demanding challenges lie.

The main focus will be on Fuel consumption and emissions of CO<sub>2</sub>, SO<sub>2</sub> and NO<sub>x</sub>

The Company operates a large fleet of multi engine platform supply and anchor handling vessels. The commercial operation of the vessels differs greatly to traditional shipping in that the company may have little control over the vessel's operational status when they are on charter to a client.

The company demands both efficient and economical use of machinery, clients always demand economic engine speed; however, there are times when "full speed" may be demanded by the Master, company or

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|----------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|--------------------------------------|
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customer, this demand should be met, therefore fuel and lubricating oil consumption will rise accordingly as will associated emissions.

Vessels may spend a relatively short time on passage yet could spend many hours or days working alongside an installation or towing a drilling rig.

All vessels have 2 engines; some have 4 and all vessels have several thrusters. When operating within the 500meter exclusion zone of an installation, risk assessment and client procedure normally demands that all propulsion equipment be running, even if weather conditions would permit the shutting down of certain items of machinery, the clients and company's procedures would not. Fuel will be burned in this instance due to safety procedures and no operational requirements.

To ensure that fuel consumption is controlled, and emissions kept to a minimum, the company has adopted the following strategy.

1. Compliance with current legislation
2. Provide technical and operational resources to ensure compliance with forthcoming legislation.
3. Embrace new technology, the company is prepared to continually change and upgrade equipment to meet new technology and regulatory requirements. This objective will take into account regulatory, operational and budgeting requirements. New build vessels are fitted with Selective Catalytic Reactors in the exhaust systems from the main engines to further reduce Nox emissions.
4. Adoption of DNV "Clean Design" standard.
5. Recording of lubricating oil consumption for each power plant. This information will be a key indicator of machinery performance. This data is collated on by the chief engineer, it is monitored by the chief engineer and the vessels Operational Superintendent/Manager for abnormalities
6. Using a class approved Planned Maintenance System. Maintenance is both calendar and running hours based. Vibration analysis equipment carried and used onboard each vessel.
7. After taking into account the client's requirements, the economic use of machinery at all times. The chief engineer has a responsibility to ensure efficient use of machinery at all times. The Master must ensure careful passage planning is carried out.
8. Use of fuel economizer equipment on certain vessels for the fleet.

#### GV02 Refrigerants

The company does not operate vessels fitted with R22 refrigerant

#### GV03 Halocarbons

Halocarbons have been removed from all vessels as halocarbon firefighting equipment is now redundant.

#### GV 06 & 16 Paint, Solvents & Anti-fouling

The company will comply with the Solvent Emissions Directive (SED) and other national regulations as identified. The company will actively monitor the development of alternative environmentally friendly products, in particular low solvent and water-based paints.

Paint and thinners are used in strict accordance with the Material Safety Data Sheets. Paint tins and paint-contaminated items are disposed of in a proper and legal manner. Reference Garbage Manual

The company will comply with the IMO International Convention on the Control of Harmful Anti-fouling systems on Ships.

It is the company's intention that no vessel will have a harmful anti-fouling system as its primary underwater topcoat. An approved coating will be applied as a barrier coating, or existing harmful anti-fouling coatings may be removed in their entirety

A record of vessels that are coated with Non-TBT products is maintained by the Operational Superintendents in the legislation tracking register

Any vessel identified as retaining a harmful anti-fouling system as its primary topcoat will have either a) a barrier coat applied or b) the substance removed. This will be carried out at the vessel's next scheduled dry-dock.



## Environmental Project Summary 2026

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Where a vessel has a harmful, Anti-fouling substance partially, or wholly removed, the dry dock yard involved will be contracted to hold the authorization for the removal, and disposal of said products. The Operational Superintendent attending the vessel will be responsible for ensuring this is carried out.

### GV 08 Dry Bulk Particle Emissions to Atmosphere

The company recognizes that the release of cement, barite, bentonite or other dry cargo dust into the atmosphere could have a detrimental effect upon the environment. The company vessels will endeavor to comply with all applicable legislation that applies to the operating area of the vessel.

Procedures to control these emissions are set out in IMS documents.

### GV 11 & 13 Transfer of Fuel & Oil based products and Pumping Bilges

The company has identified that the circumstances of greatest risk of oil pollution during normal operations arise at those times when oil, in any of its forms, is either taken aboard, pumped ashore or offshore, or transferred within the ship, or during bilge pumping operations.

Accordingly, regulations together with well-determined procedures incorporating checklists have been developed and applied in an effort to achieve zero releases to water during these activities, and to ensure compliance with all relevant legislation including MARPOL 73/78 Annex I. Compliance with company procedures is monitored through the audit process.

Any incident which causes pollution, or near miss with the potential for pollution, is reported and investigated in accordance with international regulations and company procedures. Quantities of oil products released into water will be recorded in the tracking system. Any actions required from an incident investigation may be circulated to the fleet in the form of a Safety Flash.

Each vessel carries spill containment equipment as required by the regulations.

Spillage scenario drills are carried out at 3 monthly intervals.

Quantities of discharged bilge water is recorded within the Oil Record Book.

### GV 12 Transfer and Management of Noxious Liquids in Bulk

The company will ensure full compliance with MARPOL Annex II. Accordingly, regulations together with well documented procedures incorporating checklists, have been developed and applied in effort to achieve zero releases to water during these activities, and to ensure compliance with all relevant legislation including MARPOL 73/78 Annex II. Compliance with company procedures is monitored through the audit process.

Any incident which causes pollution, or near miss with the potential for pollution, is reported and investigated in accordance with international regulations and company procedures. Quantities of oil products released to water will be recorded in the HSE tracking system. Any actions required from an incident investigation may be circulated to the fleet in the form of a Safety Flash.

Each vessel carries dangerous goods spill, and personal protective equipment.

Spillage scenario drills are carried out at 3 monthly intervals.

### GV 14 Oil Releases to water from propulsion equipment

The company will ensure that the risk of pollution is minimized by ensuring that machinery is maintained as per Class and company requirements. Vessels are dry-docked at required intervals and by careful monitoring of lubricating oil consumption.

Both the Chief Engineer and the Operational Superintendent/Manager carefully monitor oil consumption.



## Environmental Project Summary 2026

Revision Number:

4

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### GV 15 Spills From Collisions and Ruptured hulls etc.

Emissions to air and water due to incidents involving collision, grounding and in worst case scenario total vessel loss, are very rare events. However, in the event of any of the aforementioned happening, the potential for significant pollution would be high.

The company ensures that the risk factor is kept to the minimum by ensuring compliance with the implicit procedures embedded within the IMS.

The company ensures compliance with STCW 95 and related international and national legislation. Training is carried out in all areas of navigation and bridge team management. Thorough investigation, including root cause and trend analysis into all Incidents and Near Miss situations. Ensures machinery is maintained to its optimum performance level (Approved Planned Maintenance system).

### GV 17 Domestic Sewage Discharge

Tidewater acknowledges the potential impact upon the environment of raw sewage discharge and are therefore committed to meeting the standards required by MARPOL wherever practicable. New vessels are built to DNV "Clean Design" standard and are fitted with fully approved sewage treatment plants and comply with the requirements of MARPOL Annex IV

A program is in place to ensure that existing vessels comply with forthcoming legislation.

All equipment and pipework is maintained to the highest standards and storage tanks are subject to regular inspections.

Discharge of sewage is prohibited except when:

- The ship is discharging comminuted and disinfected sewage using a system approved by the administration, at a distance not less than 3nm from the nearest land, or when sewage is not comminuted or disinfected more than 12 Nm from nearest land. The vessel must be enroute and proceeding at no less than 4 kts. The discharge rate shall be approved by the administration.
- Or when sewage is discharged via an approved sewage treatment plant.

### GV 18, 19 & 20 Garbage Management and waste Disposal

The company's main priority is to comply fully of international, national and local legislation. There is commitment at the highest level to reduce waste and introduce recycling facilities onboard the vessels. Recycling facilities are available at all main ports.

For successful implementation of the EMS, we as a company must ensure that our employees buy into the environmental ethos. This will be achieved by ensuring that sensible and achievable objectives and targets are set for the management of ships garbage. It is felt that compulsory fleetwide recycling programs, regardless of the shore facilities, would have a serious negative impact on crew motivation e.g. the ships recycle waste only to put same into a shore skip that would not be subject to sorting.

The strategy to overcome this problem is detailed within the garbage management manual and the action program.

Where an incinerator is fitted onboard, it must be used in compliance with manufacturer's guidance and MARPOL Annex 6 regulation 16. Careful consideration should be given to recycling waste before incineration.

Where a compactor is fitted onboard, it should be used, where possible, in line with our commitment to segregate and recycle waste.

### GV 21 Use of oil dispersant

Under development.

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|----------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|--------------------------------------|
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#### GV 22 Use of Chemicals

A variety of chemicals are used in all areas on company ships, mainly for cleaning and maintenance purposes. The company is aware of the potential impact of these products on both Occupational Health, Safety and the Environment and has acted as follows:

1. Operates an approved list of chemical suppliers.
2. All chemicals supplied with Chemical safety data sheets.
3. Onboard training is given in the safe use of chemicals.
4. Environmentally harmful waste chemicals are only disposed of ashore through a licensed contractor.

#### **Treatment of Seawater Cooling System**

Biocide treatment of seawater cooling systems is banned. All Tidewater vessels use an impressed current cathodic treatment system, which is fully approved.

#### GV 24 Transfer of Foreign Ballast

Not yet a legal requirement. However, the company will ensure the guidelines are set out or applicable complied with where appropriate.

Each vessel will carry a Ballast Management Manual.

### **Compliance Monitoring and Reporting**

Last Submitted Annual report: 29 April 2024 submitted to Agency.

There were no conditions on our Permits we have been unable to comply with.

This report was reviewed and submitted by the following TDW Representatives:

**Submitted by:** Kirk Slater / Port Captain - Rolando Quintero / Safety Captain  
**14 September, 2026**