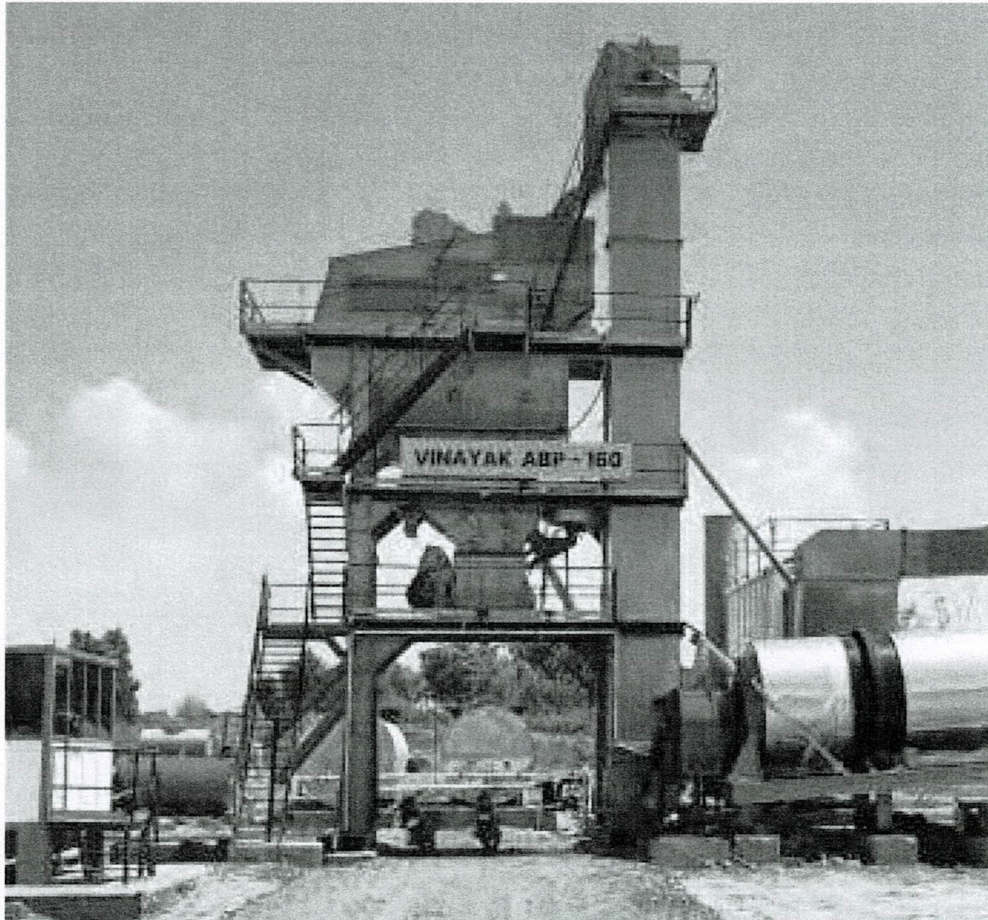


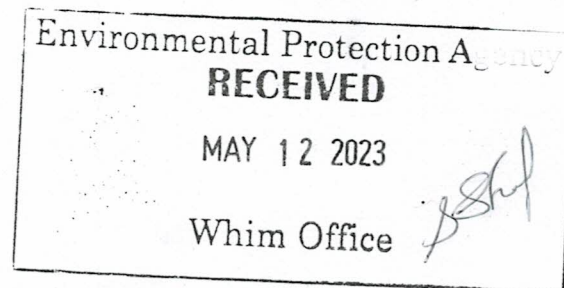
T & R Construction Services

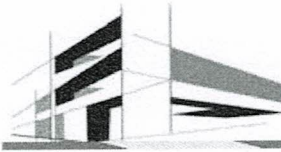


Updated Project Summary for the Establishment of an Asphalt Production Facility Corentyne, Berbice, Guyana.

Original Submission: July 2022.

Revised Submission: May 2023.



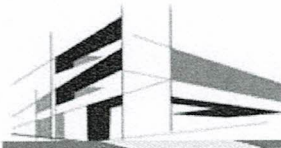


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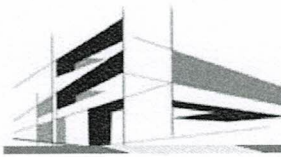
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1. What is Asphalt?

i. Overview

Asphalt is the term used to describe a mixture of aggregates, binder and filler, used for constructing and maintaining roads, parking areas, airport runways, and other areas subject to significant traffic. While asphalt is mainly comprised of aggregates, in order to bind the aggregates into a cohesive mixture a binder is used, most commonly bitumen.

The various components are mixed at a facility. The mixture is then transported to the site, placed in layers, then compacted and smoothed.

Asphalt has several advantages as a paving material, which include the provision of a smooth, durable surface, offering adequate grip and skid resistance, yet delivering a quiet ride. Surfaces made of asphalt also facilitate easier patching and repair, since pinpoint repairs can be conducted, rather than replacing an entire area.

ii. Types of Asphalt

The main types of asphalt are:

a. Cold Mix Asphalt

Cold mix asphalt is produced without heating the aggregate, made possible by the use of bitumen emulsified in water. Over time, as the mixture cures, water evaporates, and the mixture strengthens. However, cold mix asphalt is only recommended for roads subjected to light traffic and as such, is not the subject of this Project.

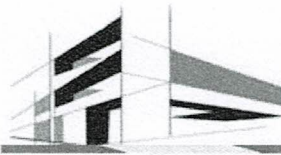
b. Warm Mix Asphalt

Warm mix asphalt is produced at temperatures around 120 °C. This has several advantages, including significantly less energy use and therefore, less emissions in the production process. However, warm mix asphalt is only recommended for roads subjected to medium traffic loads, and as such, is not the subject of this Project.

c. Hot Mix Asphalt

Hot asphalt mixes are produced at temperatures around 160 °C. While this type of asphalt results in more emissions during the production process, the resulting asphalt results in roads that are able to withstand heavy traffic loads. Consequently, this Project plans to produce Hot Mix Asphalt.

The composition of the typical mix to be produced by this plant is as follows: 6% Bitumen, 30% Sand, 32% stone and 32% sifting. This composition will be adjusted, depending on the technical requirements for the individual road.



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2. Types of Asphalt Plants

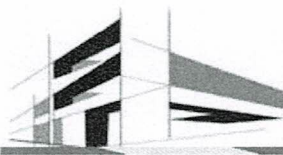
There are two types of Asphalt Plants, as outlined below:

i. Drum Mix Plant

Drum Mix Asphalt Plants produce finished asphalt in small amounts, on a continuous basis. Drum Mix Plants are sometimes referred to as Continuous Asphalt Plants. A Drum Mix Asphalt Plant is not the subject of this Project.

ii. Batch Mix Plant

Batch Mix Asphalt Plants produce finished asphalt in large amounts, in batches at particular intervals. Batch Mix Plants are sometimes referred to as Intermittent Asphalt Plants. This Project plans to establish and operate a Batch Mix Asphalt Plant, with a capacity of 160 Metric Tons per Hour.



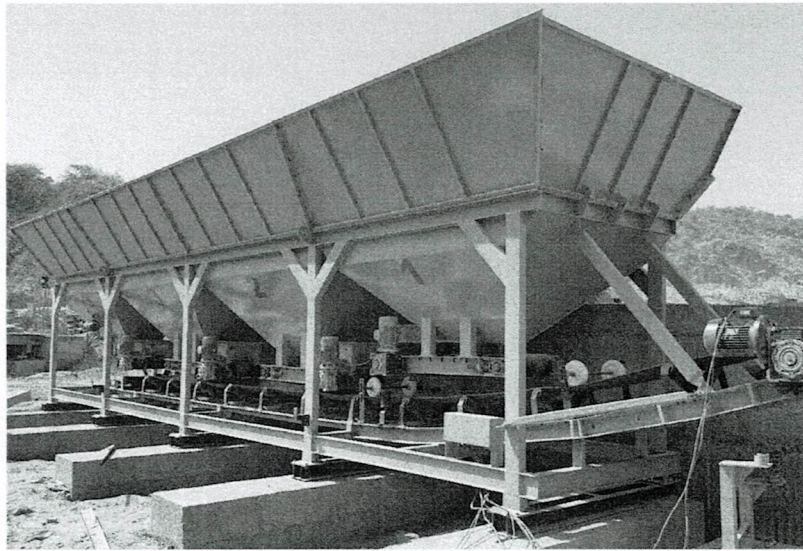
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3. Asphalt Hot Mix Batch Production Process

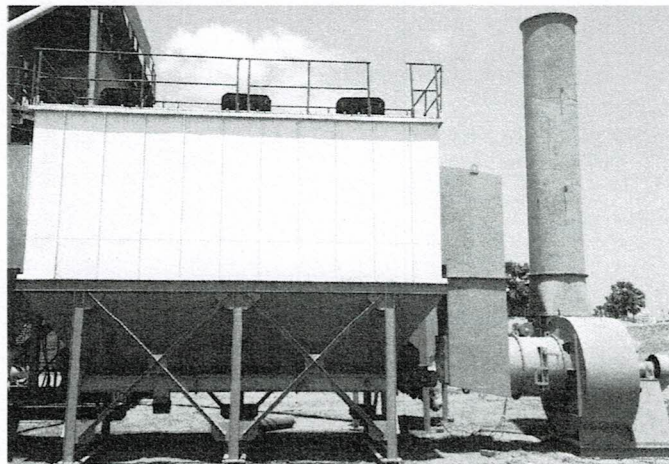
i. Aggregate Storage and Feeding

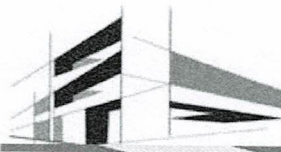
The various aggregates to be used (sand, stone, sifting) are stored in Cold Aggregate Bins. When production commences, specific amounts of each aggregate are released onto a conveyor belt and transported first to a primary vibrating screen, which removes oversized particles. Screened material is then transferred to the dryer section.



ii. Dust Control

Upon entry of the aggregates into the drying section, dust is removed via suction, and filtered by the Pollution Control Unit, using a baghouse filter system. The majority of the trapped dust is recirculated for use in the asphalt production process.



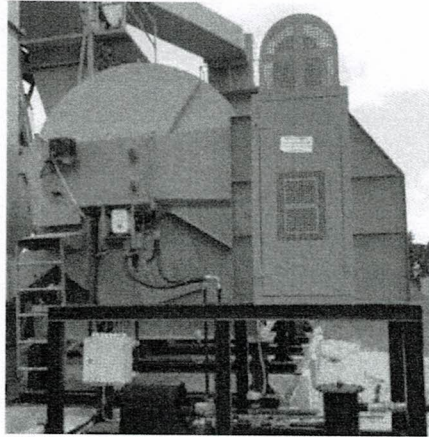


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iii. Drying of Aggregates

The various aggregates are then moved to the dryer section, where they are continuously rotated and exposed to heat to facilitate drying in the Drying Drum. Heat is supplied to the Drying Drum by the diesel-powered Burner Unit. The aggregates remain in the dryer section for some time, until the moisture content reduces to the desired level.

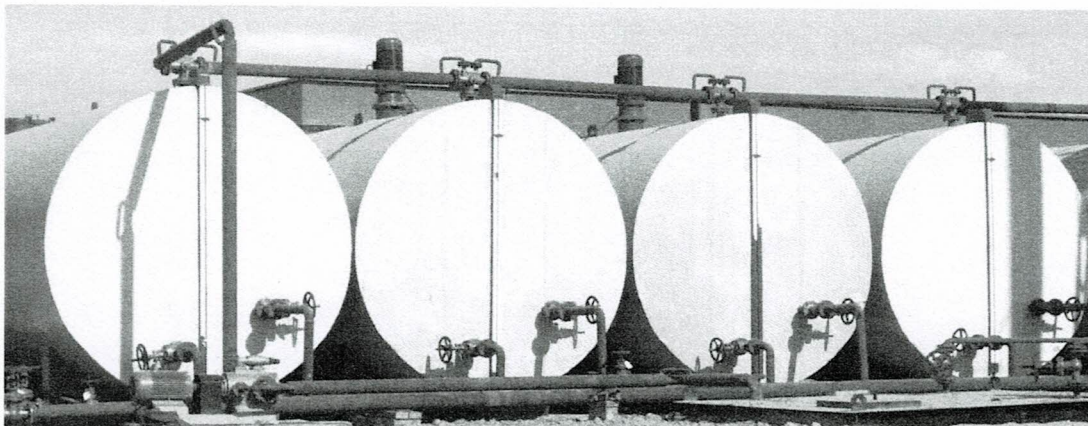


iv. Screening

Dried aggregates are then moved via the bucket elevator to the screening section, where the aggregates are screened to ensure correct particle size. Screened aggregates are then moved several Hot Bins, for mixing with bitumen.

v. Bitumen Storage, Heating and Supply

Bitumen is stored in tanks and heated to attain the required temperature and viscosity. Heated bitumen is then transferred to the weighing section via pipes.





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vi. Weighing

The screened aggregates and the bitumen are weighed in the Weighing Hopper, and required amounts are then transferred onward for mixing.

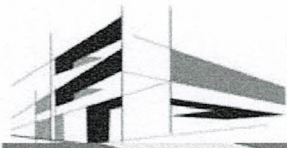
vii. Mixing

The required amounts of aggregates and bitumen are then thoroughly mixed together in the Mixer, to ensure even distribution of components.

viii. Batch Delivery

When mixing is complete, the batch of asphalt is then delivered into a waiting truck, for transport and distribution to the required site.

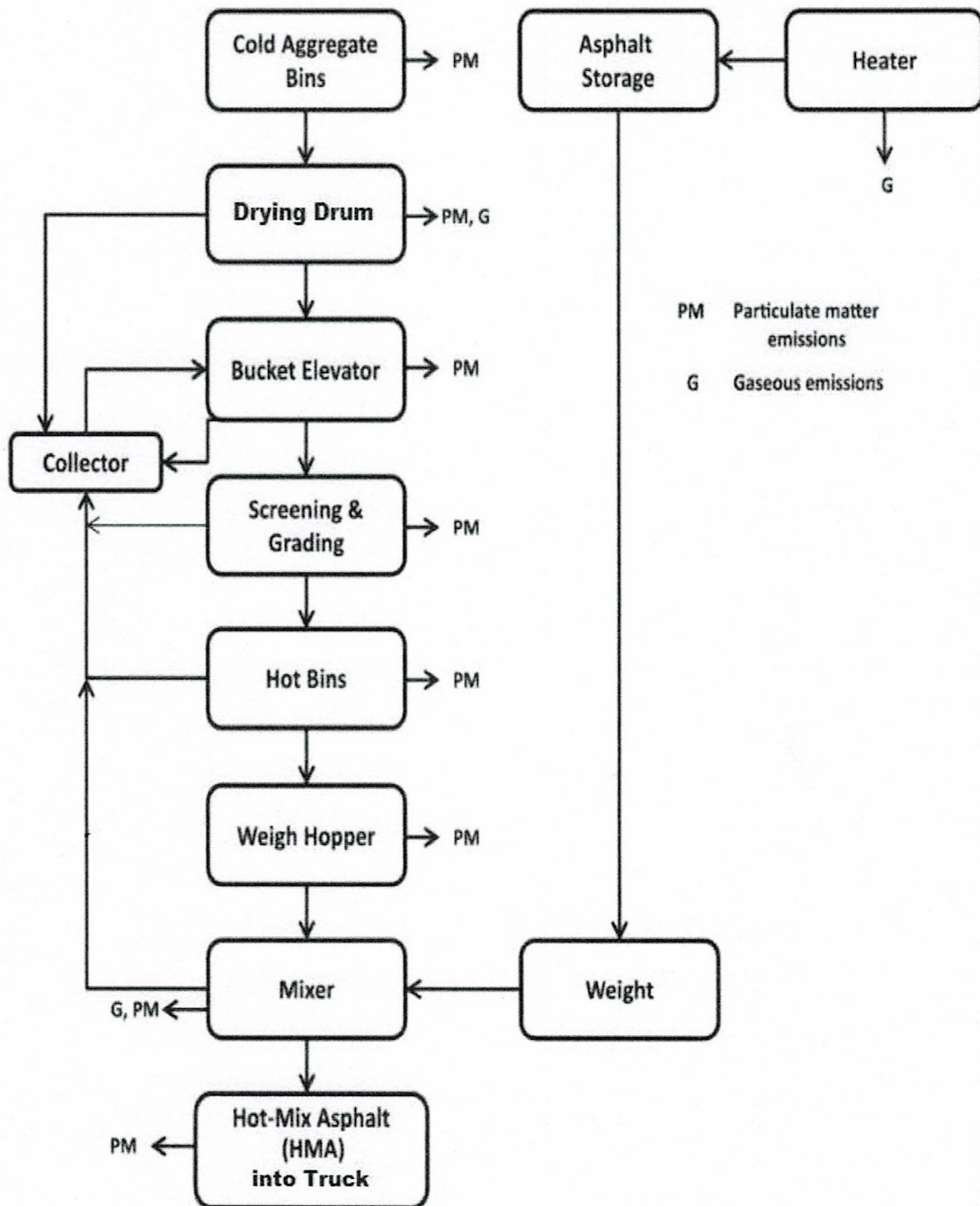


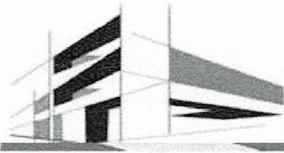


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ix. Process Flow Chart





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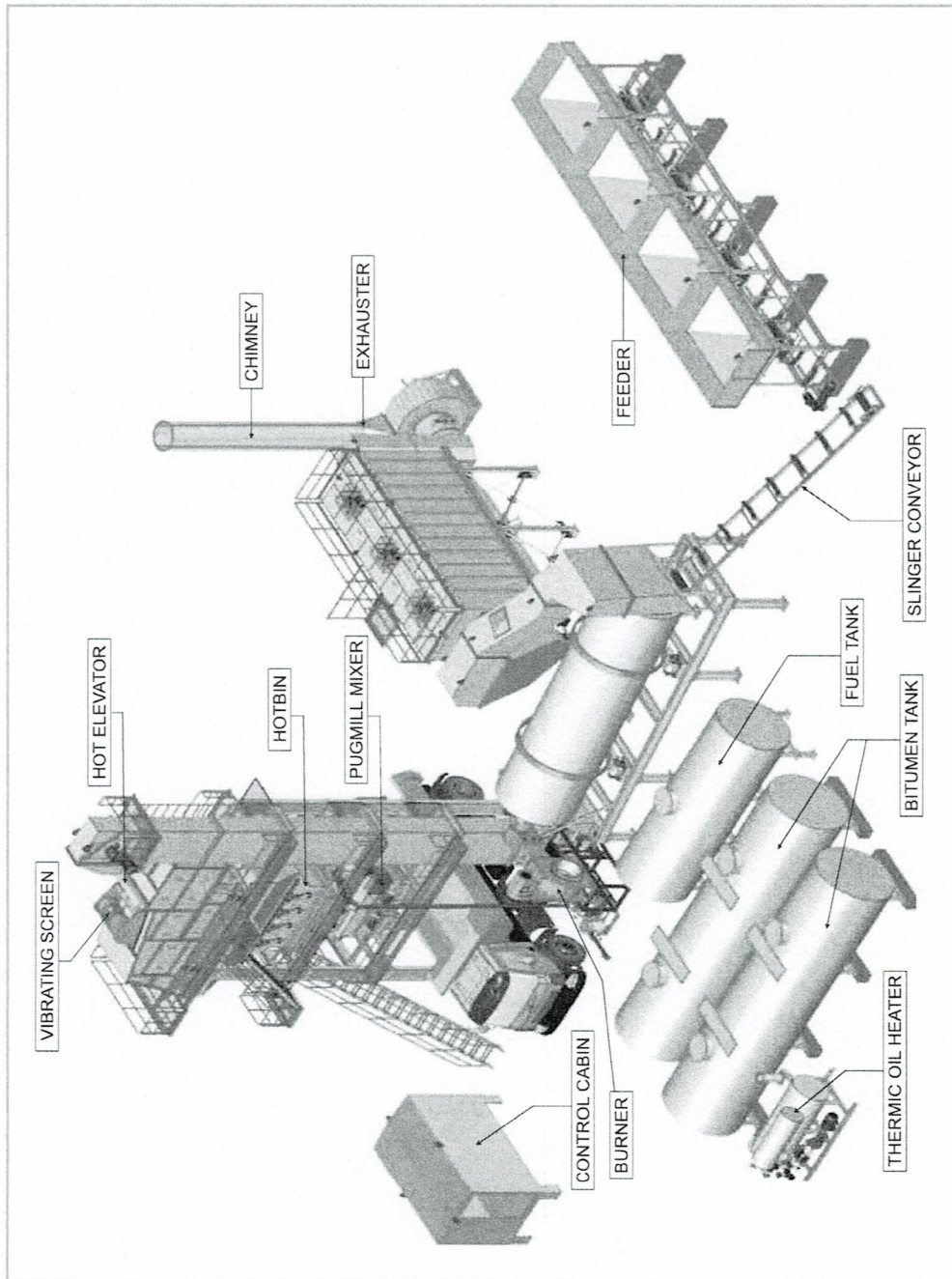
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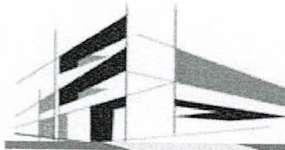
4. T&R Construction Services Asphalt Plant

ASPHALT BATCH MIX PLANT

Model No. : ABP Series

80 tph | 120 tph | 160 tph





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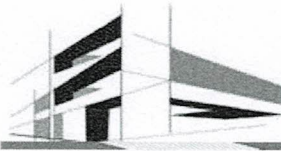
5. The Investor

Mr. Therbhuwan Jagdeo is a Guyanese citizen. He is thirty-seven years (37) old and family oriented, married and the father of one child.

He has grown up in the contracting business, being a third-generation contractor. His father, Krishna Persaud Jagdeo, is the owner of the long-established and well known-contracting business, K. P. Jagdeo General Contractor, while his brother, Tevindra Jagdeo, manages an asphalt production company, Premium Asphalt.

For the majority of his adult life, Mr. Therbhuwan Jagdeo worked in various areas of both of the above-stated businesses, gaining valuable experience and insight into the local contracting business in general, and the asphalt production business in particular.

In December 2019, Mr. Therbhuwan Jagdeo decided to move forward with the establishment of his own business enterprise and proceeded to register the business name "T&R Construction Services". In the intervening period from then to now, Mr. Jagdeo has succeeded in the local contracting sphere, to the point where he is now confident enough to expand into the area of asphalt production.



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6. Description of Business

i. Current Business Activities

T&R Construction Services (T&R) is a general contracting business which was established in December 2019. The business, although relatively newly established, has accumulated significant contracting experience, with the execution of over G\$220 million to date.

These works have included construction and rehabilitation of roads, empoldering of areas, and excavation and cleaning of drains.

The business also benefits significantly from having personnel previously engaged with other established contracting businesses, including K.P. Jagdeo General Contractor. This knowledge and experience have served this new business well, enabling the efficient execution of high-quality works, to be the benefit if all stakeholders.

ii. Proposed Expansion and Synergies

The capital value of the planned expansion is \$G597.6 million, with an annual average operating cost of over G\$900 million. Projected revenues are in the range of G\$1.34 billion, contributing significantly to Guyana's development with the expansion of the national road network.

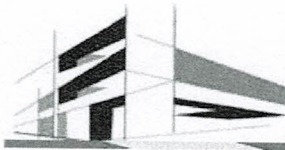
The proposed expansion will include the production of 20,000 MT of asphalt per year, for the next 20 years, and the provision of related services, including Engineering Assessment of Road Construction Operations, Asphalt Delivery, Paving and Rolling.

iii. Project Location

As T&R proceeded to execute various road works, it became clear to the management that greater efficiency and profitability could be achieved if critical inputs of the road-building operation were to be produced in-house, rather than sourced externally.

Consequently, T&R sought to investigate the possibility of expansion into the asphalt production business. After detailed financial analyses and careful consideration, T&R determined that the local business environment was conducive to this significant expansion.

The capital value of the planned expansion is \$G597.6 million, with an annual average operating cost of over G\$900 million. Projected revenues are in the range of G\$1.34 billion, contributing significantly to Guyana's development with the expansion of the national road network.



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iv. Mission Statement

The Mission Statement for this significant expansion in scope is as follows:

"To produce high quality asphalt and other road construction materials to support the Government's infrastructure drive."

v. Goals

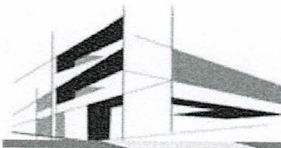
The Goals for this Significant expansion in scope are as follows:

Short Term

To produce asphalt and other road construction materials to support the Government's infrastructure drive in Regions' 5 and 6.

Medium Term

To expand production of asphalt and other road construction materials to support the Government's infrastructure drive nationwide.



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vi. Products and Services

The proposed Project will include the following products and services:

a. Asphalt

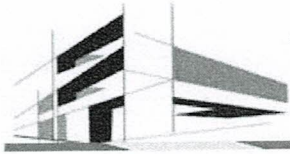
T&R intends to invest in the equipment and machinery required for the production of 20,000 MT of asphalt per year, for the next 20 years.



b. Services

When the asphalt is delivered to the site, it is evenly spread on the fresh road surface, in a process known as paving. The freshly laid asphalt is then rolled to compact it, and to prepare a smooth finished surface.

T&R also intends to invest in the equipment and machinery required to perform these services, since these services are essential to the road building process. These services are also important, since asphalt needs to be utilized quickly upon delivery to site to avoid deterioration.

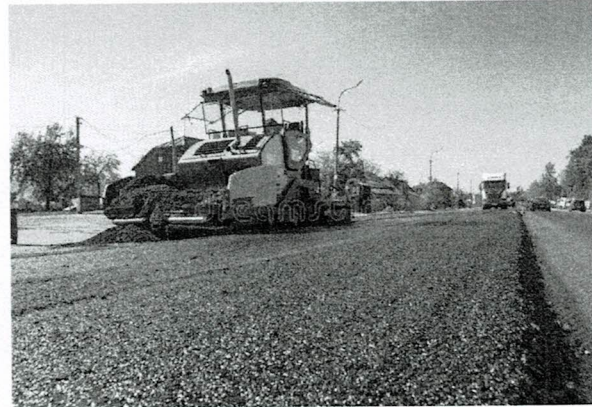


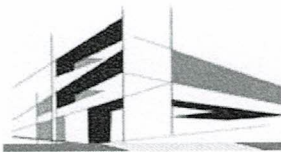
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Therefore, the services to be offered encompass:

- Engineering Assessment of Road Construction Operations
- Asphalt Delivery
- Paving
- Rolling





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vii. Customers

T&R will target the following categories of customers:

a. Government of Guyana through the National Procurement System

The main customer for asphalt is the Government of Guyana, via the various procurement procedures. The Government of Guyana via its' various agencies, such as the Ministry of Works, would decide as a matter of policy to construct a certain type of road, at a specific location, for a particular purpose.

Qualified contractors would then be invited to submit bids for the construction of the road, including the supply of the required materials, such as asphalt, via a competitive bidding process. Successful bidders would then be required to build the road as per the specifications outlined.

T&R has experience in this regard, having successfully won bids for various road works, as outlined in the summary of works to date. Some of these works were implemented using asphalt purchased from asphalt producing entities.

It is the intention of T&R to bid for such works, and to complete these works using asphalt produced from its' own production line, rather than depending on asphalt from outside sources. Such an approach will have the advantages of increasing the efficiency, guaranteeing the quality of the works, increasing margins for the business.

b. Contractors who are implementing Government Projects

In addition to producing asphalt for its' own use, T&R intends to sell asphalt to those contractors who require the product, to implement Government works that they have won the opportunity to implement, via the Government's competitive bidding process.

c. Private Individuals and Companies

An increasing number of companies and individuals now require asphalt for the paving of their internal roads, parking lots and other premises. This category of customers includes the various Shore Bases under construction and various stockyards.

T&R intends to sell asphalt to these customers, producing asphalt to their required specifications.



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viii. Experience

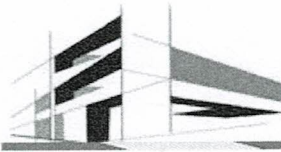
The production of asphalt represents a new venture for T&R.

However, Mr. Therbhuwan Jagdeo, the Managing Director, has significant experience in asphalt production and the provision of associated services, due to his 5-year association with Premium Asphalt, a company which in engaged in these activities.

In addition, key personnel short-listed for retention, including the Engineer and the Supervisors, have direct experience in asphalt production and related services.

With regard to the associated services aspect, T&R has experience in the use of asphalt for the construction of roads, as may be observed from the attached "Summary of Works 2020 to 2021".





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ix. What Makes this Business Unique?

Several factors combine to make this business venture unique:

a. Experience

Asphalt production is not a widespread activity in Guyana. However, the owner of the business is one of few individuals to have significant practical experience in asphalt production and associated services, via his links with Premium Asphalt and previous works implemented by T&R. This experience will result in the asphalt venture being an efficient and successful endeavour.

b. Quality Products

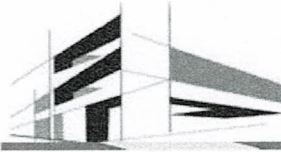
T&R will produce quality asphalt products, in strict accordance with the requirements as laid out by the Government of Guyana or in accordance with the requirements of a specific customer.

This strict adherence to requirements will result in quality products, which will be evident in the surfaces built using the products of T&R.

c. Flexibility

T&R will provide flexibility to suit the needs of various customers. T&R will produce asphalt which can be uplifted from the site at Marysburg, Corentyne, or if the customer requires, asphalt will instead be delivered to site.

T&R will also provide associated services, such as paving, rolling and engineering services, if required.



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7. Description of Ownership, Management and Organization

i. Business Type

T&R Construction Services is a business name, registered to an individual, Mr. Therbhuwan Jagdeo. The assets of the business are solely owned by Therbhuwan Jagdeo

ii. Management Philosophy

The business operates in accordance with a three-tiered management philosophy:

a. Administrative Management

At this level, the vision, goals and operational priorities are derived, based on various sources of input, including technical aspects.

This level includes the Manager and Supervisors.

b. Technical Services

At this level, the technical requirements for achieving the goals and operational priorities as established by Management are derived and implemented.

This level includes the Engineer, external financial services and the various operators of complex machinery, such as the asphalt plant, loaders, pavers, rollers, etc.

c. Operational Services

At this level, the operational activities required to implement the goals and operational priorities as established by Management are conducted, adhering to the technical requirements.

This level includes the labourers, various operators of less complex machinery, security and office personnel.



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iii. Human Resources Details

The human resources required for the implementation of this Project are outlined below:

No.	Position	Description	No.
1	Manager	Main Administrative Responsibilities	1
2	Engineer	Technical responsibilities	1
3	Supervisor	On-the-Ground Admin and Tech Support	2
4	Operator	For the operation of heavy machinery, such as paver, roller, loader, etc.	4
5	Driver	To transport raw material and product	6
6	OHS Officer	Responsible for Occupational Health and Safety Issues	1
7	Labourer	Implementation of manual tasks	4
8	Security	To secure material, product and assets.	2
9	Office Clerk	Record keeping, filing, etc.	1

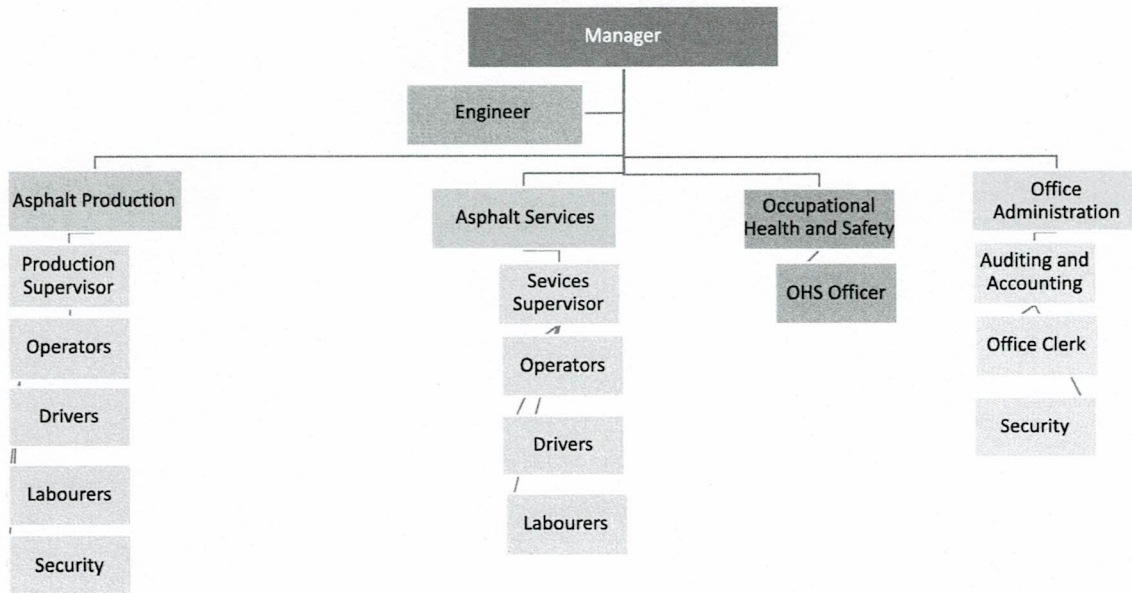


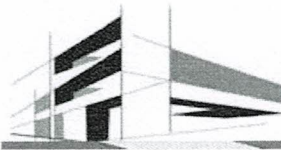
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iv. Organizational Chart

The relevant organizational chart is presented below:



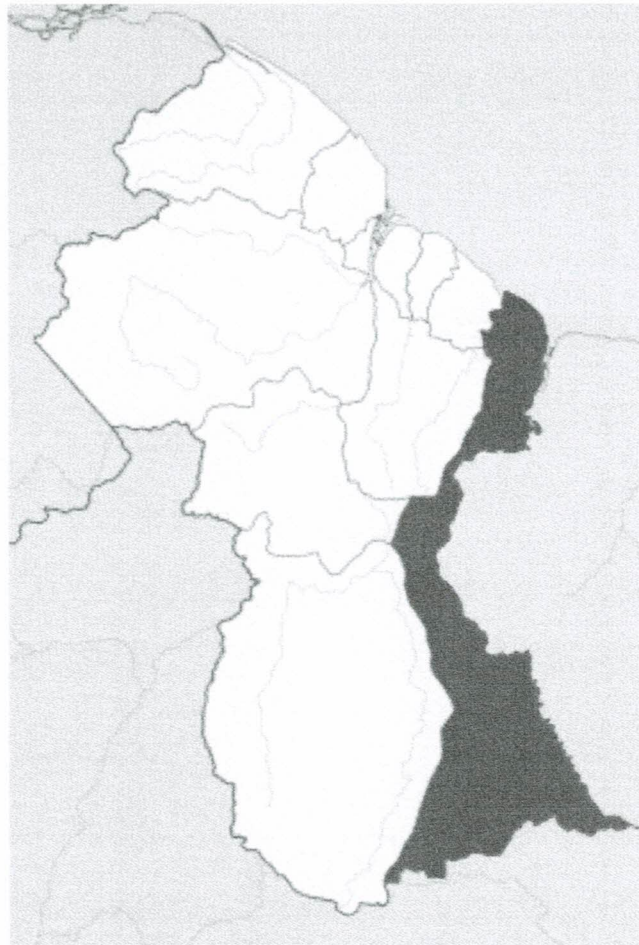


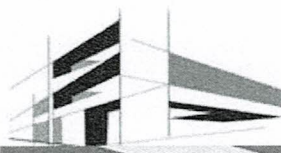
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8. Local Content Implications

- i. The owner of the business, Mr. Therbhuwan Jagdeo, is a Guyanese Citizen who has lived and worked in Guyana for his entire life. He is not the holder of citizenship of any other country.
- ii. The entire human resource contingent is currently Guyanese. The planned additions to the human resource contingent will also be entirely Guyanese.
- iii. As far as is practicable, human resources for the implementation of this project will be drawn from the surrounding areas of the lower Corentyne, Guyana.





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9. Environmental Impacts of the Asphalt Plant and Mitigation Strategies

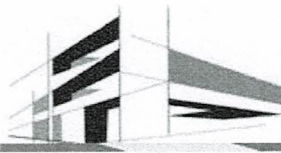
i. Overview

Asphalt production operations are known to cause some negative environmental impacts. T&R Construction Services understands the need for mitigation of these impacts, utilizing various strategies.

The primary emission sources associated with hot mix asphalt production in this Project are the dryer, hot bin, and mixer, which, during the course of their operation, will emit particulate matter and a variety of gaseous pollutants, as outlined in the Process Flow Chart. Other emission sources associated with this Project are truck load-out operations, which will occur when the asphalt is loaded into trucks for transport to the required site.

Emissions will also result from vehicular traffic on the unpaved roadways within the Project site, as well as from aggregate storage and handling operations, and vehicle exhaust.

However, the Project and its' potential impacts should be viewed in context and holistically, since asphalt production plays an important role in national development.



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ii. Impacts Resulting from Gaseous Emissions

a. Description

The main gaseous emissions associated with hot-mix batch type asphalt plants and associated equipment and machinery are sulfur dioxide (SO₂), nitrogen oxides (NO_x), carbon monoxide (CO), and volatile organic compounds (VOC), as well as volatile hazardous air pollutants organic compounds.

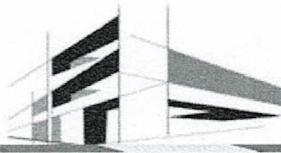
b. Significance

The asphalt plant that is the subject of this Project is comprised of modern components, which operate efficiently and as such, minimize the generation of gaseous emissions.

The vehicles designated for transporting and handling raw materials and finished product will comply with the various standards that are applicable to heavy-duty vehicles.

c. Mitigation Measures

The Project site is located in an area away from populated areas. There are also no populated areas downwind from the Project site. This will ensure that no populated areas are directly affected by the resulting gaseous emissions.



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iii. Impacts Resulting from Particulate Matter Emissions

a. Description

Information provided by the manufacturer states that particulate emissions of this type of hot-mix batch type asphalt plant can be grouped into three categories:

- 95 micrometers and greater
- 10 to 95 micrometers.
- Below 10 micrometers

b. Significance and Impact

With regard to the 95 micrometers and greater category, this asphalt plant is designed to trap this category of particulate matter and reuse it in the asphalt production process. This category of particulate matter will therefore have no impact on the surrounding environment.

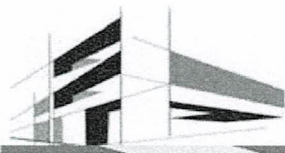
With regard to the 10-95 micrometers category, this asphalt plant is designed to trap this category of particulate matter using the baghouse filter system in the Pollution Control Unit. When the filter system is filled, T&R Construction Services will empty the contents into an enclosed container, transport it to a designated low-lying area, and bury it. This will contribute to land filling operations, thereby improving the low-lying area. This category of particulate matter will be therefore have a positive impact on the surrounding environment.

With regard to the below 10 micrometers category, this category of particulate matter will be emitted into the air. However, the quantity of this category of particulate matter is expected to be negligible.

c. Mitigation Measures

Given the information provided in "b" above, no mitigation measures are proposed for particulate matter emissions. However, T&R Construction Services will regularly monitor the content of 2.5 micrometers when the facility is in operation using the equipment below and keep records of the readings. These records will be available for examination by personnel from the EPA immediately upon request.





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iv. Noise Impacts Resulting from Operation of Vehicles and Machinery

a. Description

Noise impacts from this Project will result from mainly two sources. Noise will be generated from the operation of machinery transporting raw materials and finished products.

Noise will also be generated from the asphalt production process itself, which involves plant operations.

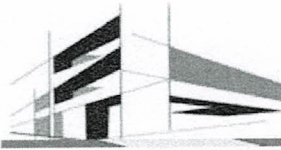
b. Significance

Noise levels are expected to be generated by trucks, excavators, and backhoes. The asphalt plant components are not expected to be a significant source of noise. The tables below provide information to evaluate safe hearing levels in terms of impacts on humans.

Equipment Type	Typical Sound Level at 50 ft (dBA)
Backhoe	80
Bulldozer	85
Compactor	82
Compressor	81
Concrete Mixer	85
Concrete Pump	82
Crane, Derrick	88
Crane, Mobile	83
Loader	85
Pavement Breaker	88
Paver	89
Pile Driver, Impact	101
Pump	76
Roller	74
Truck	88

Duration per day, hours	Sound Level dBA
8	90
6	92
4	95
3	97
2	100
1 ½	102
1	105
½	110
¼	115
1	105
½	110
1/4	115

Source: Occupational Safety and Health Administration (OSHA)



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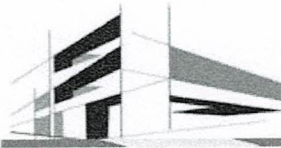
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c. Mitigation Measures

T&R will ensure that all staff that are exposed to involved in the asphalt production process are equipped with ear protection, to protect them from harmful noise exposure.

In addition, T&R Construction Services will regularly monitor the noise levels when the Project site is in operation using the equipment below and keep records of the readings. These records will be available for examination by personnel from the EPA immediately upon request.





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v. Impacts Resulting from Spillage of Fuel, Oil and Bitumen

a. Description

The asphalt plant will be powered by a diesel generator. In addition, the heavy-duty machinery and vehicles servicing the Project will be powered by diesel. Consequently, some diesel and oil for lubrication will be stored on the site for supply to these equipment, machinery and vehicles.

Also, a key component of asphalt is bitumen, quantities of which will need to be stored on site in proximity to the asphalt plant.

b. Significance

Under normal operating procedures, spillage of fuel, oil and bitumen is not expected to occur. However, efforts will be made to manage spills if they do occur.

c. Mitigation Measures

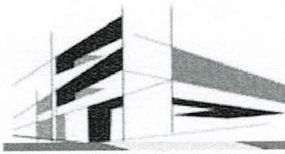
Efforts will be made to immediately clean up all spilled fuel and install drip pans or suitable collecting trays to capture spills.

Any contaminated soil will be collected, treated and reused or disposed of using an authorized facility, in keeping with sound environmental practices.

Damaged valves and connectors from storage tanks will be serviced and replaced.

An oil-water separator and a grease trap to treat effluent discharges from the facility will be installed as per the EPA mandated specifications.

A containment will be constructed around the fuel tank and the tar tanks with a capacity of 110% of the largest storage tank



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vi. Socio-Economic Impacts

a. Description

The establishment of a Project of this scale will undoubtedly have socioeconomic effects on the surrounding environment. However, not all of these effects are negative, as per the broad categories outlined below:

- Potential disruption to the occupants to adjacent property
- Potential increase in traffic congestion and accidents
- Potential employment and other economic opportunities

b. Significance

With regard to the potential disruption to the occupants to adjacent property, it should be noted that there are no populated areas adjacent to the Project site. The rice and shrimp farming operations that are adjacent to the Project site will not be disrupted by the Project's activities.

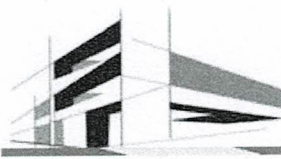
With regard to the potential increase in traffic congestion and accidents, it should be noted that the Project site is located adjacent to the Corentyne Highway, as well as an area that is utilized for the storage and maintenance of heavy-duty machinery.

The Project is expected to provide much needed employment to the area, as outlined in item 7 (iii).

c. Mitigation Measures

T&R will ensure that asphalt production operations are conducted during normal working hours, so as to minimize adverse effects on the surrounding community.

Drivers and heavy-duty machine operators will be educated in the procedures for traffic movements within the facility.



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vii. Waste Management

a. Liquid Waste

- A Septic system will be constructed in accordance with GNBS standards.

b. Solid Wastes

- Waste will be removed periodically by a waste disposal company to the nearest approved landfill site.
- All workers would be made aware of the proper waste handling and disposal requirements and practices.
- Bins will be placed around the site during the operation phase.

c. Hazardous Wastes

- Waste oil from servicing of machinery and generator will be collected and reused/disposed of in a safe and acceptable manner.
- Waste oil drained from vehicles and machinery will be collected by pans and transferred to a storage drum.
- Used batteries will be collected and returned to the suppliers or provided to used batteries dealers approved by the EPA.

T&R will comply with all the required Laws and Regulations governing the operation of an asphalt production operation and complying with the various guidelines and mitigation measures mandated in the relevant Environmental Permit.