NON-TECHNICAL SUMMARY OF ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT OF PROJECT

Corentyne Highway Upgrade Project
Palmyra to Moleson Creek, Guyana

1. Introduction

This Non-Technical Summary (NTS) provides an overview of the Environmental and Social Impact Assessment (ESIA) prepared for the Corentyne Highway Upgrade Project. The document summarises the key project activities, potential environmental and social impacts, and the measures that will be implemented to manage these impacts. It is intended to provide accessible information to stakeholders, communities, government authorities, and international lenders.

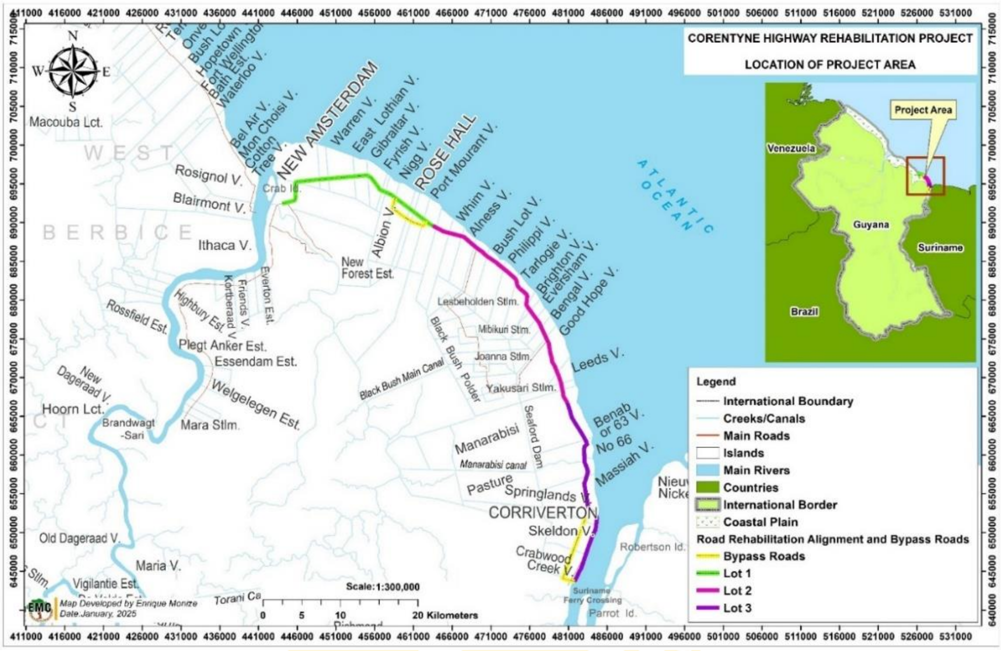
The Government of Guyana is undertaking the Corentyne Highway Upgrade Project to enhance road infrastructure and transportation connectivity along the country's eastern coastal corridor. This project is part of the government's broader strategy to strengthen national infrastructure, improve road safety, and promote economic development in Region 6 and its surrounding areas.

The project is located along the Corentyne coastal corridor in Region 6 of Guyana, extending from Canje Bridge to Moleson Creek near the Suriname border.

The project includes upgrading and widening the existing Corentyne Highway between Canje Bridge and Moleson Creek, which is a vital transport corridor connecting communities, agricultural areas, commercial centres, and cross-border trade routes. The highway serves as an essential route for the movement of people, goods, and services along Guyana's coastal region.

Construction works for Lot 1 (**from Canje Bridge to the village of John**) and Lot 3 (from Number 55 to Moleson Creek) are being carried out by Vishwa Samudra Engineering Pvt. Ltd., while other sections of the corridor are being developed by additional contractors.

To ensure the responsible development of the project, an Environmental and Social Impact Assessment (ESIA) and a comprehensive set of environmental and social management plans have been prepared. **These assessments help identify, evaluate, and effectively manage potential environmental and social impacts in accordance with national legislation and internationally recognised environmental and social standards.**



Location of Project Area

2. Project Description

The Corentyne Highway Upgrade Project focuses on rehabilitating and expanding an existing highway corridor. The main components of the project include:

- Widening sections of the highway from two lanes to four lanes
- Constructing bypass roads to improve traffic flow around urban areas
- Redesigning intersections to enhance traffic safety
- Upgrading highway lighting and road signage
- Building retaining walls and drainage infrastructure
- Improving stormwater management and drainage systems to reduce flooding risks

These enhancements aim to increase road capacity, improve safety, and ensure that the highway can accommodate the growing traffic volumes in the region.

3. Project Benefits

The project aims to deliver a variety of economic and social benefits for Guyana and the communities along the Corentyne corridor. Key benefits include:

- Improved road safety and traffic management
- Reduced travel time and lower vehicle operating costs
- Enhanced connectivity between communities, markets, and services
- Strengthened regional trade and economic development
- Better access to schools, healthcare services, and job opportunities
- Creation of temporary employment opportunities during the construction phase

Additionally, the project will contribute to the long-term development of Guyana's transport infrastructure and enhance the reliability of road transport along the eastern coastal corridor.

4. Project Financier

The project is seeking financing from **international lenders, including Deutsche Bank and EKN (the Swedish Export Credit Agency), to develop Lot 1 and Lot 3 of the corridor.**

5. Standards for conducting Environment and Social Impact Assessment.

International financial institutions (IFIs) commonly apply the International Finance Corporation (IFC) Environmental and Social Performance Standards when evaluating environmental and social risks. IFC, a member of the World Bank Group, developed these standards as part of its Sustainability Framework to guide responsible project development and environmental and social risk management.

The IFC Sustainability Framework, which was updated on 1 January 2012, is widely recognised as one of the most comprehensive frameworks for environmental and social risk management, guiding projects in identifying, assessing, and managing environmental and social impacts.

The key elements of the IFC Performance Standards are summarised below

IFC Performance Standard	Key Focus	Core Objective
PS 1: Assessment and Management of Environmental and Social Risks and Impacts	Environmental & social risk management	Identify, assess, and manage environmental and social risks and impacts through integrated assessments, stakeholder engagement, and lifecycle management.
PS 2: Labour and Working Conditions	Worker rights and welfare	Protect workers' rights and promote fair treatment, safe working conditions, and constructive worker–management relations.
PS 3: Resource Efficiency and Pollution Prevention	Efficient resource use	Promote resource efficiency and minimize pollution using internationally recognized technologies and practices.
PS 4: Community Health, Safety and Security	Community protection	Identify and mitigate risks to community health, safety, and security from project activities and infrastructure.
PS 5: Land Acquisition and Involuntary Resettlement	Land acquisition impacts	Avoid or minimize displacement and promote negotiated settlements for land acquisition and resettlement.
PS 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources	Biodiversity protection	Conserve biodiversity, maintain ecosystem services, and ensure sustainable use of natural resources.

IFC Performance Standard	Key Focus	Core Objective
PS 7: Indigenous Peoples	Protection of Indigenous communities	Safeguard the rights, culture, and livelihoods of Indigenous Peoples and ensure their participation in project benefits.
PS 8: Cultural Heritage	Cultural heritage protection	Protect and preserve cultural heritage through consultation with communities and authorities, ensuring equitable benefit sharing.

6. Environmental and Social Impact Assessment (ESIA)

6.1 Objective of ESIA

The objective of the ESIA is to identify and assess potential adverse Environmental and Social (ES) impacts associated with the construction and implementation of the proposed project, **determine measures required to avoid, minimise or mitigate impacts and identify actions that improve the overall sustainability of the project.**

The study has considered the **pre-construction, construction and operational phases** of the proposed project.

6.2 ESIA Scope

The involvement of the Lenders requires that the Project is developed in accordance with a robust environmental and social impact management structure, in line with the Lenders applicable ES standards. The overall objectives for the ESIA, as defined by the relevant International Standards are as stated below:

- Identify potential impacts, both positive and negative, associated with the planned activities and baseline conditions such as physical and social aspects
- confirm the status of regulatory compliance and assess the client's existing management systems and overall performance against the International Standards
- examine technically and financially feasible alternatives to the source of such impacts, including the non-project alternative
- Identify potential improvement opportunities and recommend any measures needed to avoid, or where avoidance is not possible, minimise and mitigate adverse impacts
- Conduct stakeholder consultations
- Assess cumulative impacts, intended as successive, incremental and/or combined effects of an action, project or activity (development) when added to other existing, planned and or reasonably foreseeable future ones; and develop mitigation measures
- Develop environmental and social management plans
- Develop grievance redressal mechanisms for workers and stakeholders

The assessment examined potential impacts related to:

- Land use and access
- Biodiversity and ecosystems
- Water resources and drainage
- Air quality and noise
- Traffic and road safety
- Community health and safety
- Worker health and safety
- Livelihoods and local economic activities

The ESIA concluded that most environmental and social impacts are temporary, site-specific and manageable through established mitigation measures.

Based on the assessment of environmental and social risks, the project has been classified as **Category B in accordance with international lender requirements, indicating site-specific impacts that can be effectively mitigated through appropriate management measures.**

7. Environmental and Social Management

A comprehensive Environmental and Social Management Framework has been established to guide the project's implementation. This framework is supported by several specialised management plans that address key environmental and social issues.

These plans include:

- Construction Environmental and Social Management Plan
- Occupational Health and Safety Management Plan
- Grievance Redressal Mechanism
- Labour Management Plan
- Stakeholder Engagement Plan
- Livelihood Restoration Plan
- Emergency Response and Preparedness Plan
- Accommodation Management Plan
- Community Health and Safety Management Plan
- Waste Management Plan
- Biodiversity Management Plan
- Supply Chain Management Plan
- Stormwater Management Plan
- Traffic Management Plan
- Chance Find Procedure

Together, these plans provide clear procedures and responsibilities for managing environmental and social risks throughout the project lifecycle.

8. Climate Change and Greenhouse Gas Management

A greenhouse gas (GHG) emissions assessment was conducted to evaluate emissions associated with both construction activities and the highway's future operation. This assessment adheres to internationally recognised methodologies and aligns with climate-related requirements set by international financing standards. The study also identifies opportunities to reduce emissions through efficient construction practices and responsible resource management.

9. Critical Habitat Screening and Biodiversity Management

This assessment evaluated biodiversity within the Project's Area of Influence using ESIA data, global biodiversity databases (IBAT, IUCN, BirdLife), and field surveys conducted in September–October 2025.

The screening determined that none of the PS6 Critical Habitat criteria (1–5) are triggered, as no threatened species, restricted-range species, significant migratory congregations, or highly threatened ecosystems occur within the project area. While the corridor contains small patches of Natural Habitat (wetlands and mangrove margins), impacts are limited and will be managed through the Biodiversity Management Plan (BMP) with a commitment to No Net Loss (NNL) of Natural Habitat.

Overall, the project does not affect Critical Habitat, and biodiversity impacts can be effectively mitigated through standard environmental management measures during construction and operation.

10. Livelihoods and Temporary Economic Impacts

The project is situated within an existing public road right-of-way, so it does not require permanent land acquisition or the relocation of homes. However, there may be temporary disruptions during construction, particularly impacting roadside vendors, small businesses, and local access to properties.

To address these temporary impacts, a Livelihood Restoration Framework Plan has been developed. This plan includes measures such as:

- Advance notification of construction activities
- Temporary relocation or adjustment of roadside vendors, when necessary
- Reconstruction of affected access points and structures
- Compensation for temporary income losses, where applicable

These measures are designed to ensure that those affected can restore their livelihoods once construction is complete.

11. Stakeholder Engagement and Community Communication

Engagement with local communities and stakeholders is crucial to the project. A Stakeholder Engagement Plan has been created to facilitate communication with communities, businesses, government agencies, and civil society organisations throughout the project's lifecycle.

The engagement process includes:

- Public meetings and consultations
- Sharing information about construction activities
- Communicating project schedules and potential disruptions
- Maintaining ongoing dialogue with affected communities

Additionally, a project grievance mechanism has been established to allow community members and stakeholders to raise concerns, submit complaints, or request information. All grievances will be documented and addressed promptly and transparently.

12. Worker Welfare and Occupational Safety

The construction of the highway will require a substantial workforce, including skilled, semi-skilled, and unskilled workers.

To ensure fair treatment of workers and compliance with national labour laws and international standards, a Labour Management Plan has been developed. This plan includes the following provisions:

- Protection of worker health and safety
- Prevention of child labour and forced labour
- Assurance of fair employment conditions
- Access to worker grievance mechanisms
- Prevention of workplace harassment and discrimination

These measures aim to create a safe and respectful working environment for all personnel involved in the project.

13. Grievance Redressal Mechanism

A Grievance Redress Mechanism (GRM) has also been established to ensure transparent and timely resolution of complaints from workers and communities. The contact details of the relevant focal points have been displayed at conspicuous locations along the area of influence.

14. Monitoring and Compliance

Environmental and social performance will be monitored throughout the construction phase to ensure effective implementation of mitigation measures. The monitoring activities will include:

- Environmental inspections
- Compliance monitoring
- Tracking stakeholder engagement

- Managing grievances
- Reporting to relevant authorities and project lenders when applicable

This monitoring framework ensures that the project consistently meets its environmental and social commitments during the implementation phase.

15. Conclusion

The Corentyne Highway Upgrade Project is a significant investment in Guyana's transport infrastructure. By enhancing road capacity, safety, and connectivity, the project will foster economic development and improve mobility for communities along the Corentyne corridor.

Thorough environmental and social assessments have been conducted to ensure that any potential impacts are managed responsibly. Through careful planning, stakeholder engagement, and effective environmental and social management, the project aims to deliver long-term benefits while protecting the environment and supporting local communities.