



NORTE PORT INC.

LOGISTICS AND PORT OPERATIONS



COMPANY PORTFOLIO

2026

Introduction

Norte Port has launched its operation in late 2025. We are developing our port operation to be align with the demands for ports and warehouse facilities in Guyana. Guyana growing influence in global stature is showing massive strength in its extractive industries and its shipping networks. With accelerated development of the country infrastructure, development of key shipping ports are equally developing at a fast rate. High demand for port space, berthing and docking is becoming increasingly difficult as all the major ports have become saturated with demands. The most important aspects of the entire economic rise in Guyana, is access to shipping ports. Norte Port acquisition and control of a key shipping port outside of the city will mainly facilitate certain vessels the opportunity to have port security and alleviate the difficulties to berth at a discharge/loading port. Our port operation does not only cater for the Guyana requirements, but provide the network of logistics networking with Brazil, thereby creating a shipping Hub, opening up the logistics to trade with Northern Brazil and to enable Brazil access to our shipping port for there imports and exports.

NORTE PORT INC.



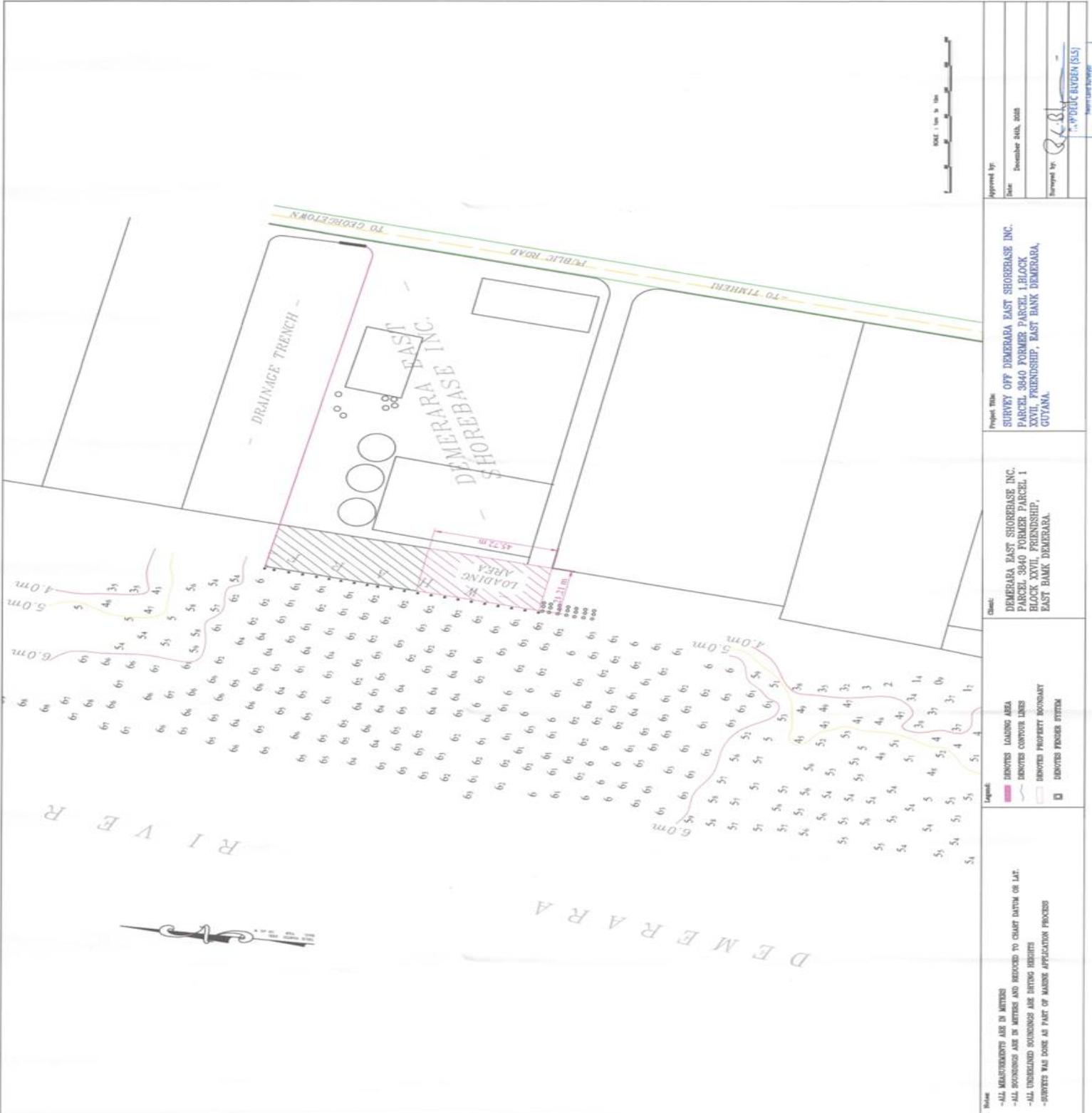
NORTE PORT INC. is located in one of the most strategic areas in south of the Demerara River, with our port being 50 meters from ship navigational channel. Norte Port has a draft of 6.1m to 6.3m on low tide with an addition 0.75 UKC. This gives the port greater ability to deeper draft, thereby allowing the berthing of larger vessels. Our operation was launched in November 2025. We conducted 9 pilot operations with vessels to makes assessment and add to the research to berth vessels efficiently, effectively and safely. We have successfully berthed vessels ranging from 108m LOA to 180m LOA, Beam 20m to 28m with departure draft of 6m to 6.3m. Some vessels included,

MV OSLO , MV-GLADIATOR, MV- FRISIAN OCTA , MV-ABONY,AGIOS PORFYRIOS.

NORTE PORT INC.PORT is currently active and holds the following infrastructure and facilities:

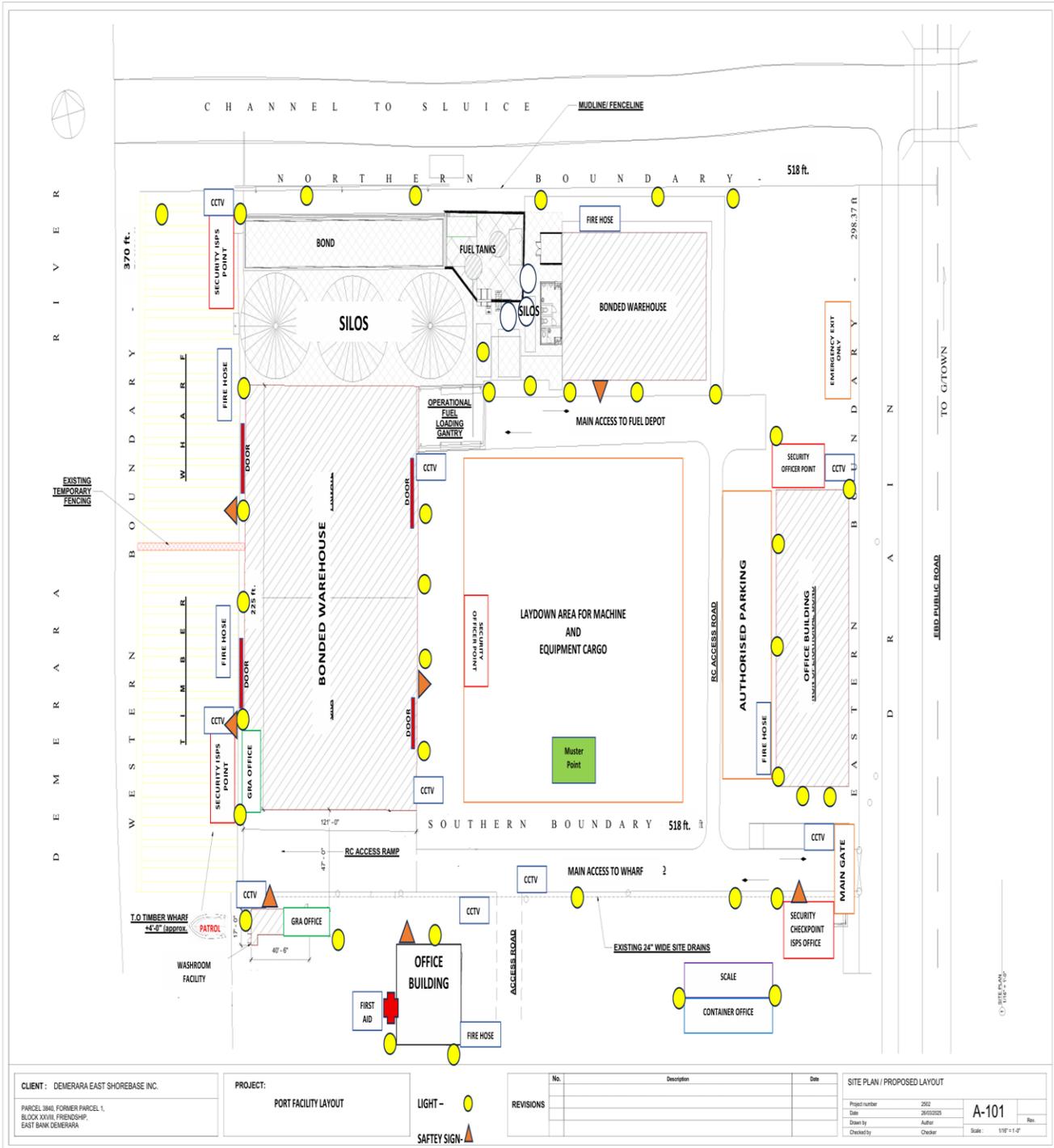
- Active approved and Registered wharf-(Sufferance)
- Active LOA of 100M
- Additional expansion of 110m of wharf
- 6 acres of compound facility for in port storage for containers, equipment and machines
- 10 acres of Laydown yard for containers and storage facility across from port.
- 25,000 square ft. bonded warehouse, regulated by the customs agency
- Office buildings and commercial floors.
- Silos ranging from 6,000mt to 10,000mt
- 2 - 8000 square ft Fertiliser Storge bonds

NORTE PORT DRAFT SURVEY

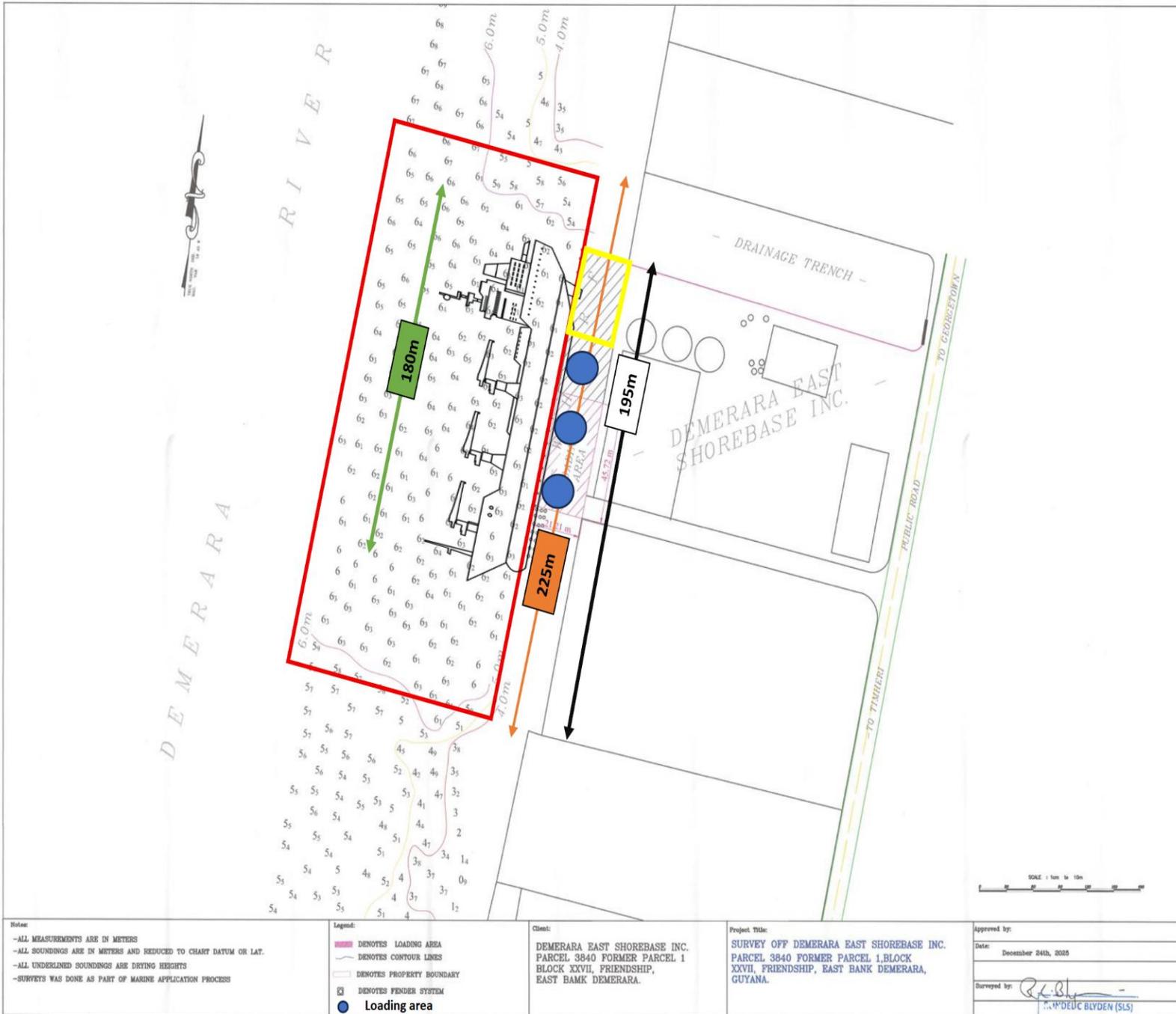


<p>Scale</p> <p>-ALL MEASUREMENTS ARE IN METERS</p> <p>-ALL POINTS ARE IN METERS AND REDUCED TO CHART DATUM OR LAT.</p> <p>-ALL UNDEVELOPED SOUNDINGS ARE BEING INSERTED</p> <p>-SURVEYS WERE DONE AS PART OF MARINE APPLICATION PROCESS</p>	<p>Legend</p> <p>■ DENOTES LOADING AREA</p> <p>--- DENOTES CONTOUR LINES</p> <p>--- DENOTES PROPERTY BOUNDARY</p> <p>□ DENOTES FINDER SYSTEM</p>	<p>Client:</p> <p>DEMERARA EAST SHOREBASE INC. PARCEL 3840 FORMER PARCEL 1 BLOCK XXVII, FRIENDSHIP, EAST BANK DEMERARA.</p>	<p>Project Title:</p> <p>SURVEY OFF DEMERARA EAST SHOREBASE INC. PARCEL 3840 FORMER PARCEL 1, BLOCK XXVII, FRIENDSHIP, EAST BANK DEMERARA, GUYANA.</p>	<p>Approved By:</p> <p>Date: December 20th, 2023</p>	<p>Surveyed By:</p> <p>R. C. B.</p> <p>Public Survey (S.S.)</p>
		<p>Scale:</p> <p>1:1000</p>			

NORTE PORT LAYOUT



LOADING AREA AND VESSEL PLACEMENT



- Total LOA of Wharf – 195 meters
- Overhang North -20 meters
- Overhang South-10 meters
- LOA with overhangs -235m

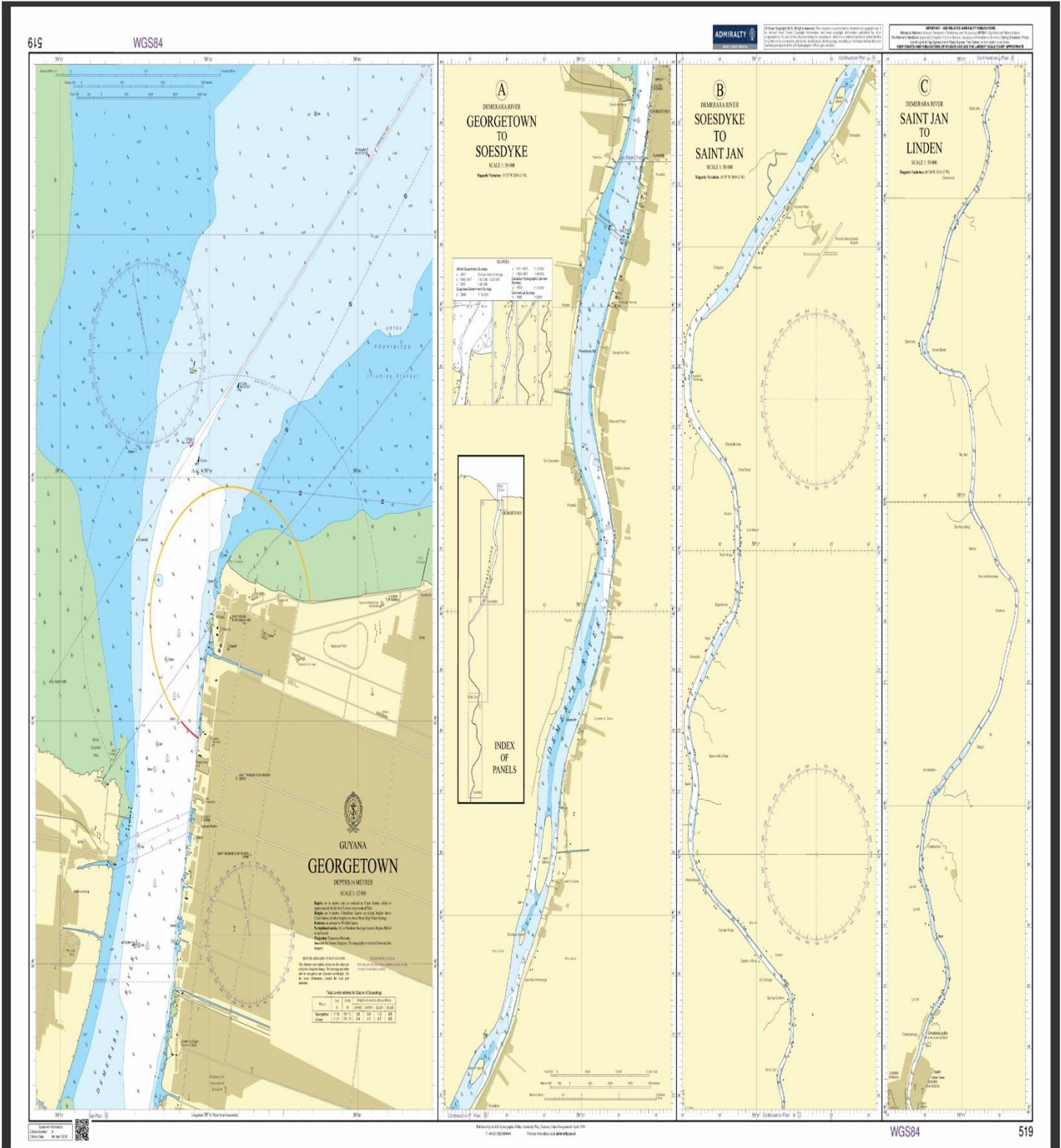
DEMERARA RIVER DATA

The Demerara is the main river that allows for vessel traffics. It holds almost all the major ports and is considered the maritime transit hub. The Demerara River was last dredge 30 years ago. But amazingly the river maintained the depth in the ships navigational channel in the basin that Norte Port falls within. Below is the data south side of the demerara river provided by MARAD:

- The ships navigational channel has a low water draft of 3.5m draft plus the rise of tide which may be between the range of 2.5m to 3.1m, specific to tide chart data.
- The river is regulated by a board that determine fees. In addition of the rise of tide, the River Pilot can allow a further 50cm at a rate per cm, set by the board. This gives vessels a fair accessible draft of up to 6.5m.

As part of the development of the Demerara River, the Government of Guyana in conjunction with the Maritime Administration will start the dredging of the navigational channel from Houston to Friendship to 5m chart datum. This will in turn reduce the turning around time for vessels from the south of the Demerara Harbour Bridge and most importantly, it will increase the draft of the river. This will all for greater amount of cargo that can be imported and exported under this new development of the river navigational channel.

DEMERARA RIVER CHART

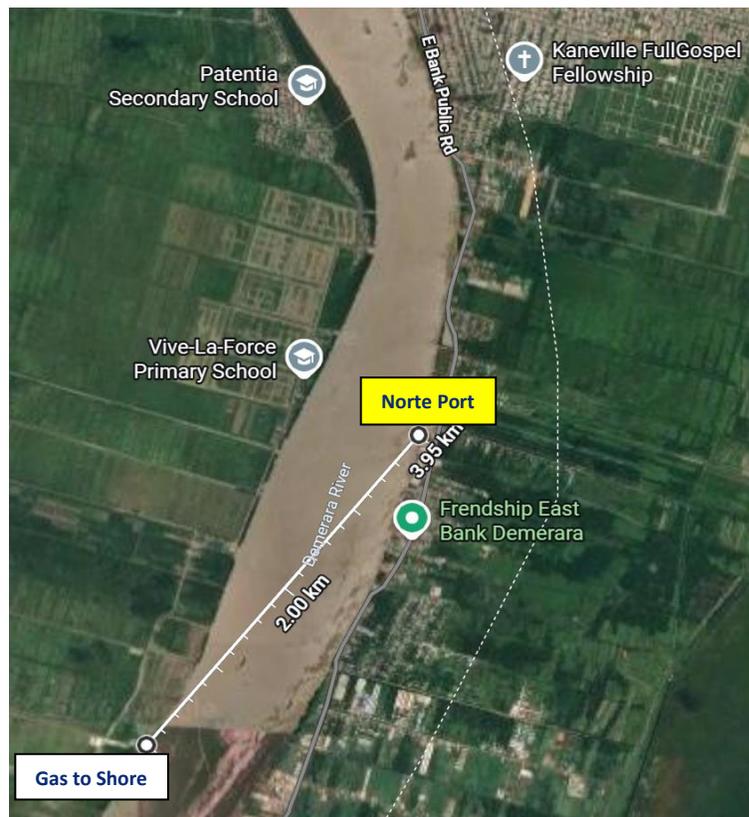


Norte Port Strategic Location

Norte Port is strategically located in proximity to the Gas to Shore Project. We are 4km in distance crossing the Demerara River south west. Our port can be position to be a vital shore base to offer logistics for vessels and supplies servicing the Oil and Gas projects. Norte Port wharf and facilities provide ideal storage and laydown yard for equipment and materials. With over 15 acres of laydown facilities and combine 35000 sq feet of bond/warehouse, the port provides a critical hub closest to the Gas to Shore project.

Norte Port strategic proximity to the Gas to Shore project may offer:

- Receiving of vessels with cargo destined for project site.
- Transshipment operation to move cargo by barge to the project site
- Laydown facility, warehousing and storage.
- Provides for the East Demerara project base. Office Building and small bonds available.
- Re-Fueling/bunkering and other services. (We are Licence Fuel depot)
- Shore base operations



STANDARD OPERATING PROCEDURES-NORTE PORT

The SOP of Norte Port is intended to provide the clear procedures and protocols for vessels to safely berth alongside the port. The SOP objectives are to provide:

- *Protocols to enter Harbour*
- *Protocols of River Pilot boarding*
- *Provide guidance for safe and navigable channels*
- *Protocols for vessels entering berth*
- *Berthing Vessels safely and securely*
- *Ensure safety and security of Vessels*
- *Protocols for loading or discharge of vessel.*

Vessel criteria for Norte Port:

Only Vessels meeting the specific criteria are allowed at Norte Port:

1. Vessel with incoming or outgoing maximum draft of 6.5m
2. Maximum LOA of 180m ,28m beam
3. Equipped with Cranes

1. Berthing Of Vessel:

Ship reception into harbour and berthing is broadly categorized into 3 main functions carried out by the relevant Departments as outlined hereunder.

Ship Pre-Arrival into Harbour

1. Traffic Department - Shipping agents apply and obtain Ship Entry permission from the Maritime Administration Guyana. Harbours Department relates to the Signal Station, the approval given by the Port Manager stating the name of the vessel and the berth (Terminal) allocated to the vessels.
2. Signal Station calls the vessel to obtain certain particulars (Cargo type and volume, last port of call, draft of the vessel, LOA, GRT, NRT, DWT etc. for documentation.
3. Email confirmation that berth is available at Norte Port.

Ship Entry into Harbour

1. Harbours – Vessels arrive at Pilot Station to receive River Pilot for south bound Demerara River. Pilotage and Towage fee applies. Harbour Master makes arrangement to bring the vessel to berth by arranging for pilotage, towage and mooring of the Vessel. Harbour Master assigns a Pilot for the vessel to take vessel to berthing at Norte Port.
2. Shipping agent obtains Rotation Number for the vessel from Customs. Shipping agent submits bill of Ladens, manifest and all applicable documents (such as stowage plan) etc. to Customs Boat House for permission to enter Norte Port for berthing, pending verification and inspections by all agencies.
3. The manifest is submitted days before the ship arrival depending on the vessel's status

Navigation to Norte Port -South Bound

1. Vessel must maintain maximum 6.5m draft.
2. Vessel arriving with cargo must secure the first available crossing after the jack tide to fall. ETA from Harbour to Norte Port is 1.5 Hours
3. Vessels without Bow thrusters must inform the Harbour Master and Pilot. Agent will need to arrange tug assistance to berth the vessel safely alongside Norte port.

Procedures to Enter Port

After receiving clearance from MARAD and GRA, the following must be done by Shipping agent:

1. Booking of vessel with the Demerara Harbour Bridge Traffic Officer to cross South bound.
2. Notification to Norte Port with River Pilot ETA to berth.
3. Vessel proceeds to the berth. After going alongside the pilot disembarks.
4. Pilot returns to the Pilot Station, transfers the information on the Master's Declaration and the Pilotage Chit to the logbook and sends the documents to the Harbour's Personnel Office for further action.
5. Harbour's Personnel Office retains copies of the Inward Masters Declaration and Pilotage chits until the vessel completes her operations and sails.

Arrival at Norte Port

1. If vessel is arriving with cargo at maximum draft, prior notification is required by agent to Norte Port. As soon as vessel is safely berthed, Immediate discharge is required to discharge at least 1 meter of draft by assigned Stevedoring team.
2. Mooring team is assigned to secure vessel ropes to bollards in coordination with Pilot request.
3. Vessel arrival is recorded by Norte Port and Customs agent to process the vessel to commence loading or discharge

2. Loading or Discharging of Vessel

1. Experience Stevedoring team is assigned by Norte Port to discharge or Load vessel. All equipment used are certified equipment verified by ship agents
2. Discharge and Loading will remain continuous until completion. Stevedoring Manager will be guided by master of Vessel against stow plan of vessel.
3. Stevedoring team will comprise of foreman, crane operators, onshore labourers, offshore labourers, mechanics.

Shifting of Vessel

1. Vessel with LOA 150m may require to shift vessel forward or astern base on active LOA.
2. Pilot will have a clearance of 10 meters to go astern and 30 meters to go forward from center of active LOA of wharf. **(Refer to Port Layout)**
3. Shifting to be done on mid to high tide only.
4. Mooring team will be assigned for this operation.

Rolling/Container/Break bulk Cargo

1. Stevedoring team will discharge cargo with certified wire rope slings with adequate lift capacity-60tons
2. Cargo will be taken immediately to open storage area identified by Port and customs officials.
3. No more than 2 unit of rolling cargo will be allowed to sit on wharf while discharging

Grain, Corn, Aggregate Cargo

1. Stevedoring team will discharge cargo using clamshells and hopper bins.
2. Hopper bins will be placed at Port assigned loading/offloading area.
3. Maximum 2 hoppers to be place for discharging. Allowing maximum 2 trucks on wharf at one time.
4. Maximum allowed load per truck will be 50 tons per loading area.

Port Call

The vessel will remain moored as scheduled and agreed upon by correspondence. Unless it is by negligence of the port, demurrage will be charged for additional days. Should a vessel be inbound, vessel be asked to go to Grove Anchorage to facilitate inbound vessel and return after vessel has complete its operations.

Storage

The port will grant by correspondence the allowed free storage of 7 days. After that period, a daily rate will be applied. Storage of cargo will remain under port Liability and security in compliance with GRA.

Bonded Storage

The port will comply with GRA request to place cargo into bonded storage. A daily square foot rate applies.

PDA and FDA Billing

Norte Port accounts will provide promptly FDA, to Ship agent after completion of Loading or Discharge operations. The following procedures as follows:

1. Wharfage and port operating charges are sent as PDA to agents for vessel pre arrival.
2. Wharfage and port operating charges are sent as FDA to agent for all accumulated charges of vessel operations at port.
3. Agents are required to settle 100% FDA before vessel departs, unless otherwise agreed upon with accounts department.
4. Vessel is released by port having met all obligations in accordance with international maritime laws.

3. Departure of Vessel

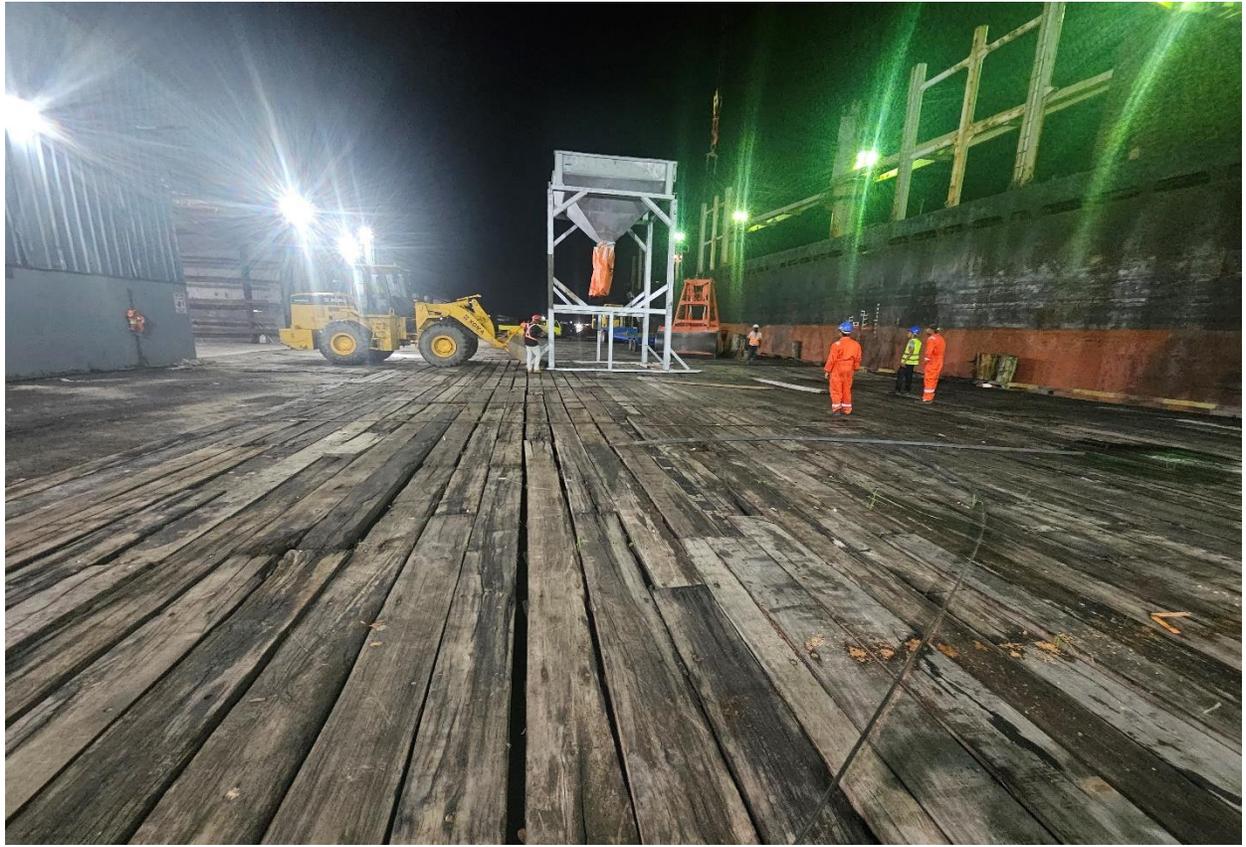
The ships agent will need to send notification to all agencies alerting of the vessel planned departure. The procedures will be as follows:

1. After discharging or loading of vessel, agent will ensure compliance from GRA for release of vessel. GRA will indicate to Norte Port the instructions to facilitate the departure base on submissions of all documents associated with the vessel and cargo.
2. Agent will request through the Harbour Master for a pilot to be assigned to depart the vessel back to pilot station. Agent will request crossing from the Demerara Harbour Bridge North Bound.
3. Agent will need to arrange for tug assist if vessel does not have Bow Thrusters. This is to assist the Pilot to leave the berth safely.
4. If vessel is leaving loaded at maximum draft of 6.5m, agent must request and coordinate crossing at jack of tide before falling.
5. Unmooring team is assigned to release vessel ropes form bollards in coordination with Pilot request.

-END-

Gallery













ONGOING FUTURE PROJECTS



MAHAICONY SHORELINE GROUP is a private company that is developing one of the four areas for deep harbour in Guyana. The demand for these projects is astonishing as the Guyana economy grows rapidly.



MAHAICONY SHORELINE GROUP deep harbour project is a great investment opportunity for our partners. Here are some key points:

- IDB conducted a detailed study in 2018 and concluded that our project location was the preferred and ideal location for deep harbour
- The project is being developed on 1000 acres of shoreline.
- Guyana is the fastest Growing economy with a growth rate of 38.2% in 2024 (IMF)
- As the Guyana-Brazil highway being completed, Guyana's Atlantic Coast will access continentally-locked Brazilians market and significantly cutting logistic cost.

- MSG deep harbour is more accessible and closer in proximity to Oil Blocks operations. Making our port best for shore bases.
- A decentralised greenfield location that is away from the congested ports in Georgetown and is conducive for greater expansions.
- 56km for Georgetown (capital)
- Access to major highways and road networks connecting to Georgetown and the regions.

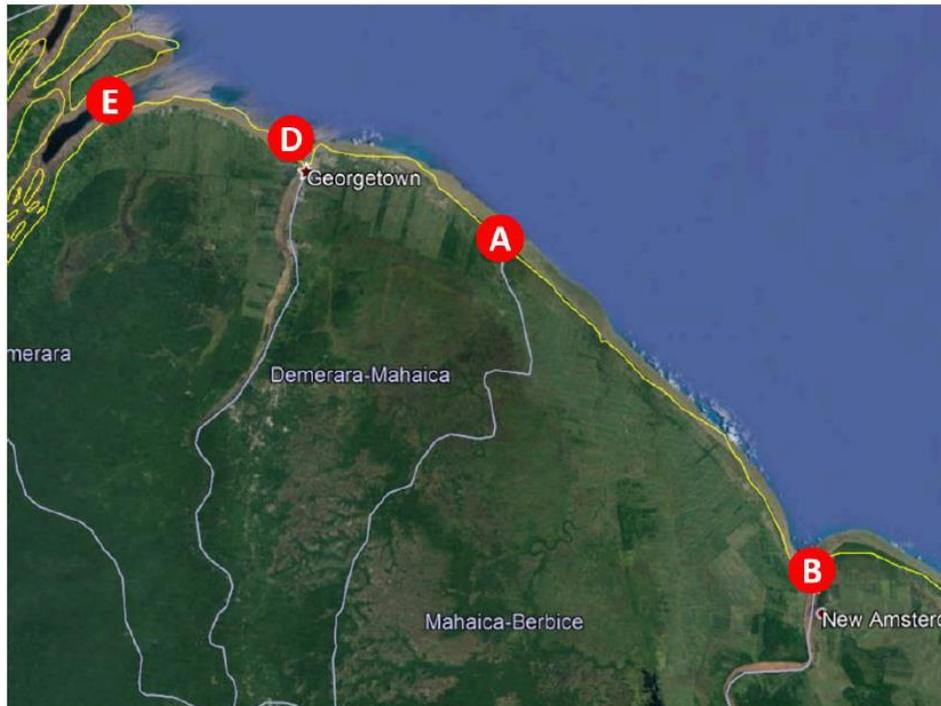
Endless Investment Opportunities

- Commercial Port
- Oil & Gas Services
- Steel Fabrication
- Shipyard
- Vessel Support
- Warehousing
- Bulk Fuel Depot



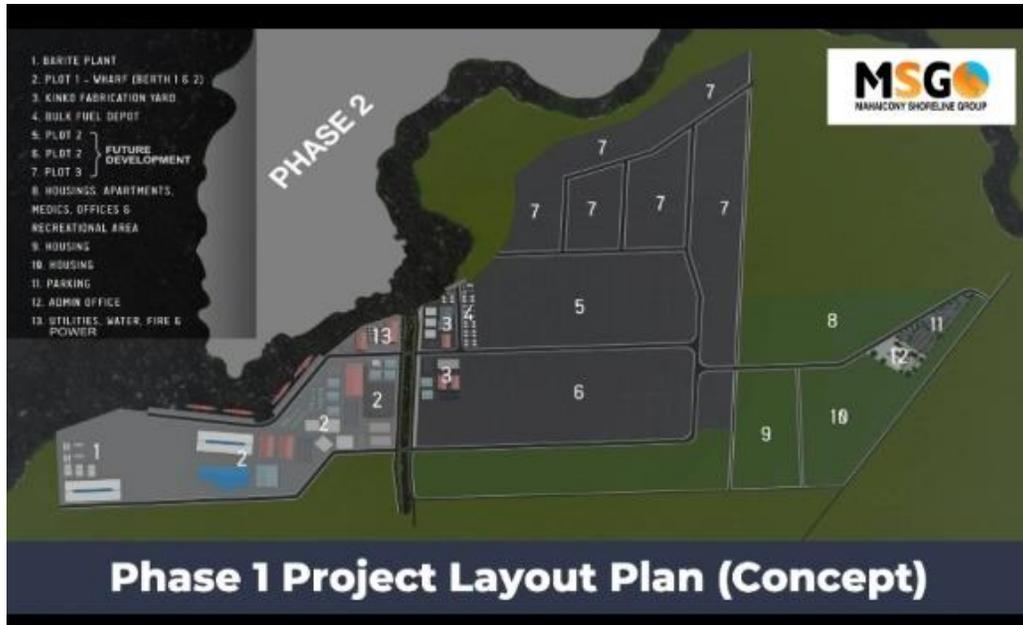
The figure below highlights for each of the port areas the site location that is selected as the preferred location using a red dot on the map. The 'E' represents the preferred location for the Essequibo Estuary, the 'D' represents the preferred location for the Demerara Estuary, the 'A' represents the preferred location along the Atlantic Coast and 'B' represents the preferred location for the Berbice Estuary.

Figure E-1-4: Preferred Port Locations within larger Potential Areas



Assessment of possible designs within specific locations

The figures on the following pages present five initial lay-out sketches for each of the four locations (one in Essequibo, Demerara and Berbice, and two along the Atlantic Coast) that are further assessed in this report and subsequent reports. For each of the locations, a 'block' of 1,000 meters length and 500 meters wide was used to represent the future port, and this block was positioned in such a manner that it could accommodate an access channel and provide sufficient space for turning basins and berth pockets.



Conclusion

A Partnership with NORTE PORT INC. can redefine trade and logistics for both Guyana and Brazil. NORTE PORT INC. will boost imports and export more so efficiently and cost effectively by making possible the logistic network from Guyana. This venture will give way to wider trade and timely and cost-effective logistics. Injecting direct revenue in labour, services and the economy. We firmly believe that NORTE PORT INC. operation here in Guyana will change many dynamics in trade between countries. We have presented a concise proposal for a strong partner to bring the port to international standards, and we endeavor to foster negotiations to enable the fruition of this venture. We at NORTE PORT INC. anticipate your interest and actions from this proposal and we look forward to working towards common goals. With our current ongoing deep harbour projects, our partners will be apart of the pioneering of the largest shipping hub in Latin America, paving the way for greater trade.



NORTE PORT INC.

LOGISTICS AND PORT OPERATIONS

- PORT OPERATIONS & SERVICES
- WAREHOUSING & STORAGE FACILITY
- LAYDOWN YARD
- FUEL BUNKERING SERVICES
- SHIPPING & LOGISTICS

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