Technical Analysis Report and Opinion of the Evaluation Committee for Environmental Impact Assessment (ECEIA)

On

The Proposed Fuel Storage Terminal Project of **Global Oil Storage Terminal (MUL), Limitada** at Caimegulo, Lauhata, Bazartete, Liquiça, Timor-Leste

Prepared for

H.E Victor da Conceiçao Soares

Minister of Petroleum and Mineral

Higher Environmental Authority for Petroleum and Mineral Sector

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Content

1 Executive Summary

Fuel storage facility project with a total capacity of 10,000 Kilo Litter (KL) is an investment proposal from Global Oil Storage Terminal (MUL) Limitada. The project is planned to be constructed in Aldeia Mota Ikun, Suco Lauhata, Liquiça Municipality.

The development will take a total land of 1.3 HA, which has been secured by the company. This total area of land will be used for storage tanks area, supporting office, loading and unloading bay, and other supporting utilities such as fire water, fire management system, piping system, bridges, and other miscellaneous items to make safety and sustainable operation of the fuel storage facility.

The existing jetty and other basic infrastructure such as national road of Dili – Liquiça and National Power gridline, make the selected project location the most suitable compare to other places.

Two downstream petroleum products (Gasoline and Diesel fuels) will be imported from different countries/ overseas and stored in this storage terminal and distributed to various market outlets such as fuel filling stations in Timor-Leste or any other company such as constructor that required bulk amount of fuel in their construction area. As the scale and potential impacts would be significant (similar industry in other places), the environmental and social impacts assessment is required to plan for a proper mitigation measures in order minimize the impacts and ensure the safety and sustainable operation.

2 Background Information/ Informasaun Bazika

Global Oil Storage Terminal (MUL), Lda ("Global") is a Timor-Leste registered company. It is a part of the Global Group with operations in Singapore, Greater China, Indonesia, and Myanmar. They are involved in the oil and gas industry as well as in infrastructure development. In Timor-Leste, the group (Petroleum Division) is involved in downstream petroleum business that imports and provides wholesale fuel supplies to construction companies and petrol stations. The company owns downstream supply chain from cargo procurement, quality control and logistic deployment.

Since 2014 until today, Global Group has hired and trained local labors into qualified officers in the business of petroleum trading. Since then, several have risen through the ranks to become trusted partners of its operation in Timor-Leste.

One of the investment requirements for this project is to involve a minimum of 5% Timorese participation in the Downstream businesses. This requirement is stipulated in the Decree-Law No. 1/2012 on Downstream Sector particularly Article 9. Global Oil Storage Terminal (MUL), Lda has fulfilled this requirement by involving Timorese participation in this project with 5% share.

3 Project Overview/ Vizaun Jeral Projetu

The proposed development project consists of construction of fuel storage tanks and supporting facilities in a total area of 1.3 Ha lands, which has been secured by project owner. The land is a leased land from Cement Timor, Lda where Cement Timor previously leased the land from individual within the project site who claimed as the landowner. However, the land was later confirmed as government property by Land and Property Department. The company is currently undertaking administration procedure for the land contract with the government. The copy of the land lease agreement with Cement Timor and Cement Timor with the landowner is attached as annex 5.

Project owner has also planned to use existing jetty structure located approximately 300m to the east of project site as unloading point of fuel from tanker ship to fuel storage tanks. The jetty belongs to the Timor Cement SA, where the rental arrangement has been established to allow project owner to use the jetty for unloading the fuel. The copy of the rental agreement is attached as annex 6.

Followings are the project components that will be constructed and installed in the facility:

- Piping system
- River crossing bridge
- Four Storage tanks
- Secondary containment
- Fuel distribution system
- Utilities system
- Power System
- Wastewater and solid waste treatment
- Fire protection system
- Support office
- Hazardous waste treatment system

4 Environmental Licensing Procedures

The proposed project is a large-scale project being classified as category A project according to Environmental Licensing Decree Law No. 5/2011. This category further requires establishment of Evaluation Committee for Environmental Impact Assessment ("ECEIA").

Pursuant to the VIII Government Constitutional Organic Decree-Law No. 14/2018 as amended by Decree Law No. 20/2020 of 28 May and the Decree-Law No. 27/2020 of 19 June and for the purpose of meeting requirements under the Environmental Licensing Decree-Law No. 5/2011 for category A projects, H.E Minister for Petroleum and Mineral is the Higher Environmental Authority.

In accordance with Ministerial dispatch dated July 21st, 2020 with reference number 22/GMPM/VII/2020, the ECEIA, comprised of relevant ministries and/or government agencies was established. The ECEIA was chaired by Autoridade Nacional do Petróleo e Minerais (ANPM) acting as the Environmental Authority for Mining and Petroleum Sector. Throughout the implementation of the Ministerial dispatched, the ECEIA's administrate

the licensing procedure in accordance with the Environmental Licensing Decree-Law No. 5/2011 as well as auxiliary regulations issued under this Decree-Law. **(Annex 1- Dispatch of H.E. Minister for Petroleum and Mineral).**

The first ECEIA meeting was held on August 6th, 2020 to introduce the procedure of assessment according to the established regulations and circulate the DRAFT Environmental Impacts Statement (EIS) and the Environmental Management Plan (EMP) document submitted by Global Oil Storage Terminal (MUL) Limitada including the timeline for project assessment. Thereafter, a total of nine (9) ECEIA meetings were carried out to discuss and assess the EIS and EMP document submitted by the company. **(Annex 2 - technical Comments).**

In addition to a number of meeting and discussion held by the ECEIA, the environmental licensing procedures also requires for public consultation sessions to be conducted by the company. There were two public consultations held, one focusing on local authorities and community as the target audiences and the other with local communities who are likely to be affected by the project. The latter was held in the presence of the ECEIA members.

Beside present in the public consultations, ECEIA members also had the opportunities to visit the project location including jetty and Pertamina International Timor, SA storage facility. The aim of these visits was for members of ECEIA to better understand the nature of the proposed locations and project, and the existing facility for the assessment of the environmental license documents.

It was through the ECEIA comments and comments made by public that a progressive improvements and adjustments were made to the EIS and EMP document by Global Oil Storage Terminal (MUL) Limitada.

Accordingly, in light of the improvements and adjustments made by the company, at the last meeting of ECEIA held on December 10th, 2020, the ECEIA members by mutual consent agreed to recommend to the Higher Environmental Authority, H.E Minister for Petroleum and Mineral's to approve the EIS and EMP document. Bases for this agreement is provided in the following sections. **(Annex 3 – Final technical meeting and Annex 4 - Final EIS and EMP Document).**

5 Bases for the issuance of opinion from ECEIA/ Enkuadramentu Legal ba Emissaun Parecer husi KAIA

Pursuant to Article 13 of the Decree Law No 5/2011, the ECEIA is responsible for submitting final technical report including evidences document recorded from Global Oil Storage Terminal (MUL) Limitada. In addition, the requirements for the technical analysis report and opinion of the evaluation committee are stipulated in Article 13 of Diploma Ministerial No. 45/2017.

The recorded evidences document will serve as the references of recommendation for H.E Minister of Petroleum and Mineral to grant the approval or rejection of the EIS and EMP document.

The ECEIA hereby presents the technical opinion along with its corresponding evidences within the EIS and EMP documents.

6 Environmental Components/Komponentes Ambiental

The environmental components identified in the document covers:

a) Physical Components: Climate, Topography, Geology, Air quality, Surface water, Groundwater, Coastal water, Soil, Noise and Vibration, Waste collection and Management, Seismicity and Earthquake.
b) Ecological components: Wetlands, Mangroves, Corals, Fisheries, Protected Areas and National Parks, Wildlife and Endangered species, Forests and Marine Environment
c) The economic components cover Employment Sector, Infrastructure Facilities, Land and Future urban plans, Forest resources, Fishing, Agriculture, Tourism and other Activities and other Industries
d) Social Components: Population and Composition, Health profile, Maternal death, Child death, Most prevalent diseases in Suco Lauhata and Health center of Bazartete, Institutions, Schools and Health facilities, Community and family structures, Landownership, Common and individual rights to natural resources
e) Cultural components: archaeological and cultural sites
f) The climate change: the description of the historic weather observation and trends, wind speed and direction and future projections and adaptions of the climate.

7 Potential Impact, Mitigation Measures and Monitoring Programs/Impaktu Potensial, Medidas Mitigasaun no Programa Monitorizasaun

Potential impacts are identified through dedicated study by the proponent for pre-construction, construction, operation, and de-commissioning periods. The impacts identified by the proponent in the documents are summarized in the following sections:

7.1. Potential Impacts during the Pre-Construction and Construction Period

The impacts during the pre-construction is minor, as no major project activity, other than the preparatory study and design, which is produce no impact to the existing environment.

The construction activity consists of land preparation such as site clearance, grading, foundation work, installation of pipe, distribution system and storage tanks, construction of wastewater treatment system and river crossing bridge, will produce temporary impacts during the construction period. The impacts that are identified during the study are:

7.1.1. Air quality degradation

This impact rises due to use of heavy machinery for earthwork, and vehicles movement that cause suspension of PM and emission of flue gasses. Some of the mitigation measures that are to be implemented by the company to reduce and prevent this impact are spaying the earthwork using water suppress dust, set speed limit for vehicles movement and routine maintenance to earthwork machinery.

7.1.2. Marine water quality

This impact happens because of the sediments run-off from the project during storm. Mitigation measures need to be put in place to prevent sediment runoff from the facility are construct detention basin to capture sediment during runoff, the activities should only be scheduled dry period. In order to maintain the quality of the marine water as baseline data shows, it is company duty to monitor the work activity in the project location.

7.1.3. Occupational health and safety

This impact is caused by the handling electrical and mechanical related equipment or machinery, from heat and dust exposure, and other related incidents in the facility. The mitigation measures to be implemented by the company to prevent this impact are proper PPE have to be provided for specific tasks, maximum supervision and observing workers' health condition.

7.1.4. Traffic disturbance and risk

Traffic disturbance and risk might occur due to intense movement of small and heavy vehicles in and out of the project location and drivers' health condition (illness and fatigue). The mitigation measures that are identified by the company to prevent this are only allow experienced and license driver to drive project related vehicles and assigned worker to direct the traffic.

7.1.5. Noise and vibration

Noise and vibration are caused by the used of heavy machinery from the excavation and ground compaction for storage tanks installation and wall construction. Vibration can affect structural damages to community house within the 50 meter radius to project and old Aipelo prison locate to the west of the project at approximately 250 m. The company identifies that use of proper PPE, apply safer technique to reduce vibration and monitoring workers activities, fencing the project area can reduce the noise.

7.1.6. Community health and safety

The community health and safety can be affected by the noise, air quality and traffic that are arisen from project construction. The mitigation measures that are going be used to prevent and minimize these impacts to community are

relocating the affected community in the project vicinity, assign work to direct the traffic and install proper traffic signs for awareness.

It is company's responsibility to monitoring the impact of the project related activity on community, environment and any complaint from the community should be taken into consideration.

7.2. Potential Impacts during the Operation

Other than potential impacts identified during the Pre-Construction and Construction, there are potential impacts both from outside, and during Operation and Management period. Followings are the impacts:

7.2.1. Flooding from the high frequency of rainstorm and Climate Change

Flooding and climate change are outside impacts that could affect operational activity of the Global Oil Terminal facility. Flooding due to high frequency of rainstorm could damage facility's wall and cause operation to stop temporarily. Climate change (sea level rise) could cause waves that can affect the integrity of wall and cause inundation in the facility, and big waves that can interrupt the transfer of fuel to vessel to storage tanks.

7.2.2. Oil spill impacts (Major and minor spill)

Potential major oil spill is identified to be in the tank farm area, pipes' joints between jetty and storage tanks and at the jetty during transferring from vessel to storage tanks. Minor oil spill normally occurs at the loading and unloading area. The impacts of the oil spill are on marine water quality, ground water quality, soil quality and small industries in the area. The mitigation measures that are proposed by the company prevent oil spill and minimize the impacts are routinely inspect tanks condition, pipe joints, work according to established procedure, assigned experience and trained staffs to transfer fuels from vessels to storage tanks, and use oil boomer and skimmer to prevent oil from spreading and pump out oil from marine water.

7.2.3. Fire hazard Impacts (minor and Major)

It is identified that potential fire often occurs at storage tanks due to spill and leak, fuel filling area due to mechanical failure and human error, and jetty during the transferring of fuels and other areas inside and outside the facility. The potential impacts of the fire are on integrity of the national power line, property loss, air pollution due to smoke, marine pollution, economic and social loss, economic and business disruption, and traffic disruption. The proposed mitigation measures to prevent and minimize the impacts are design and construction of the storage tanks, fuel filling area and jetty should be according to the international standard best practice, assigned experience and certified staffs to specific tasks to reduce human error, emergency response

equipment and brigades should on guard and maximum supervision from the management on the activities.

7.2.4. Soil Pollution

The main impact to soil quality during the operation of the facility is from oil spill and leak. Based on the study conducted by the company for the samples that were collected at the depth of 50 centimeters in 5 (five) locations within the facility, the Total Petroleum Hydrocarbon (TPH) and Lead (Pb) are range from 21.9-29 mg/kg and 14.1-18.4 mg/kg respectively. The mitigation measures proposed by the company to prevent and minimize the impact are paved the facility area to prevent fuels not to contaminate soil, inspection and monitoring fuel pipes and tanks, only assign certified and experience people to specific tasks and wash off spill and leak in the facility for further treatment.

7.2.5. Marine pollution

Pollution to marine due to fuel fill leaks and spill during transferring of fuel to from vessels to storage tanks and in the fuel filling area, leaks from pipes' joints and storage tanks. The oil marine pollution can have impact on marine ecology and small industries such as salt, fisheries and algae industry *(industria budu tasi)*. The mitigation measures that are proposed by the company to prevent oil spill and minimize the impacts are to routinely inspect tanks condition, pipe joints, work according to established procedure, assigned experience and trained staffs to transfer fuels from vessels to storage tanks, and use oil boomer and skimmer to prevent oil from spreading and pumping out the spilled oil.

7.2.6. Groundwater quantity and quality

The potential impact of the project to the groundwater quality in the vicinity is the use of groundwater by the company for the operational objective when the water is overused. The groundwater quality is affected through oil spill and leak from storage tanks, fuel pipes' joints and fuel filling area. Study was conducted on the groundwater quality on five different samples collected within and outside facility, the Total Petroleum Hydrocarbon and Lead are all less than 1 and 0.001 mg/L The mitigation measures proposed by the company to prevent and minimize the impact of the leak and spill to ground water are fully paved the facility area, inspect and monitoring fuel distribution system, pipes and tanks, monitoring groundwater quality from early detection of pollutant and reduce the pumping rate lower the sustainable level.

7.2.7. Traffic accident

Operation activities that consist of vehicle tanks movements within the facility and outside can cause traffic accident that resulting in the damaged of the facility, traffic delay outside the facility and loss of life. The mitigation measures that are identified by proponent to be used to prevent and minimize

the traffic accident are installing proper signage in the facility and outside the facility, assign a personal to direct the traffic and only experienced and licensed drivers are allows to drive within and outside the facility.

7.2.8. Solid waste and other hazardous substances

Solid waste and hazardous waste production during the operation of the terminal would be from general waste, tank bottom cleaning that is scheduled for every 5 years and wash off from oil spill. The impacts of these wastes are hazardous to human health, pollutants to soil and marine water bodies. The mitigation measures proposed for these wastes are by applying reduce, recyclable, reusable and disposal (3RD) method, wastewater treatment to separate oil and water and properly managing the hazardous wastes.

7.2.9. Air quality impacts from VoCs

Potential impact of the fuel terminal to air quality are from loading and unloading activity in jetty and distribution areas, storage tanks respiration and evaporation, and from valves opening. This could result in financial loss of releasing of gasses in large volume and it could also affect the air quality. The mitigation measure identified by the company are using high standard design of tanks to eliminate gasses loss, apply cooling system, use bottom loading to reduce vapor loss and implementation of proper SOP to eliminate the operation error that cause leaking.

7.2.10. Occupation health and safety

There are various occupational health and safety impact that need to be paid attention to by the company's management and staffs. Traffic accident, hazardous material and air quality are factors that can affect health and safety of the management and staffs. Mitigation measures propose by the company for preventing and minimizing the impact are assigned trained person specific tasks, design workplace to eliminate and minimize hazard and risk, proper PPE should be worn in executing gas and dust related tasks.

7.2.11. Community Health and Safety

Community health and safety issue during the operation of the proposed fuel storage terminal are related to the groundwater availability and quality, traffic accident, fire explosion and major oil spill that could affect coastal and marine resources. Mitigation measures to be used by the proponent to prevent and minimize the impacts are company should apply water conservation, only experienced and licensed driver operate company vehicles, design and construct proper fire fighting equipment according to best practice to combat fire and explosion and fire fighting brigades trained to combat the fire.

The monitoring program for the decommissioning activity is planned to be implemented by the company to safeguard the environment and the health of the community and workers.

7.3. Impacts during the Decommissioning

Decommission period is not applicable, as the project owner would like to stay in this business for a long term in the future. After the operating for many years, perhaps some change in regulations, technology, or any new development method, which may affect the impacts assessment and mitigation measures. Therefore, if there shall be any decommission period in the future, it is better to update the Environmental Management Plan (EMP document).

Nevertheless, the decommission period of the project means to dismantle or remove all the facility from the site. If this is the case, the impacts that could be anticipated would be similar to the construction period, except some impacts should chemical or hazardous substance inside the storage tanks, pipe, or valve that could cause poisonous to the people or worker who involve in dismantling the facility. The following table provides the summary of potential impacts during the decommission stage of the project cycle:

7.3.1. Occupational Health and Safety

The potential impacts from occupational health and safety are work related – such as exposure to electrical system in the facility, exposure to heat, exposure to particulate matter and risk of injury from operating heavy equipment. The mitigation measures to be implemented by the company to prevent this impact are proper PPE have to be provided and worn for specific tasks, maximum supervision and observing workers' health condition. It is company responsibility to monitor the workers activities to carry out tasks properly.

7.3.2. Traffic disturbance

Intensity of the vehicle movement during the decommissioning is high, in and out of the decommissioning area to collect scrap materials, can cause accident onsite and/or outside the facility that can result in loss of lives and traffic congestion in the major road. However, to prevent this potential impacts from happening, company proposed mitigation measures as followings but not limited to only allow experience and licensed driver to operate the vehicles onsite and outside the decommissioning area, monitoring the decommissioning activity and assigned personnel to direct traffic in and out of decommissioning area.

7.3.3. Demolition of storage tanks

Demolition of the storage tanks is part of the decommissioning activity where the above ground tanks should be removed. This can have impact on workers' health due to the hazardous waste that remains in the tanks and adding the

solid waste into the environment. In order to prevent and minimize the potential impact during storage tanks demolitions, company's mitigation measures to be implemented are to properly clean the hazardous substance in the tanks before the demolition and lifting, proper PPE should be worn to prevent inhalation of hazardous gasses, only allow experienced workers to operate in this activity, and should follow standard operation procedure.

7.3.4. Noise and Vibration

Potential impact of the noise and vibration that occur during the decommissioning activity can threat community health and convenience, structural damaged to community houses and the Aipelo prison. These impacts are resulted from the use of heavy equipment during demolition of tanks and pipes and other component of the facility and heavy vehicles movements. The mitigation measures proposed for noise and vibration impacts are the use of proper PPE, apply safer technique to reduce vibration and monitoring workers activities, fencing the project area to reduce the noise.

7.3.5. Social impacts

The social impacts from the decommissioning are that it will result in unemployment of the workers, increase the number of unemployments and reduction in fuel supply which will increase the price when there is less competition. This social impact could not be prevented.

7.3.6. Economic Impact

The economic impact of the decommissioning of the facility means that there will be no tax income for the government and there will be no social corporate responsibility to community from the company. This impact difficult to mitigate since the company is planned not to be in this business anymore.

The monitoring program for the decommissioning activity is planned to be implemented by the company to safeguard the environment and the health & safety of the community and workers.

In general, the impacts and mitigation measures are similar to the construction period, except that there may be major socio-economic impacts that need to be mitigated by the project owner and the government of Timor-Leste. (Please refer to pages 113-223 in EMP)

8. Opinion/Opiniaun

The ECEIA views that the company has identified all potential impacts that would likely to be generated during project construction, Operation and Decommissioning. Several major impacts identified during the construction of the project covers dust, noise

and vibration due to the use of heavy machinery for the excavation and compaction and vehicles movements in and out of the facility. This could affect community health, structural damaged to community houses and Aipelo prison.

The major impacts identified during operation period will potentially affect marine water, groundwater and air quality are fire and explosion and oil spill. Pollution in marine water due to oil spill will affect marine ecology and also commercial activities nearby the project area such as salt industries, fisheries, algae industries. Oil spill can also threaten groundwater quality which can result in shortage of potable water or drinking water for the community. Fire and explosion can lead to loss of life and contribute to climate change and affecting air quality.

The potential impacts identified during decommissioning are the generation of dust, traffic accident, noise and vibration. The generation of dust can affect community and workers' health, Traffic accident can lead to injury and loss of life while noise and vibration can lead to damage to communities' houses and Aipelo prison. The ECEIA views that the mitigation measures and monitoring programs in the EMP document are sufficient and adequate to minimize all major as well as minor potential impacts identified during construction, operation and decommissioning of the project.

8 Conclusions and Recommendations on EIS and EMP Documents/Konkluzaun no Rekomendasaun ba Dokumentu DIA no PJA

Following the review of the draft and the revised EIS and EMP document, the ECEIA concluded that the content of the EIS and EMP had fulfilled the minimum requirements of the *Ministerial Diploma No. 46/2017 on the Regulation Regarding Detailed Requirements for Screening, Scoping and Terms of Reference, Environmental Impact Statement and Environmental Management Plan for Environmental Assessment.* The environmental Authority is required to establish a monitoring and evaluation framework that would enable the verification of EMP implementation. Additionally, as the EMP is not a static document; it is in fact, a working document that requires continuous review and amendment during the life of the project. The review usually happens when there is a plan from the facility owner to modify or renovate any of the facility components. This means that proponent shall revise the EMP document and resubmit to the Environmental Authority for approval prior to the commencement of modification or renovation to the facility.

In view of the above-mentioned information, the ECEIA hereby recommends the approval of EIS and EMP with the following conditions:

- In the event that the EMP document does not reflect the actual condition in the field, the EMP shall be reviewed accordingly.
- Where there is any significant finding during the monitoring program of environmental authority, i.e. irreversible damage to the environment and/or have detrimental effects on the health and safety of the local community in the project area

due to failure to implement mitigation measures as stated in the EMP, the environmental authority may order for suspension of activity until the finding is rectified.

- In the event that any new significant risk perceived from the activity/operation, the Company shall ensure that this risk is properly assessed, and controls are put in place accordingly. In such case, it may trigger a revision of the EMP that need to be resubmitted for approval.
- The company is required to carry out monitoring program and submit all monitoring results as stipulated in the EMP document to environmental authority and relevant government entities.
- The company shall fulfil the reporting requirements as stipulated in the EMP.

Following the approval to the EIS and EMP and authorization to issue Environmental License by His Excellency as the Higher Environmental Authority, the ANPM as the Environmental Authority will then issue the Environmental License to Global Oil Storage Terminal (MUL), Limitada for its Fuel Storage Facility Project based on the conditions referred to in this report.

End of the report.

Decision by the Higher Environmental Authority

Date : 06 - 01 - 2021

☑ Approving EMP and authorize to issue Environmental License

☐ Not approving and terminate the procedure of licensing

Comments:

Victor da Conceição Soares
Minister of Petroleum and Mineral