

Report no:- RAN/STL/PLSI-01/2024  
Date:- 19/01/2024

# St. LOUIS Pipeline Project Site Inspection Report

## **INTRODUCTION**

- i) **Client – ST LOUIS PETROLEUM**
- ii) **Contractor – Ranceb E & C Projects Ltd.**
- iii) **Project Name – St. LOUIS Pipeline Project**
- iv) **Product – PMS (Gasoline) Mainline Piping**
- v) **Product – AGO (Gasoil) Mainline Piping**
- vi) **Length – 52.64 Km**
- vii) **Pipe Size – 12”**
- viii) **Type of Piping – Under Ground piping (38.64 Km.)**
- ix) **Type of Piping – Above Ground piping (14 Km.)**
- x) **Location – Takoradi Port to St. LOUIS Terminal (Busua)**

Please see the following narrative, and Snapshot(s) for the details of this inspection.

## **Executive Summary**

This report presents the findings of the site inspection and route survey conducted for the proposed mainline from Takoradi Port Marshal to St. LOUIS Terminal (Busua), a distance of approximately 52.64 km. The proposed route includes 14 km of above-ground piping along the railway line and 38.64 Km.

## **Introduction**

The purpose of this survey was to assess the feasibility of the proposed pipeline route, identify potential challenges, and provide recommendations for the construction phase. The Survey was done by the Ranceb E&C Projects Ltd. Engineers, Pipeline Surveyor and Railway Officials.

## **Route Description**

The proposed mainline route starts in Takoradi Port and ends in St. LOUIS Terminal (Busua), covering a total distance of 52.64 Km.

The route includes a 14 km stretch of above-ground piping and 02 km stretch of under-ground along the railway line.

Which originates from the port area in Takoradi Port and ends at Eshiem. After Eshiem rest of the pipeline is underground (36.64 km) which ends at St. LOUIS Terminal (busua).

## **Booster Pump**

Booster Pump Location with in 5 KM from Marshal Tie-in Point to railways area and location will be fix after Process and design engineering.

## Observations

- i) Takoradi Port area where the pipeline originates from the skid and runs towards the railway line. After which it runs parallelly to the railway line.



- ii) Pipe Line Will Run Along the Railway Line.



- iii) Core drilling should be done for the Road Crossing near Cirrus oil, New Takoradi.



- iv) Core drilling should be done for the Road Crossing near TacoTel.



- v) Core drilling should be done for the Road Crossing near Ketan Railway Station.

- vi) Along the railway line at several places, we have to put crossover platforms for the general public to crossover so that no damage shall be done to the above ground piping.



- vii) Crossover platforms near residential areas.



viii) Some areas as they are near to residential areas or near railway stations, we have to do



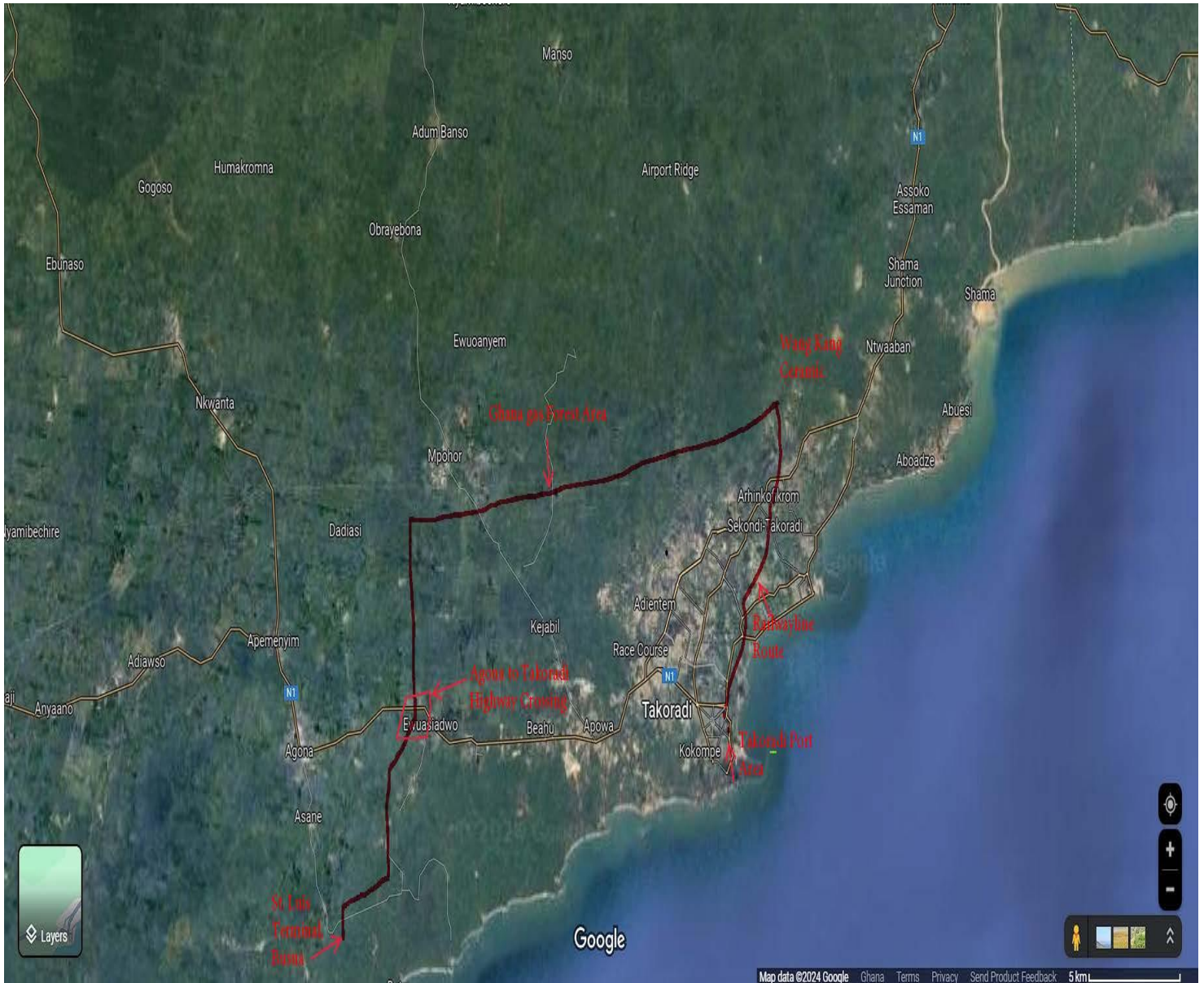
underground piping near to the railway line.



ix) Railway station area where the piping has to be done underground



- x) At the end of the Railway line piping (after Kojokrom) has to divert towards the forest and hilly area at junction of existing Ghana gas pipeline near Eshiem. Total distance from the port to Eshiem is 16 Km.





- xi) As shown in the picture the Ghana Gas signage marker near Eshiem from this point onwards pipeline will be underground (36.64 km).



xii) Near to the Ghana Gas Pipeline marker.



xiii) Near to the Ghana Gas Pipeline marker.



- xiv) Goil Filling Station Road Crossing where core cutting is also required.



- xv) Survey and elevation check of the area near St. LOUIS Terminal area busua.





xvi) Area near the proposed terminal in St. LOUIS busua.



