Environmental and Social Review Summary (ESRS)
National Warehousing Facility – Guyana

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1. General Information of the Project and Overview of Scope of IDB Invest's Review

Muneshwers Limited (the "Client" or the "Company") is a legally registered company in Guyana that provides import and export services of containerized cargo to various parts of the world with direct services to Suriname, Trinidad, Colombia, and Panama. The proceeds from this operation will be used to finance the construction of two (2) new facilities ("the Project"): i) a national warehousing facility in Georgetown ("the warehouse") for the Client and to purchase three (3) Gantry Cranes, which will be used for multipurpose cargo activities; and ii) a large ''home-depot'' style hardware store and warehouse. The Company is an existing IDB Invest client which has already been supported in the acquisition of two new mobile cranes and the expansion of the existing quay ("the Port")[1]. The Project will allow for a more effective and efficient handling of cargo in a centralized location away from the port, along with providing a comprehensive hardware inventory to meet the demands of Guyana's growing economy and construction market.

The Environmental and Social Due Diligence ("ESDD") included a site visit to the Client's facilities, meetings with its representatives, and the review of the Company's current performance and compliance, along with its environmental management system and procedures developed for the Port.

2. Environmental and Social Categorization and Rationale

The Project has been classified as a Category B operation in accordance with IDBI's Environmental and Social Sustainability Policy since it will likely generate, among others, the following site-specific impacts: i) solid and liquid waste generation; ii) noise and vibration disturbance; iii) air and dust emissions; iv) occupational health and safety impacts; v) secondary vegetation clearance; and vi) access and traffic disturbance. These impacts are deemed to be of medium intensity, are generally limited to the Project sites located in designated industrial and commercial areas and largely reversible and can be managed via measures that are readily available and feasible to implement in the context of the operation.

The Performance Standards ("PS") triggered by the Project are: i) PS1: Assessment and Management of Environmental and Social Risks and Impacts; ii) PS2: Labor and Working Conditions; iii) PS3: Resource Efficiency and Pollution Prevention; and iv) PS4: Community Health, Safety, and Security.

[1] https://idbinvest.org/en/proects/muneshwers-limited

3. Environmental and Social Context

3.1 General characteristics of the Project's site

The Project sites are located in the Demerara-Mahaica area (Region 4) of Georgetown. Before the area's development they were previously a part of more extensive farmland. Now, both are currently unoccupied, owned by the Client and designated for commercial and industrial use.

Site 1 for the national warehouse is a 15-acre (6 hectares) parcel located in the East Bank Demerara area of Houston in an industrial district. The site, which is surrounded by several industrial and commercial operations along its northern, western, and southern boundaries, is bordered to the east by lots covered with secondary vegetation[2] typical of Georgetown and its neighboring areas. It is roughly 0.9 miles (1.5 km) east of the Demerara River.

Site 2 for the hardware depot is 32 acres (13 hectares) of land approximately 4 miles (6.7km) east of Site 1. The site is surrounded by other unoccupied open parcels covered with low lying secondary vegetation, characteristic of overgrown abandoned agricultural lands found across Georgetown. It is roughly 3 miles (4.9 km) east of the Demerara River.

The hydrology for both areas is classified as part of the coastal lowland zone and is interspersed to varying degrees, with a network of drainage canals (some which are relics of agricultural drainage) which help to regulate surface runoff. Flooding and oversaturation in areas with predominantly clay soil are therefore common during periods of high rainfall.

3.2 Contextual risks

Despite its continuous increase since 1990 and Guyana's high-rate economic growth driven by a growing oil production sector, per capita income remains among the lowest in the English-speaking Caribbean. Between 2012 and 2016, the country rapidly transitioned from low income to upper-middle income. However, economic growth has not translated into changes in overall human development. Despite sparse data, the country is classified as one with very high levels of social and economic inequality. Sharp differences in living standards between the coastal plain and the hinterlands are visible as anecdotal evidence underscores marked differences in income distribution among the various ethnic groups. Since 2000, homicide rates have doubled[3] and the national reported robbery and burglary rates[4] both significantly exceed global averages.[5] As it relates to utilities, electricity tariffs are among the highest in the region[6] with Guyanese companies reporting high energy costs as a major obstacle.

Overall, the country ranks relatively low in all 3 transportation infrastructure metrics – the quality of roads, ports and air transportation infrastructure ranks 104th, 87th and 93rd respectively, out of

[2] Comprised of low-lying shrubbery interspersed with some medium-tall trees of commonly occurring plant species
[3] From 9.9/100,000 in 2000 to 20.4 in 2013
[4] 191/100,000 and 278/100,000 respectively
[5] United Nations Office on Drugs and Crime
[6] At an average of US$0.30 per kWh, representing a high proportion of the monthly expenditures for households and businesses. The cost of electricity is three times higher than in the continental United States and seven times higher than rates (subsidized) in Suriname.

148 countries. The Liner Shipping Connectivity Index, which measures maritime connectivity, ranks Guyana below all other Caribbean countries. The transportation infrastructure therefore requires substantial improvements to support growth of the private sector. The country also possesses one of the sparsest road networks in South America.[7]

Potential economic synergies with its neighbors remain unexploited, in part because the existing infrastructure network does not adequately connect these economies. Sales to Guyana's main export destinations[8] are hampered because shipping costs in and out of the country are high compared to those of other countries in the Caribbean. This is due to the lack of deep-water ports and insufficient domestic logistic infrastructure. The country's main port in Georgetown is noted to be experiencing high levels of silt buildup, which reduces the quantity of cargo that can be shipped in and out. The Demerara River's depth has gone from 19.6 feet (6 meters) to 14.8 feet (4.5 meters) at low tide between 2008 and 2011. This has imposed limitations on vessel draft, reduced the quantity of cargo that can be managed, and complicates the shipping agencies' ability to satisfy commercial needs in a cost-efficient manner.[9] The increased trade of good and services, compounded by increasing activities within the oil and gas sector has also created over-congestion at the ports.

4. Environmental Risks and Impacts and Proposed Mitigation and Compensation Measures

4.1 Assessment and Management of Environmental and Social Risks

As part of the existing transaction for the Port, the Client has valid environmental permits issued by the Guyanese Environmental Protection Agency ("EPA"). It has also a dedicated Health, Safety, Security and Environment ("HSSE") team which has been monitoring such operational conditions, including health and safety ("H&S") and security issues.

However, for the Project, environmental and construction permits must be obtained from the EPA. The Client will ensure that all the requirements in such permits are regularly monitored and complied with.

4.1.a E&S Assessment and Management System

The Client currently has a set of procedures for the systematic identification of environmental and social ("E&S") risks and impacts outlined in the current Environmental and Social Management System ("ESMS"). Notwithstanding, the Client will update the ESMS to address E&S risks and impacts of the Project.

4.1.b Policy

An E&S management policy has been developed as part of the current ESMS. The policy outlines the Client's commitment *to the protection of the environment and evaluation of the potential impacts*

[7] IDB Group Country Strategy with The Cooperative Republic Of Guyana 2017–2021, October 2017
[8] United States, Canada, Trinidad and Tobago, and the United Kingdom
[9] Guyana Country Development Challenges (CDC), December 2016

that its operations may have on the community and the environment. It further highlights the goal to incorporate sustainable practices and measures into core business operations.

4.1.c Identification of Risks and Impacts

The current ESMS provides an overview for the identification of E&S risks and impacts. The Client will update the ESMS to adequately reflect an impact identification matrix for its operations.

4.1.c.i Direct and indirect impacts and risks

The Project will generate direct E&S and risks linked primarily to the construction phase. These are likely to include: i) solid and liquid waste generation; ii) noise and vibration disturbance; iii) air and dust emissions; iv) occupational health and safety impacts; and iv) secondary vegetation clearance. Potential indirect impacts may include access and traffic disturbance during peak construction.

Construction for the Project will be executed in phases over a period of 36 to 40 months – Site 1 identified for phase 1, and Site 2 for phase 2.

Per local requirements, the Client must i) obtain construction and operational permits for the Project; and ii) prepare Environmental Management Plans ("EMPs").

4.1.c.ii Analysis of alternatives

Construction for the Project will take place in areas with parcels of land designated for commercial and industrial development. Therefore, no alternative assessment was carried out.

4.1.c.iii Cumulative impact analysis

The rapid cumulative impacts assessment considers the incremental effect of past projects already included in the baseline of the environmental components considered in the environmental analysis performed for the Project. There are no projects in execution in the Project's area of influence that could generate material incremental impacts to those generated by the proposed works. As for future projects, only other industrial activities are foreseen in the areas under analysis, whose aggregated impacts are deemed to be non-material. Therefore, no cumulative impact mitigation plan was needed.

4.1.c.iv Gender risks

The socio-economic profile of Guyana highlights the vulnerabilities of both men and women. However, women are more at risk because of their lower social and economic status, lower rates of participation in the labor force, higher rates of unemployment, and lower wages, as well as their increased responsibilities for domestic work and care of children, the sick, the elderly, and the disabled. The rate of poverty is higher among women, and since approximately 28% of households are headed by females, these families are at even greater risk. Reports indicate that Amerindian

women in rural areas are even more vulnerable than Afro or Indo-Guyanese women. Overall, the country does not have frequent and comprehensive labor or household surveys.

While female labor force participation has increased, it is still well below regional averages and women still have much lower participation rates than men. Additionally, women's employment is more concentrated in sectors with lower earning potential with 60.8% of women employed in the service sector, compared to only 41.8 % of men – this includes lower participation in agricultural and extractive industries, which are the largest sources of employment and profits in Guyana. Women also have low participation as top managers, representing 17.7 % in the country, which is slightly lower than the regional average of 21.1%.

As it relates to education, just as in other Caribbean countries, girls and women have higher rates of attendance at educational institutions than boys and men. In addition, girls tend to achieve better examination results linked as well to the relatively high percentage of female-headed households. However, the result is mixed as it relates to health, education, and other social indicators in terms of their likely impacts on employment for women and men. On one hand, high levels of life expectancy and education appear to offer advantages for women; on the other, levels of adolescent fertility and female led households may make it difficult for women to balance caring and professional aspects of their work.[10]

Violence against women and girls is widespread driven by an intersection of cultural, economic, social, and political factors. Although the country's comprehensive legislative environment protects their rights, women and girls continue to suffer high rates of sexual and other forms of victimization. Persistent and endemic sociocultural norms and enduring inequalities have given rise to an aberrantly high prevalence of intimate partner violence ("IPV"). Guyanese women experience IPV at significantly higher rates than the global average of 1 in 3 women. The country is also noted as a source and destination country for human trafficking, which affects men, women, and children.

4.1.c.v Gender Programs

The Company aims to create a working environment which is free from sexual harassment and where all members of staff are treated with dignity, courtesy, and respect. In this sense, sexual harassment is expressly condemned and subject to disciplinary action, including employment termination. This is linked to the recently developed Antidiscrimination Policy. The Client also establishes itself as an equal opportunity employer, providing in-house and external training for women where necessary.

There are separate facilities on the job site for men and women, and where specialized personal protective equipment ("PPE") is required, these are procured. Pregnant and breastfeeding women are treated with respect and when needed to perform some activities they, are assigned to "light duties".

[10] https://www.ilo.org/wcmsp5/groups/public/---americas/---ro-lima/---sro-port_of_spain/documents/publication/wcms_651947.pdf

The Company has a total of 42% women in their workforce (administrative 52.83%; executive 40%; and management 20%). It also procures a small number of items from women owned businesses and has expressed a desire to assist similar informal enterprises.

4.1.c.vi Climate change exposure

Georgetown lies on the Atlantic coast of Guyana at the mouth of the Demerara River. Due to its location, it is subject to a range of climate-related hazards, including coastal storms and extreme rainfall. There are two rainy seasons (May to mid-August, and December to January), with frequent flooding experienced during these periods. The country's drainage network around the coastal plain forms a series of larger primary channels fed by secondary channels that pump and sluice drain flood waters to the sea. However, in many cases, the drainage capacity is unable to accommodate daily rainfall events that exceed a 25-year return period. Several drainage canals associated with this network occur along the surrounding project area, with coastal and inland flooding identified as the highest priority hazard.

Sea level rise ("SLR") presents a significant threat to the country given its extensive low-lying coastal zone and the concentration of socio-economic activities within this area. According to SLR models, Guyana is forecast to be one of the most affected countries in the Latin America and the Caribbean ("LAC") region, with some scenarios anticipating as much as 60 miles of coastline lost by 2050. Vulnerability scenarios for the coastal zone indicate that SLR overtime will lead to inundation of coastal areas, saline intrusion into surface and ground water sources, and overtopping of existing sea defenses.[11]

Risk factors related to flooding may therefore put warehouse and port infrastructure, equipment, and cargo at risk. The maritime transport and logistics sector are also sensitive to SLR and extreme temperatures which may represent a material risk for this project. Indirect impacts related to heat waves and increased temperatures include higher energy consumption for cooling, and occupational health and safety issues during extreme temperatures.

Given this exposure profile to natural hazards and the sensitivity of the sector, the Project is classified as moderate to highly exposed to physical climate-related hazards. As such, the Client will ensure project designs include adequate mitigation and adaptation measures to offset potential impacts primarily due to risk from flood and excess heat.

The Project is considered Paris Agreement aligned based on the analysis conducted in accordance with the IDB Group Paris Alignment Implementation Approach.

4.1.d Management Programs

The Client is ISO 9001 certified.

[11] According to the World Bank climate analysis

As part of the current ESMS for the Port, the Client has outlined a framework for structured E&S management programs for its operation. The ESMS will be updated to adequately reflect management procedures to be implemented by the Project.

4.1.e Organizational Capacity and Competency

The Company's HSSE department is currently staffed with an HSSE Manager and 4 HSSE Officers. The daily role of the HSSE personnel is centered around H&S inspections and maintaining good housekeeping within the Port. The HSSE staff are also trained as fire marshals.

The Client will i) familiarize and train all staff in the finalized ESMS; and ii) identify HSSE personnel for the Project and outline roles and responsibilities.

4.1.f Emergency Preparedness and Response

The Company has a stand-alone Emergency Response Plan ("ERP") which contains: i) evacuation guidelines; ii) information on escape routes and muster point; iii) location of the fire alarms; iv) location of the firefighting equipment; v) communication protocols; vi) protocols for emergency drills, and vii) response procedures in case of fires, explosions, bomb threats, security incidents and earthquakes. This is also reflected as part of the current ESMS for the Port.

The Client will i) update the ERP and ESMS to incorporate the Project; and ii) provide evidence of training for all staff.

4.1.g Monitoring and Review

Through permit requirements for the Port and the current ESMS, the Client has outlined and performed some environmental monitoring, and one safety audit conducted by the Ministry of Labor. However, the monitoring and auditing protocol requires further updates and consistency. Therefore, the ESMS will be updated to adequately include monitoring and auditing of E&S risk and impact management performance.

The Client will also undertake all monitoring and reporting activities required under existing and new EPA permits.

4.1.h Stakeholder Engagement

A Stakeholder Engagement Plan ("SEP") has been developed as part of the current ESMS. However, the Client will update the SEP to include a proper process for stakeholder mapping for its port and warehouse operations.

The Company also has a public relations officer.

4.1.h.i Disclosure of Information

The Company has a public website and social media accounts which are used to share information on its operations.

As part of its SEP, the Client will outline a specific information disclosure process to stakeholders that considers for the latter their category, level, and type of interaction and activity being undertaken by the Company.

4.1.h.ii Informed Consultation and Participation

As part of its ESMS development, the Company has carried out stakeholder consultation with a presentation of findings. The Client has committed to continue the process and follow-up on areas requiring attention.

4.1.h.iii Indigenous Peoples

The Project will not generate any impacts to indigenous communities.

4.1.h.iv Private Sector Responsibilities Under Government-Led Stakeholder Engagement

The Company is guided by EPA requirements for projects requiring public stakeholder consultations and carries out independent community engagement.

4.1.i External Communication and Grievance Mechanisms

Through the Port and current ESMS, an external grievance mechanism has been developed. Once this mechanism is updated to cope with the stakeholders' needs, it will be adopted for the Project.

4.1.i.i External communication

External communications are centered around the Company's webpage and social media which presents news on the port along with general activities and company information.

4.1.i.ii Community grievance mechanism

The current ESMS outlines a grievance mechanism for affected communities which will be revised and updated to adequately capture all aspects of the Company's operations.

4.1.i.iii Provisions for addressing vulnerable groups' grievances

The grievance mechanism will be updated to capture and address grievances from all stakeholder groups (including vulnerable groups) relevant to the Client's operations.

4.1.j Ongoing Reporting to Affected Communities

Feedback from the consultation process carried out as part of the SEP highlighted general issues involving port operations in the Georgetown area (including other companies and traffic management). The Client has committed to address these issues through further partnership with neighboring operations and the implementation of its Traffic Management Plan ("TMP").

4.2 Labor and Working Conditions

4.2.a Working Conditions and Management of Worker Relationships

The Company has 401 employees, of which 170 (42%) are female and 231 (58%) are male. There are 25 contractor employees. Port operations are organized around several departments, including a Port Facility Security Office, a Procurement Sector, IT Department, HSSE Department, Human Resources Department, an Accounts Department, and an Operations Department.

The Project is expected to have a construction workforce (including sub-contractors) of approximately 40 persons who will be housed on site and will be guided by existing company policies and procedures.

4.2.a.i Human Resources Policies and Procedures

Employment conditions are mediated by an Employee Handbook which is being updated and covers: i) employment conditions; ii) benefits; iii) termination, dismissal and retirement; iv) customer service, v) office equipment; vi) general office rules; vii) expectations of employees, viii) description of company departments; ix) occupational health and safety, and x) grievance procedure and disciplinary measures.

The Client will finalize and disseminate the updated Employee Manual.

4.2.a.ii Working Conditions and Terms of Employment

Employment conditions follow Guyanese labor regulations. Working hours vary according to specific departmental needs as follows: i) General Administration – Monday to Friday (8 am to 4:30 pm); ii) Wharf and Workshop work – Monday to Friday (7:30 am to 4 am); and iii) Security operations work in 12-hour rotational shifts (7 am to 7 pm). These will be adopted according to the needs of the Project.

Employment benefits include: i) leave; ii) medical plan; iii) savings scheme (in the process of implementation); iv) bonus; and v) training.

The Client provides changing rooms, lockers, and PPE to all workers.

4.2.a.iii Workers' Organizations

The Client is currently finalizing the Employment Handbook to include a specific clause on freedom of association.

4.2.a.iv Non-discrimination and Equal Opportunity

Within the Employee Handbook, the Client has outlined an Antidiscrimination Policy which prohibits sexual harassment and discrimination on the grounds of race, ancestry, national origin, religion, age, mental disability, sex, or sexual orientation and declares zero tolerance against these practices, including disciplinary measures.

The Client will provide evidence of implementation and ongoing training on the policy.

4.2.a.v Retrenchment

At present there are no plans for collective dismissals.

4.2.a.vi Grievance Mechanism

The Company through the Port and its ESMS is currently reviewing the internal grievance mechanism to ensure it has all the conditions to ensure its effectiveness and timeliness. This includes a description on: i) specific channels for grievance reception (e.g., e-mail, WhatsApp, or other means); ii) teams responsible for grievance reception, assessment, and response; iii) expected timing of response; iv) anti-reprisal policy; and v) identity protection procedures (i.e., confidentiality, anonymity, sexual harassment, etc.).

The Client will i) finalize the internal mechanism to adequately reflect these procedures; and ii) outline separate procedures to address internal and external grievances within the ESMS.

4.2.b Protecting the Workforce

The Company's Employee Manual and Health and Safety Manual outlines measures as it relates to general health, safety, and security for employees.

4.2.b.i Child Labor

According to Guyanese legislation, the minimum age for employment is 15 years. This threshold has been increased to 18 years when the work to be performed is likely to jeopardize the health, safety, and morals of young persons. The legislation prohibits employing workers under 18 years to perform any work during the night. The Client complies with Guyanese Legislation and has now provided provisions against child labor in the updated Employee Handbook.

4.2.b.ii Forced Labor

Guyana has ratified the International Labor Organization's ("ILO") Convention No. 29 on Forced Labor and Convention No. 105 on Abolition of Forced Labor. The Client complies with Guyanese Legislation and has now provided provisions against the use of forced labor in the updated Employee Handbook.

4.2.c Occupational Health and Safety

The Client's Health and Safety Manual ("H&S Manual") covers the following topics: i) employer commitment to H&S; ii) hazard management; iii) hazard identification; iv) dealing with changes; v) health monitoring; vi) environmental monitoring; vii) information, training and supervision; viii) access to information; ix) internal training; x) induction; xi) training records; xii) employees safety training plan; xiii) accidents and incidents systems; xiv) procedures for reporting industrial accidents; xv) accident investigation procedure; xvi) employees participation; xvii) health and safety meetings; xviii) emergency readiness, xix) contractors and visitors, and xx) a hot works procedure.

The Client is currently updating its manual to include additional procedures to ensure a comprehensive coverage of H&S risks including: i) hazards identification and risk classification; ii) special permissions and procedures for high-risk work;[12] and iii) regular monitoring of H&S indicators. It will therefore submit: i) the finalized H&S Manual; ii) evidence of adequate training on these to HSSE personnel; iii) a copy of the most recent safety audit; and iv) root cause analysis for reported accidents. Additionally, the Client will implement: i) the H&S requirements under the construction permit and EMP; and ii) any other EPA H&S requirements for construction and operation of the new facility.

Though total man-hours worked has decreased slightly, it is noted that there has been an increase over the past 2 years in relation to lost time accidents (10), lost workdays (56), and vehicle collisions (31). Detailed assessments of accidents remain a gap indicating the need to improve accident reporting and investigation procedures.

4.2.d Provisions for people with disabilities

Given the high-risk nature of the operations (e, g. heavy lifting and equipment, working from heights), persons with disabilities would be exposed to risk. As such, no measures to include people with disabilities have been identified for Phase 1. For Phase 2, the Client will ensure final designs include features for Universal Access.

4.2.e Workers Engaged by Third Parties

There are still no contractual conditions covering inclusion, diversity, and H&S requirements for contractors within the Company's procedures. The Client will include contractual obligations to ensure contractors are bound by H&S, environmental, and antidiscrimination procedures and

[12] For instance, procedures dealing with work at heights, working in confined spaces, working with electricity, handling of chemicals and hazardous substances etc.

policies. It will also ensure that these provisions are communicated to the contractors during the procurement of new services.

4.2.f Supply Chain

The Client will update its procurement procedure and policies to ensure that no child or forced labor has been used along its supply chain. These measures will be communicated to third parties such as contractors and sub-contractors.

4.3 Resource Efficiency and Pollution Prevention

4.3.a Resource Efficiency

Electricity for the Project will be primarily supplied via the public electrical grid. However, the Client has plans to incorporate its own renewable energy system to provide energy for its offices and the Project.

4.3.a.i Greenhouse Gases

Given the Company's intended operational expansion, the Client will prepare a GHG Monitoring Plan for its operations.

4.3.a.ii Water Consumption

During the construction phase, the contractor will be responsible for providing potable water for the Project's needs. Once in operation, water for the Project (mainly for human consumption) will be provided through the municipal supplier, Guyana Water Inc ("GWI").

The Client will include as part of the Project's design, water saving mechanisms (e.g., rainwater harvesting, low flush toilets).

4.3.b Pollution Prevention

4.3.b.i Wastes

During construction, the Project is likely to generate solid (including vegetation) and liquid (sanitary) wastes. Solid waste (as will be outlined in the EMPs) will be placed in skips provided by the waste disposal contractor and thereafter disposed at designated local landfills (Haags Bosch Sanitary Landfill Facility, Eccles, East Bank Demerara). Liquid effluent will be stored in septic tanks and collected by a contracted waste disposal company.

The Client will prepare an Operational Waste Management Plan ("OWMP") for the Project to address all waste streams including but not limited to solid, liquid and hazardous waste.

4.3.b.ii Hazardous Materials Management

The primary source of hazardous materials is currently associated with the Client's port operations. For the Project, there is the likelihood that similar materials will traverse or require storage on site. Therefore, the Client will update i) the Hazardous Waste Management Plan ("HWMP") prepared for the Port; and ii) the Plan for Segregation of Containerized Chemicals (PSCC).

4.3.b.iii Pesticide Use and Management

The Project will not use any type of hazardous pesticide for its activities. However, the Company will continue to receive and dispatch pesticides as part of its port operations. Additionally, the hardware may stock pesticides as part of its inventory. Therefore, the Client will: i) continue to manage these substances according to the PSCC; and ii) not purchase, store, use, or trade in products that fall in WHO Recommended Classification of Pesticides.[13]

4.4 Community Health, Safety and Security

4.4.a Community Health and Safety

The Project's interventions are not expected to generate significant E&S impacts. However, construction activities may produce small-scale localized impacts associated with: i) solid and liquid waste generation; ii) noise and vibration; iii) air and dust emissions; iv) occupational health and safety impacts; v) secondary vegetation clearance; and vi) access and traffic disturbance, among others. These impacts will be managed via the EMPs.

During the Project's operation phase, the Client will manage associated risk through the ESMS (which outlines an external grievance mechanism), the OWMP, and other existing applicable plans and procedures (e.g., Employee Handbook, H&S Manual and HWMP).

The Client will also submit the Port's finalized TMP.

4.4.a.i Infrastructure and Equipment Design and Safety

The Client will ensure the Project and associated buildings include adequate fire safety systems ("FSS") – including but not limited to smoke detectors, fire exits, alarm pull stations and extinguishers, along with adequate drainage and ventilation features to manage flood risk and alleviate excess heat respectively.

Regular training and drills will be conducted for the Port and the Project.

The Client will also perform regular tests of the FSS for all facilities to ensure constant operational readiness, including: i) timely recharge of fire extinguishers; ii) periodic fire hose integrity tests; and iii) periodic test of water pump pressure and reach of water jets.

[13] According to Hazard Class Ia (extremely hazardous); or Ib (highly hazardous).

4.4.a.ii Hazardous Materials Management and Safety

The Client will implement and conduct training for the updated HWMP prepared for the Port and the OWMP.

4.4.a.iii Ecosystem Services

The Project will not cause any material impacts on existing ecosystem services.

4.4.a.iv Community Exposure to Disease

The Port is certified under the ISPS Code[14] and has a Security Plan to comply with its requirements. Under the Security Plan there are appropriate procedures to deal with medical emergencies. This will be adopted and applied to the Project as appropriate.

General exposure risk to communicable disease or other illness will be managed through relevant EPA permits' requirements and the EMPs.

4.4.a.v Emergency Preparedness and Response

The Client's emergency preparedness and response is captured in its stand-alone ERP and current ESMS. These will be adopted for the Project.

4.4.b Security Personnel

Even though most of the security staff conducts its activities unarmed, some guards, who have been duly trained and have delegation of power from the Guyana Police Force, are authorized to carry and use firearms. Security cameras are also used to monitor activities. Therefore, the Client will submit a security risk assessment to identify internal and external security risks for the Project and how these will be managed.

4.5 Land Acquisition and Involuntary Resettlement

The lands for the Project are vacant and wholly owned by the Client via private purchase. The Project will therefore not require the acquisition of land and will not cause any physical or economic displacement of the population.

4.6 Biodiversity Conservation and Natural Habitats

The Project will generate no material impacts to biodiversity.

[14] The International Ship and Port Facility Security (ISPS) Code is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on Maritime security including minimum security arrangements for ships, ports, and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade.

4.7 Indigenous Peoples

The Project will not affect any indigenous community, nor will it intersect any indigenous territory.

4.8 Cultural Heritage

The Project will not affect any cultural heritage. However, chance finds procedures will be outlined in the EMP.

5. Local Access of Project Documentation

The documentation relating to the project can be accessed at the following link:
https://muneshwers.com/