

TRISTAR GATEWAY PARK DEVELOPMENT

Track 1 - Environmental Authorisation Support Document

Project Description / Summary

Developer / Intended Permit Holder	Tristar Gateway Park through Heaven Way Inc., a wholly owned subsidiary of Tristar Inc.
Project Location	Track 1 of Tristar Gateway Park; Tracts A and B of Hermitage and Tracts A and B of Reynstein, West Bank Demerara, Guyana
Local Authority	Malgre Tout / Meer Zorgen NDC, Region 3 - Essequibo Islands - West Demerara
Land Area	Approximately 50 acres / 20.23 hectares; part of the wider approximately 300-acre Tristar Gateway Park block
Prepared For	Environmental Protection Agency, Guyana

Prepared as an accompaniment to the Application for Environmental Authorisation

April 2026

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1. Non-Technical Summary

Tristar Gateway Park is proposed as a phased industrial, offshore technology and logistics hub on the West Bank Demerara. The present Environmental Authorisation application relates specifically to Track 1, an approximately 50-acre parcel within the wider approximately 300-acre Tristar Gateway Park landholding. Track 1 is owned by Heaven Way Inc., a wholly owned subsidiary of Tristar Inc., and is intended to support the wider port, shorebase, industrial logistics and offshore support development programme being advanced by Tristar.

The proposed Track 1 development is not a manufacturing facility. It is intended primarily as a service and logistics platform for receiving, marshalling, storing, handling, testing, inspecting, maintaining and dispatching cargo, equipment, containers, project materials, pipe, oilfield materials and general industrial supplies. The development will include engineered yards, access routes, drainage, security, lighting, utility connections, office and welfare facilities, and designated areas for storage and controlled handling of materials.

The project is strategically located in Region 3, within the Malgre Tout / Meer Zorgen NDC jurisdiction, and is intended to complement Tristar's wider port and shorebase investments on the West Bank Demerara. Its purpose is to strengthen Guyana's logistics capacity for offshore energy, industrial development, project cargo, equipment management and associated support services while providing employment, local supplier opportunities and improved infrastructure on previously undeveloped land.

Environmental management will focus on controlled site preparation, dust and noise control, erosion and sediment management, storm water drainage, spill prevention, waste segregation, safe storage of fuels and maintenance chemicals, worker welfare and HSE supervision. Where hazardous materials or NORM-related materials are accepted in the future, their handling will be subject to approved procedures, dedicated controls and any additional regulatory approvals required by the competent authorities.

2. Project Proponent and Application Context

The applicant / intended permit holder is Tristar Gateway Park through Heaven Way Inc., which is a wholly owned subsidiary of Tristar Inc. Tristar Inc. is developing a broader port, shorebase and logistics platform on the West Bank Demerara, with Track 1 forming an early and important component of that programme.

Item	Project Information
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Applicant / Intended Permit Holder	Tristar Gateway Park through Heaven Way Inc., a wholly owned subsidiary of Tristar Inc.
Project Title	Tristar Gateway Park Development
Application Area	Track 1 of Tristar Gateway Park
Registered / Contact Address	Lot 1 Versailles Public Road, Versailles - Malgre Tout, West Bank Demerara, Guyana
Technical / Application Contact	Rabin Chandarpal
Contact Email	chandarpal.r@tristarguyana.com
Expected Project Life	Minimum 30 years
Implementation Period	2026 to 2030, with phased implementation subject to EPA and other approvals

The Environmental Authorisation application for Track 1 is intended to allow EPA screening of the proposed activities, potential impacts and initial management controls. Detailed engineering, final site layout and operational procedures will be refined as the development proceeds through approvals, design and implementation.

3. Location and Site Description

Track 1 is located within the Tristar Gateway Park block at Tracts A and B of Hermitage and Tracts A and B of Reynstein, West Bank Demerara, Guyana. The site falls under the Malgre Tout / Meer Zorgen NDC in Region 3 - Essequibo Islands - West Demerara.

Site Attribute	Description
Land Area	Approximately 50 acres / 20.23 hectares
Relationship to Wider Development	One of six tracks within the approximately 300-acre Tristar Gateway Park block
Current Land Use	Vacant / undeveloped land with access reserves and former agricultural / open land characteristics
Known Occupancy	No known occupied residences, farms or commercial users within the Track 1 application area
Alternative Sites	None proposed; the application relates to an owned parcel within the Tristar Gateway Park block
Surrounding Land Use Context	Predominantly former agricultural / open lands with emerging infrastructure and industrial development potential on the West Bank Demerara

The project area is generally flat and characteristic of Guyana's coastal plain. The area will require site preparation, filling, grading, drainage and engineered surfacing to support logistics, storage and industrial support activities. The application materials identify the site as currently vacant and undeveloped, with vegetation consisting mainly of overgrowth, weeds and grass.

The site location is supported by the attached survey plan, access reserve plan, ownership documents and site layout plan submitted with the Environmental Authorisation application. Those plans should be read together with this Project Summary.

4. Proposed Development and Operating Concept

Track 1 is proposed as an integrated industrial, offshore technology and logistics support area. The development is intended to provide flexible, secure and controlled land-based capacity for industrial clients, offshore energy operators, project cargo users, equipment owners and logistics service providers.

4.1 Core Functions

- Laydown, marshalling and temporary storage of industrial, port, shorebase and oilfield equipment.
- Warehousing and controlled storage of materials, containers, project cargo and support supplies.
- Testing, inspection, preservation and maintenance support for industrial and offshore equipment and components.
- Fabrication and preparation support activities for equipment and components, subject to final layout and approvals.
- Controlled handling and distribution of industrial and oilfield materials, including hazardous materials only where properly approved, packaged, segregated and managed.
- Administrative, security, welfare, utilities, access control and HSE support functions required for safe operations.

4.2 Operating Character

The project is service-based. It does not involve routine product manufacturing or industrial processing. Monthly throughput will depend on client demand, cargo movements, storage occupancy, equipment mobilisation and project activity. The final mix of services may evolve in response to market demand and regulatory approvals, but the operating concept remains logistics, storage and offshore / industrial support.

Where activities involve regulated goods, hazardous chemicals, customs-controlled cargo, fuel, lubricants, waste oil, NORM-related materials or other controlled substances, Tristar will implement applicable inventory controls, segregation, bunding, labelling, documentation, contractor controls and agency approvals. Such activities will not be treated as ordinary open-yard storage.

5. Implementation Programme and Workforce

The project is expected to be implemented between 2026 and 2030, with phasing tied to EPA screening, detailed design, commercial demand, infrastructure availability and other statutory approvals. The wider Tristar Gateway Park / port and shorebase development programme has an indicative capital investment of approximately USD 132 million, with Track 1-specific allocation to be confirmed as design and tenant requirements are finalised.

Stage	Indicative Activities	Indicative Workforce
1. Permitting and Detailed Design	EPA screening, agency consultations, site planning, engineering design and method statements.	Management, technical and consultant personnel.
2. Survey Set-Out and Site Preparation	Survey control, clearing, stripping, filling of low areas, grading and temporary access preparation.	Construction labour, equipment operators, surveyors, supervisors and HSE personnel.
3. Civil and Utility Works	Engineered filling, compaction, drainage, internal roads, yard surfacing, fencing, lighting and utility installation.	Approximately 75-150 persons at peak construction.
4. Commissioning	Testing of drainage, lighting, access control, welfare facilities, procedures and emergency response arrangements.	Operations, security, maintenance and HSE personnel.
5. Operations	Laydown, storage, warehousing, marshalling, equipment support and logistics services.	Approximately 50-100 persons initially, with potential increase as Track 1 and the wider development are phased into service.

6. Site Preparation, Construction and Utilities

Site preparation will involve clearing, excavation, grading, limited earthworks, filling, drainage construction, internal roads and yard development. Vegetation clearance is expected across the Track 1 development area, primarily involving overgrowth, weeds and grass. Suitable inert material may be reused on site where approved, while unsuitable material, vegetation and construction waste will be segregated and removed by competent / approved contractors to approved disposal sites.

6.1 Infrastructure and Utilities

- Internal access roads and circulation routes for trucks, cranes, forklifts and service vehicles.
- Drainage and storm water management systems with final outfalls to be shown on the final site plan.
- Telecommunications, lighting, security, fencing and access control systems.
- Electrical supply from grid connection where available, supplemented by generators / back-up power as required.
- Water supply and storage arrangements for domestic and operational support requirements.
- Sanitary and welfare facilities, including approved septic / wastewater treatment arrangements.
- Yard surfacing, storage zones, administrative offices and ancillary welfare facilities.

The development will use a phased construction environmental management approach, with HSE inspections, contractor controls, traffic management, dust suppression, stockpile stabilisation, spill prevention and waste management measures applied throughout implementation.

7. Environmental and Social Setting

The project is located on the coastal plain of Guyana, within an area historically influenced by agricultural land use, drainage infrastructure and expanding West Bank Demerara development. The coastal plain is generally low-lying and requires careful attention to drainage, filling, runoff control and flood resilience in the design and operation of new developments.

The application describes the Track 1 site as vacant / undeveloped with former agricultural / open land characteristics. No occupied residences, farms or commercial users are known within the application area. The immediate environmental baseline is therefore expected to be substantially modified when compared with undisturbed natural habitats, but construction and operation must still manage vegetation clearance, storm water, dust, noise, waste and spill risks in a disciplined manner.

The wider West Bank Demerara context includes residential communities, public roads, drainage networks, agricultural lands, commercial activity and emerging industrial development. Tristar's project must therefore be managed to avoid nuisance, protect public drainage, control truck movements, preserve community safety and maintain compliance with EPA and other statutory requirements.

8. Potential Impacts and Management Measures

The principal potential impacts are typical of a large logistics and industrial support development: soil disturbance, dust, noise, storm water runoff, construction waste, traffic interface, fuel or oil spill risk, domestic wastewater, and safe handling of materials. The following summary identifies the main impact pathways and proposed management measures for EPA screening purposes.

Impact Area	Possible Effects	Proposed Management / Mitigation
Land / Soil	Clearing, grading, filling, compaction, vehicle movement and localised spill risk.	Approved engineering design, controlled earthworks, erosion and sediment controls, designated storage areas, spill kits, bunding and routine inspections.
Air Quality	Dust from unpaved areas, earthworks, truck movement and stockpiles; exhaust from mobile equipment and generators.	Dust suppression, speed limits, road maintenance, stabilised high-traffic areas, covered or stabilised stockpiles, low-idling practices and maintained equipment.
Noise and Vibration	Construction equipment, compactors, trucks, forklifts, cranes, generators and general yard activities.	Equipment maintenance, mufflers, traffic planning, appropriate timing of high-noise work, complaint management and monitoring if required.
Surface Water / Drainage	Sediment-laden runoff, increased storm water runoff and potential contamination from fuel, oil or chemicals.	Drainage plan, silt traps, sediment controls, protected drains and outfalls, bunded storage, spill response materials and inspection records.
Waste	Construction waste, vegetation, packaging, domestic waste, scrap materials, oily rags, filters and spill response materials.	Waste segregation, covered receptacles, approved contractors, recycling where practicable, hazardous waste labelling and transfer records / manifests.
Traffic and Access	Increased truck, equipment and contractor movements during construction and operation.	Defined access routes, security control, speed limits, traffic management, designated parking / staging areas and coordination with relevant authorities where needed.
Community Interface	Potential nuisance from dust, noise, road use or construction activity.	Good housekeeping, communication, complaint response, controlled operating practices and adherence to EPA conditions.

9. Waste, Wastewater, Water and Energy Management

9.1 Waste Streams

No manufacturing process waste is expected. Waste streams are expected to include domestic / office waste, packaging, pallets / wood, scrap metal, plastic, cardboard, construction waste, vegetation from clearing, used oil filters, oily rags and spill response materials. Waste quantities will be recorded during operations and reported where required.

Domestic and general waste will be stored in covered receptacles and removed by competent / approved waste contractors. Recyclable materials will be segregated where practicable. Hazardous waste will be segregated, labelled, secured and transferred to EPA-authorized handlers or disposal facilities with appropriate records or manifests.

9.2 Wastewater and Storm Water

Domestic wastewater and sewage from offices and welfare facilities will be managed through approved septic / sanitary systems or other approved wastewater treatment arrangements. Septage or sludge will be removed by approved contractors as required. No process-related effluent is proposed. Storm water

runoff will be managed through site drainage, sediment control, oil / silt management where required, and approved discharge routes shown on the final drainage plan.

9.3 Water and Energy

Water will be supplied through approved water supply and storage arrangements. Initial water consumption is estimated at approximately 5-25 m³ per day, subject to final workforce and facility configuration. Electricity will be supplied through grid connection where available and / or generators or back-up power. Final generator capacity will be confirmed during detailed design.

10. Permits, Approvals and Compliance Commitments

The project will require, or may require, approvals and no-objections from several public authorities depending on the final design and operating arrangements. These may include CH&PA land use suitability / outline planning permission, relevant NDC no-objection, Guyana Fire Service approval for buildings and storage, GRA approval for bonded or customs-controlled operations, and GPL / GWI / telecommunications approvals for utility connections.

Tristar will implement the project subject to EPA screening and any conditions imposed under an Environmental Authorisation. The company will also maintain the supporting plans, ownership documents, corporate documents, site plan / layout plan and any additional technical information requested during screening.

- No construction or further land clearing should proceed except in accordance with applicable EPA requirements and other statutory approvals.
- A Construction Environmental Management Plan will be implemented before major construction activities.
- Hazardous materials will be stored only in designated, secured and appropriately contained areas.
- NORM-related materials, if accepted, will be subject to additional regulatory controls, documented procedures and agency requirements.
- Waste transfer, hazardous waste disposal and spill response records will be maintained.
- Operations will be monitored and adapted to comply with EPA permit conditions and HSE requirements.

11. Conclusion

Track 1 of Tristar Gateway Park is a strategic enabling project within the wider Tristar port, shorebase and industrial logistics development programme on the West Bank Demerara. The project will convert an undeveloped parcel into a controlled logistics, laydown, warehousing and offshore / industrial support area, thereby expanding Guyana's capacity to support offshore energy, project cargo, industrial development and related commercial activity.

The project is expected to generate construction and operational employment, create opportunities for local suppliers and service providers, and strengthen the industrial infrastructure base in Region 3. Potential environmental and social impacts are manageable through established engineering, construction and operational controls, including drainage management, dust and noise control, waste segregation, spill prevention, traffic management and regulatory compliance.

This Project Summary is submitted as an accompaniment to the Environmental Authorisation application and should be read together with the application form, site plans, land ownership documents, corporate documents and any further technical information provided to the Environmental Protection Agency.

Attachment Context

The following materials are identified in the application package and should accompany or support EPA's screening review:

- Surveyed plan of the full Tristar Gateway Park 300-acre block.
- Image / plan showing access reserves to the 300-acre block.
- Track 1 transport / ownership documents for Heaven Way Inc.
- Business registration / certificate of incorporation for Heaven Way Inc. and Tristar Inc.
- Proof of land ownership / transport.
- Site plan / layout plan.
- Project description / summary.
- Identification and authorisation of applicant / signatory.