

Environmental Impact Assessment (EIA) Screening Decision Transportation of Oil and Gas Production Chemicals

1 SUMMARY OF THE EXISTING PROJECT

Source One Oil and Gas Marine Supplies Inc. is an existing service-oriented project that transport oil and gas production chemicals, tools and equipment from ports and shore-bases within Georgetown to Baker Hughes and Halliburton facilities located on the East Bank Demerara and Georgetown, Region 4.

The project currently transports various types and catetoriges of oil and gas production chemicals of which 17% are categorised as severely toxic and 12% highly flammable, with flash points below 73.4°F (23°C).

The chemicals are of both solid and liquid state and are transported in containers appropriate for the chemicals including IBC totes, drums and bulk bags. Chemical containers are shrink wrapped to pallets where necessary and strapped to the trucks using certified equipment.

A total of 20 pallets are transported per trip and are supported by 6 flatbed trucks, 4 of which are currently active. The project will operate primarily between Land of Canaan, East Bank Demerara and Georgetown.

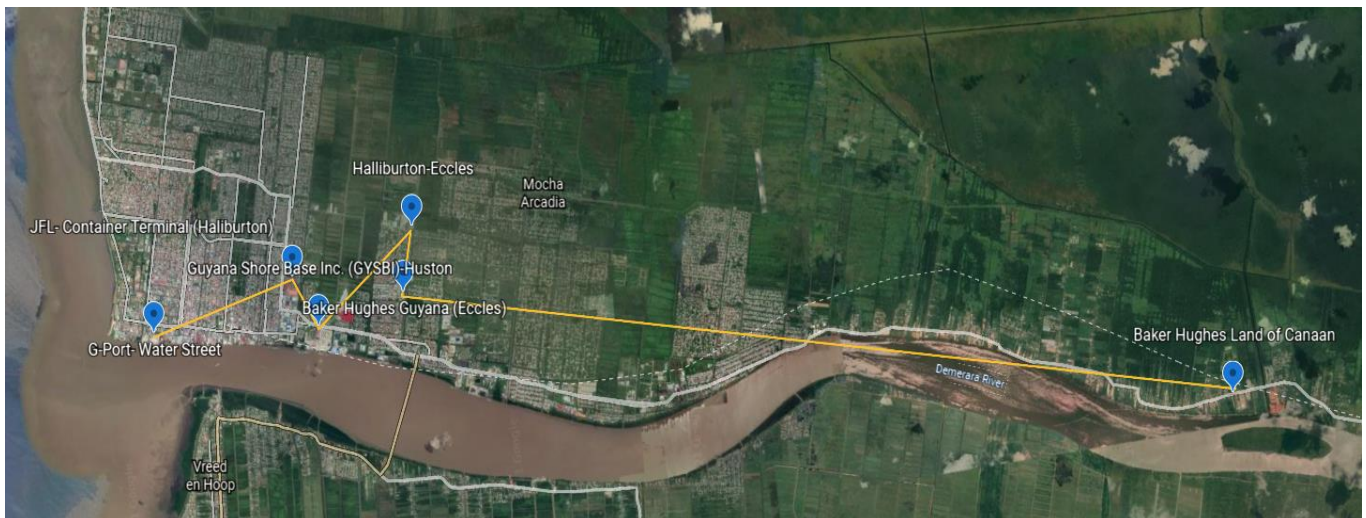


Figure 1: Transportation Route

2 POTENTIAL ENVIRONMENTAL AND SOCIAL IMPACTS AND SCREENING DECISION

The EPA based on existing data, its technical review, observations/field inspections and exercise of its discretion has determined the following:

Spills and accidents impacting surface water and soil

The main potential impact to surface water and soil is direct contamination from spills or accidental release of chemicals. The potential impact to surface water is specifically applicable to areas along the East Bank corridor that are in close proximity (10 meters) to the Demerara River namely: Houston, Providence, Herstelling, Diamond, Golden Grove, Craig, Garden of Eden and Pearl. If this impact was to occur, the magnitude may be moderate to major as a result of the nature of the chemicals and risk to fauna and water quality. However, the impact is not expected to be continuous, and is expected to be short term, localized, and with a functional recovery in short duration, given the proposed management measures (see below).

Further, while the impact may occur, the likelihood of occurrence is unlikely given the following:

- only one type of chemical will be transported at a given time;
- chemicals will be transported in containers appropriate for the chemicals e.g. flammable chemicals will be in ISO steel containers;
- severely toxic and highly flammable chemicals will be transported ONLY during non-peak hours (10:00 pm-4:00 am) and accompanied by the Guyana Fire Service and Guyana Police Force escort, when necessary;
- carrying capacity of trucks transporting chemicals will not be exceeded;
- management and mitigation measures being utilised include an established Emergency Response Plan (ERP) to address any spill;
- transportation vessels will be outfitted with spill kits; and
- drivers are trained in HAZAMAT response and communication.

Conclusion

The overall significance of environmental impacts of this project are considered to be medium (moderate magnitude but unlikely to occur) and appropriate management measures and emergency response capabilities in place. Therefore this existing project is exempt from the conduct of an Environmental Impact Assessments (EIA), as set out in section 11(2) of the Environmental Protection Act, Cap. 20:05, Laws of Guyana.