

Responses by the Ministry of Works and Transport on the Recommendations made by the Public Administration and Appropriation Committee (PAAC)

Nineteenth Report on the Examination of the Expenditure and Internal Controls of the Ministry of Works and Transport (MOWT)

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Responses to the Recommendations made by the Public Administration and Appropriation Committee

ISSUES / OBSERVATIONS	RECOMMENDATIONS	RESPONSE OF THE MINISTRY OF WORKS AND TRANSPORT
<u>Pages 10 to 13</u> Compliance with Audit Reports The Internal Audit Unit was unable to complete its planned schedule of Compliance Reports due to the Christmas Season and the unavailability of staff.	• The MoWT should complete the remaining compliance audits by February 28, 2020. This would ensure effective oversight of the Ministry. • The MoWT should submit a status report on the completion of the remaining compliance reports and the respective date of completion should be submitted to Parliament by February 28, 2020.	• Efforts will be made to complete the remaining compliance audits by February 28, 2020. Status Report • The MOWT has completed 90% of the scheduled compliance audits at the end of fiscal 2018/2019. The remaining 10% will be completed by February 2020. Compliance Audits are conducted in their respective cycles and are as follows: ➤ Overpayment Registers – Check conducted in October 2019- Every 6 months ➤ Advances Registers – Check conducted in January 2020- Every 6 months ➤ Invoices Registers – Check conducted in January 2020- Every 6 months ➤ Travelling Claims Registers – Check conducted in November 2019-Every 4 months ➤ Hot Mix Records – Check conducted in October 2019- Every 4 months

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	The MoWT should seek to address the absence of staff during the Christmas Season to guarantee the work of the Internal Audit Unit is not delayed. Additionally, a report should be submitted to Parliament by February 28, 2020 on how the absence of staff was addressed during the Christmas Season and how it impacted on the work of the Unit.	Staff absenteeism in the Internal Audit Unit was addressed by planning, coordinating and rotating staff who would proceed on leave during the Christmas season. In this manner, the Internal Audit Department was able to complete its first quarter of scheduled compliance audits in keeping with its Annual Programme of Works for the fiscal year 2019/2020.
Special Report on Payment for URP Projects	- The MoWT should submit a report to Parliament on the status of payments outstanding to URP contractors (with timelines) by February 28, 2020. - The MoWT should provide a status update to Parliament on the implementation and respective dates of implementation of the recommendations made by the Independent Audit Committee by February 28, 2020.	Status - Files for two hundred and fifteen (215) projects which were not paid was identified by the Internal Audit Unit. ➤ 43 are the subject of legal matters ➤ 77 have been verified to date and recommended for payments. Status - The Independent Audit Committee of the MoWT has recommended fifty-one (51) projects for payment. Additionally, forty-four (44) projects are awaiting assessment from technical officers of the Division in order to quantify actual work completed and draft final reports. - Efforts will be made to complete the assessment by the end of March 2020.

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Staffing in the Internal Audit Unit	• The MoWT should follow up with the SCD on the status of the approval of the request made to fill vacant positions • The SCD should give precedence to the request made by the MoWT and should make every effort to fill vacancies on the establishment.	• The MoWT has written to the SCD in an effort to fill vacant positions in the Auditing stream. The HR Department, MoWT will continue to follow up with the SCD of the need to fill vacancies in this area.
<u>Page 13 and 14</u> Challenges faced by the Programme for Upgrading Roads Efficiency (PURE) Unit	• In an effort to increase the capacity of the PURE Unit, the MoWT should continue to liaise with the relevant agencies to acquire the seventeen (17) additional staff in the PURE Unit. The Ministry should provide a status update to Parliament on the progress made by February 28, 2020.	Status • The seventeen (17) posts referred to in the PAAC's recommendation are no longer valid since that was the status as at September 30, 2018. Subsequently, Cabinet Minute No. 1682 dated October 04, 2018 approved a compliment of one hundred and fifteen (115) three-year contract positions for the PURE Unit. To date, sixty (60) posts have been filled and efforts are being made to employ an additional fifteen (15) in the upcoming months. The PAAC is asked to note that recruitment of the rest of the contract position will be done incrementally.

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<u>Page 14 and 15</u> Rental/lease of vehicles and equipment The committee noted that the purchase of ten (10) Forklifts for the PPOS inclusive of maintenance would cost the Ministry significantly less as opposed to renting/leasing of ten (10) Forklifts on a monthly basis.	The MoWT should revisit the purchase of option vis-à-vis the lease option and submit to Parliament an explanation for the selection of the rental/lease in lieu of the purchase option for Forklifts at the Port of Port of Spain by February 28, 2020.	Status A cost benefit analysis was conducted by the Port Authority of Trinidad and Tobago (PATI) which is attached as Appendix I. The analysis indicated that the lease option is more cost effective. The PATI is currently preparing this lease to own tender and the procurement process is carded to be completed by March 2020.
<u>Pages 15 to 18</u> Removal and Disposal of Wrecked and Derelict Vessels - The committee notes the cost of removal and disposal of the wrecked and derelict vessels - The committee notes that the Maritime Services Division of the MoWT is tasked with the responsibility of ensuring the Safety and Security of Life at Sea, Safety of Navigation and the Protection of the Maritime Environment from Ship Pollution in accordance with the Shipping Act 1987. The Committee further notes the functions and	The MoWT should develop strategies to ensure that the Maritime Services Division fulfils its objectives and functions. A report on these strategies which would include areas of deficiencies to be resolved should be submitted to Parliament by February 28, 2020.	Strategies - The MoWT is in the process of improving the short and medium term strategies to ensure that the Maritime Services Division (MSD) fulfils its objectives and functions. - The short term strategy is to engage two (2) Assistant Harbour Masters in accordance with the Harbours Act Chapter 50:06 in order to enhance the administrative framework in place to monitor the condition of vessels within the jurisdiction. - The medium term strategies are: - Complete the project to develop a Vessel Traffic Management System (VTMS). This system when completed would enhance surveillance of all vessels within the

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responsibilities of the Maritime Services Division regarding Port State Control Activities.	The MoWT should take active steps to ensure that the wrecked and derelict vessels are not anchored and abandoned in these areas in the future. A report on the steps to be taken should be submitted to the Parliament by February 28, 2020.	territorial waters of Trinidad and Tobago and ii. On passage on the Shipping Bill (2019), the MoWT proposes to implement the provisions transforming the MSD into the Maritime Authority of Trinidad and Tobago along with the attendant administrative framework which includes a Chief Harbour Master and several Harbour Officers who would be tasked with physical surveillance and checking of vessels traversing, visiting and anchoring within the waters of Trinidad and Tobago. The proposed steps to be taken to ensure that the wrecked and derelict vessels are not anchored and abandoned in these areas in the future are as follows: Steps (short term) - The MSD's two (2) vessels that are used to patrol the harbour are in a state of disrepair. Presently, the MSD engages the Trinidad and Tobago Coast Guard and the Pilots Association for assistance. - The MSD together with the Chief Immigration Officer will seek to
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	The Maritime Services Division of the MoWT should establish a Task Force or Unit with the direct responsibility of registering vessels that are being anchored in the Port of Spain Harbour and Sea Lots Area. Additionally, the Task Force or Unit should ensure that the register is accurately maintained.	ensure that vessel's agents obtain permission/approval from MSD before any crew changes are approved by immigration. This measure would assist greatly in reducing abandoned vessels in Trinidad and Tobago waters. This is to avoid ships being abandoned by their crew. Steps (medium term) - The MOWT proposes to procure two (2) coastal launches (vessels) which would assist the Harbour Masters' Office in physical surveillance. The Principle Receiver of Wrecks has the authority to deal with vessels which are likely to become wrecks and therefore a robust Harbour Masters' Office would ensure that wrecked and derelict vessels are not anchored and abandoned in these areas in the future. - The aforementioned Harbour Masters' Office, when adequately staffed and equipped, working in sync with the existing single electronic window (SEW) system (part of the e-maritime and e-government system) and expected VTM system would be adequate as a Unit to monitor vessels anchored in the Port of Spain Harbour and Sea Lots Area, while ensuring that the records are accurately maintained.
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	• The MoWT should implement strategies/initiatives to ensure compliance with the Shipping Act 1987 Chapter 50:10 as it relates to wrecked and derelict vessels being anchored in the Port of Spain Harbour and Sea Lots Area. • The MoWT should also establish fines and penalties for the abandonment of wrecked and derelict vessels in the waters of Trinidad and Tobago. Monies from the fines can be used for the disposal of these vessels. • The MoWT should provide a status update to the Parliament on the progress of the removal of the remaining derelict vessels by February 28, 2020. • The MoWT should engage in discussion with the Trinidad and Tobago Police Service to seek the assistance of the soon to be established Marine Branch in patrolling the POS harbor and Sea Lots area.	• The MoWT has short and medium term strategies indicated above that would adequately ensure compliance, monitoring and enforcement of the Shipping Act/Harbours Act as it relates to wrecked and derelict vessels being anchored in the Port of Spain Harbour and Sea Lots Area. • The Shipping Bill 2019 (which had its first reading in Parliament in October 2019) has recommended a strict process for abandoned and derelict vessels in the waters of Trinidad and Tobago. Breaches would result in penalties and fines for the abandonment of wrecked and derelict vessels. Monies from the fines are recommended to be used for the disposal of these vessels. • A status update on the progress of the removal of the remaining derelict vessels as at January 27, 2020 is at Appendix II. • The MSD has engaged the Trinidad and Tobago Police Service in the enforcement of safety at sea issues and would also seek the assistance of the soon to be established Marine
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		Branch in patrolling the POS Harbour and Sea Lots area.
<u>Page 19</u> Drainage Division - Inadequate technical and administrative monthly-paid staff and daily rated staff; - Absence of adequate heavy equipment i.e. the Drainage Division did not have its own heavy machinery and collaborated with the Mechanical Services Division of the Ministry to source equipment in order to execute drainage works when required.	- The MoWT should prioritize the acquisition of the required technical and administrative monthly-paid and daily rated staff to carry out the work of the Drainage Division. An update on the recruitment of the necessary staff should be submitted to the Parliament by February 28, 2020. - The MoWT should ensure the purchase of the necessary heavy equipment for the Drainage Division to execute drainage works in a timely manner. An update on the steps taken to satisfy this must be submitted to the Parliament by February 28, 2020.	Update - The Drainage Division of the MoWT has fifty-nine (59) vacancies for technical and administrative monthly paid officers. The Human Resource Department is in the process of liaising with the SCD to fill these vacancies. - Cabinet Minute #1289 dated June 27, 2019 has approved the employment on contract eight (80) persons at different levels of staff for a period of three (3) years. The Human Resource Department, MoWT has started the process to fill those vacancies. The first set of interviews are carded for February 12 and 13, 2020. - Additionally, the MoWT is in the process of employing Daily Rated staff for the Drainage Division in the North, South and East. Update - Mechanical Services Division will undertake an Equipment Needs Assessment for the Drainage Division in February 2020 to facilitate the purchase of heavy equipment which will be included in the Draft

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	The MoWT should establish a roster for the rotation of resources among its Divisions to allow for more efficient planning and utilization. The Ministry should submit a status update on the establishment of this roster to the Parliament by February 28, 2020.	Estimates for fiscal 2021. In December 2019, the Mechanical Services Division received a specialized Amphibious Dredger, which can desilt inaccessible areas along watercourses. Training and commissioning of this new equipment will commence in late January 2020 and full deployment is expected in February 2020 in order to undertake desilting works under the Drainage Desilting Programme. Status A roster will be developed for utilization of the existing heavy equipment. In an effort to meet the requirements of their respective Divisions, consultations will be undertaken with the Heads of Divisions of the Ministry to develop the Equipment Needs Assessment and to ensure that there is adequate utilization of the existing heavy equipment
<u>Page 19 and 20</u> Failure of contractors to meet contract requirements Provision of Sub-Standard Materials-material that was not certified for payment were moved by the contractor at his own cost.	The Project Management Agency of the Ministry should conduct regular site visits to project sites to ensure that contractors adhere to the contractual agreements and that the	The Project Management Unit (PMU), Programme for Upgrading Roads Efficiency (PURE) maintains routine weekly site visits to all projects

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Upon installation and acceptance of the newly approved materials, monies were certified for payment. • Failure to proceed with the Works after outstanding sums have been paid – the employer exercised its rights in terminated the contract with the contractor. Furthermore, the remaining works were subsequently repackaged, retendered and successfully completed.	work being done on project sites meet the requirements of the Ministry's quality control procedures. • The Project Management Agency of the Ministry should make every effort to ensure that all invoices to contractors are paid within the specified time period to avoid the suspension of work and the need to remobilize.	to monitor the progress of the works and the utilization of materials brought in on the site. These site visits are documented through the use of photographs, site inspection forms, and daily & weekly report logs. If any material or work product fails to meet the standard, the contractor is informed of this in writing and instructed to make good the deficiency. Samples of certain materials are required before project commencement and are further supplemented by those taken from sites which are often sent for independent testing. The PMU, PURE will continue with this system of quality control on all ongoing and upcoming projects. • The PMU, PURE certifies the contractors' invoices within the time-frame stipulated under the Conditions of Contract which are then sent to the MoWT for processing. In collaboration with the Ministry of Finance, the MoWT will continue to make every effort to ensure that contractors are paid in a timely manner.
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Deterioration of Road Conditions

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| <ul style="list-style-type: none"> • Leaking/poorly maintained utility infrastructure. • Lack of coordination between the MoWT and utility companies • Overloaded/heavy vehicles • Inadequate preventative maintenance programmes | <ul style="list-style-type: none"> • The MoWT should submit to Parliament details on how the establishment of weight control stations throughout Trinidad would be effective in reducing/mitigating the contributing factors which lead to deterioration in road conditions. This should be submitted by February 28, 2020. | <ul style="list-style-type: none"> • The primary objective of the Weight Control Plan is to enforce the Highways Act, Chapter 48:01 and the Motor Vehicles and Road Traffic Act (MVRTA) Chapter 48:50 which would limit the axle loads of heavy vehicles to the proposed legal limits. Limiting the weight of vehicles would be effective in reducing/ mitigating the following: <ul style="list-style-type: none"> ➤ Reduction in the rate of deterioration of the roadway ➤ Reduction in the cost of road maintenance, and or maximize the effectiveness of the road maintenance budget which would benefit the economy ➤ Reduction in the cost of traffic delays caused by road maintenance which would benefit citizens and the economy ➤ Reduction in vehicle operating cost which would benefit citizens. • The secondary objective of the Weight Control Plan is the collection of data on axle loadings for the Ministry of Works and Transport (MOWT), to assist in the planning of maintenance works and design of new road projects. |
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	• The MoWT should submit to Parliament a status update on the progress of the establishment of weight control stations throughout Trinidad with a strategy for compliance and enforcement by February 28, 2020. • The MoWT should submit to Parliament a status update on the upgrade of the Ministry's Road Maintenance Management System by February 28, 2020.	Status • The MoWT has identified a site for a permanent Weight Control Station at the north eastern quadrant of the Couva Interchange. The Design Build Tender documents for the Weight Station need to be updated as a result of significant technological advances since it was originally designed. • The availability of the land is being confirmed by the Commissioner of State Lands. • A Draft Cabinet Note is being prepared for the approval of the project in principle and updating of the Design Build Tender documents for this weight control station. Status • The MoWT currently utilises the Routine Maintenance Management System (RMMS) to plan, schedule and report on maintenance activities being done in the districts. The RMMS was initially installed in 2003 as just one module in the management system which encompassed RMMS, Bridges Management System (BMS) and Pavement Management System (PMS). RMMS is being used with no maintenance, support, licensing fees, which includes updates to the system since 2003.
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		• The creator of RMMS, Agile Assets was approached to provide a cost to update the system to the current version of the software. They submitted a proposal for the update of RMMS and BMS following which a meeting was conducted with a representative from Agile Assets to discuss their proposal. The ministry's constraints in terms of annual funding were communicated. As such, a new proposal was submitted, focusing only on the RMMS module since it is used on a daily basis by the Highways Division. • Agile Assets has indicated that the cost to update the RMMS from the current version (2003) to v7.3 would be approximately US\$450,000.00 (TT\$3,041,617.50, based on a conversion rate of TT\$6.76 to US\$1.00). Approval is being sought to upgrade the RMMS in this fiscal year 2019/2020. The key features of this update are: ➤ Cloud based storage of data ➤ Browser based user interface ➤ Mobile application (Offline updates on site, which will synchronize information with the online system when connected) ➤ GIS to display any asset or event location on a map
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<u>Page 22</u> Challenges with the Curepe Interchange Project Given the Ministry's contractual obligations and the risks of having to pay an extra cost to the contractor, the Ministry made the decision on January 09, 2019, to carry out its powers under the Land Acquisition Act 1994 Chap. 58:01 to forward warrants to the Marshal of the High Court, ordering the removal of the three (3) remaining residents from their properties.	The MoWT should submit to the Parliament a status report on the Curepe Interchange Project which should include the expenditure thus far and the percentage of the project that is completed by February 28, 2020.	Status A status of the Curepe Interchange Project which includes the expenditure and percentage completion thus far is included as Appendix III.
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Central Planning Unit

CPU 7/22/116 Vol. 111

January 31, 2020

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Appendix I

COST BENEFIT ANALYSIS FOR THE RENT OR LEASE OR PURCHASE OF FORKLIFTS AT THE PORT OF PORT OF SPAIN COMPARISON OF RENTAL VS LEASE VS PROCURMENT FOR FORK-LIFT TRUCKS AT PPOS

RENTAL		LEASE TO OWN		PURCHASE	
COST ITEM	VALUE	COST ITEM	VALUE	COST ITEM	VALUE
Monthly Rental Cost (6x2.5ton,4x3ton)	TT\$93,000.00	Monthly Lease Cost (6x2.5ton,4x3ton)	TT\$71,482.00	Monthly Loan Installment	TT\$46,940.52
Annual Rental	TT\$1,116,000.00	Annual Lease Cost	TT\$857,784.00	APR for Borrowing	7.75%
Total Rental Cost 5 Years	TT\$5,580,000.00	Total Lease Cost 5 Years	TT\$4,288,920.00	Total Cost (Principle + Interest) for 5yrs	TT\$2,816,431.20
Management Overheads (Inventory & Costs etc.)	TT\$0.00	Management Overheads (Spares etc.)	TT\$0.00	Inventory (One Tyre Change, 3% Spares, Consumables, Overhead at 5%)	TT\$336,314.50
Preventative Maintenance Cost per Month	TT\$0.00	Preventative Maintenance Cost per Month	TT\$0.00	Labour (2 men, 40 hours per week, 52 weeks, 5 years NO Overtime)	TT\$1,174,992.00
Insurance Cost for Rentals	TT\$0.00	Insurance Cost over 5 Years (10% Dep)	TT\$352,000.00	Insurance Cost over 5 Years (10% Dep)	TT\$352,000.00
Subtotal	TT\$5,580,000.00	Subtotal	TT\$4,640,920.00	Subtotal	TT\$4,679,737.70

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Buy Back Cost	TT\$0.00	Buy Back Cost	TT\$0.00	Buy Back Cost (NOT Applicable)	TT\$0.00
Residual Value to PPOS	TT\$0.00	Residual Value to PPOS 35% Cost Price	(TT\$770,000.00)	Residual Value to PPOS 35% Cost Price	(TT\$770,000.00)
Total Expenditure	TT\$5,580,000.00	Total Expenditure	TT\$3,870,920.00	Total Expenditure	TT\$3,909,737.70

COST/BENEFIT ANALYSIS

The Cost/Benefit Analysis indicates an estimated savings to the PATT of TT\$1,709,080 through the lease to own arrangement versus rental of the forklifts over a five (5) year period. This method of procurement also offers savings of an estimated TT\$38,817.70 over the purchase option. (This analysis was based on current business demand of six (6) 2.5 ton and four (4) 3.0 ton forklifts).

1. RENTAL OF FORKLIFTS

- The current rental agreement in place at PATT includes provision of six (6) 2.5 ton forklifts at \$10,000 (plus VAT) each and Four (4) 3.0 ton forklifts at \$11,000 (plus VAT) each amounting to a monthly cost of **\$93,000.00 (plus VAT)**.
- Management overheads were considered insignificant since the forklifts are maintained regularly and require little coordination with the supplier.
- Maintenance costs are included in rental price.

2. LEASE TO OWN OF FORKLIFTS

- PATT will be required to pay a monthly instalment of **\$71,482.00 (plus VAT)** which is inclusive of routine scheduled maintenance costs (spare parts and labour). *These costs are included over a five (5) year period.*
- Maintenance costs and repairs are carried out by the supplier and not PATT.
- The supplier will supply parts for expected maintenance and repairs. *(The supplier to maintain the spare parts inventory).*
- The supplier provides replacement lifts when extended (> 2 days) maintenance and repairs are required.
- Management overheads were considered insignificant since the forklift maintenance costs are included and similar to current rental arrangements.
- Preventative Maintenance costs are considered zero, since the maintenance offered is the same as renting.

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- Insurance cost is estimated at 3.2 % per annum since we are required to bear this cost as part of the lease agreement.
- The residual value to the PATT to purchase the forklifts at the end of the lease is 35% of the purchase price after five years of use.

3. PURCHASE OF FORKLIFTS

- Purchase cost based on estimates from quotes.
- The finance rate used is 7.75% APR, based on current market rates for this type of purchase.
- Value of inventory considered at 3% of Cost Price, 5% overheads since the forklifts are repaired in-house.
- Insurance cost is estimated at 3.2 % per annum.
- Labour for daily checks, preventative maintenance and repairs.
- The residual value of the forklifts is estimated at 35% of purchase price after five years of use.
- Procurement and inventory to be carried out by PATT, contributing to PATT Overheads costs.
- Prolonged repairs will require replacement rentals at an unknown cost.

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STATUS UPDATE ON THE PROGRESS OF THE REMOVAL OF THE REMAINING VESSELS AS AT FEBRUARY 27, 2020

Area	As at January 2019	As at January 27, 2020
1	This Area comprised of 14 derelict vessels.	29 percent completed
2	This Area comprised of 10 derelict vessels.	All vessels have been completely removed

Ministry of Works and Transport

Maritime Services Division

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MINISTRY OF WORKS AND TRANSPORT

PORT OF SPAIN EAST WEST CORRIDOR TRANSPORTATION PROJECT

PROGRAMME MONITORING AND EVALUATION UNIT

PROJECT STATUS FOR THE CONSTRUCTION OF THE CUREPE INTERCHANGE

AS AT JANUARY 13, 2020

OVERALL SUMMARY

Award of Contract	: October 12, 2017
Advanced Payment issued to Contractor	: January 22, 2018
Contract Commencement Date	: January 24, 2018
Anticipated Completion	: End of March 2020
Percentage of works completed to date (overall)	: 93%
Design	: 100%
Construction	: 82%
Percentage of Project to be completed by February 28, 2020	: 97%

FINANCIAL SUMMARY

Responses to the Recommendations made by the Public Administration and Appropriation Committee

Cabinet Approval

1. Cabinet by Minute No. 217 dated February 8, 2018, approved the Revised Project Budget for the construction of a flyover at the intersection of the Southern Main Road and the Churchill Roosevelt Highway valued at a sum off \$346.77 Million VAT Inclusive details are as follows:

Consultancy	\$ 12.96 Mn
Previous Expenditure	\$ 2.50 Mn
Construction	\$221.66 Mn
Acquisition	\$ 86.00 Mn
Utility Relocation	\$ 17.00 Mn
Project Management	\$ 6.65 Mn
TOTAL	\$346.77 Mn

Project Expenditure/Commitment as at January 2020:

Total Expenditure : \$143,783,816.09

Total Commitments : \$ 52,819,806.08

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TOTAL : \$ 196,603,622.17

Further details are outlined below:

Design Build Construction Services

Cabinet Approval	Expenditure to Date	Commitments	Total
\$221.66 Mn	\$ 108,399,737.83	\$37,860,333.98	\$ 146,260,071.81

Design and Supervisory Consultancy Services

Cabinet Approval	Expenditure to Date	Commitments	Total
\$15.46 Mn	\$6,529,669.20	\$1,886,040.00	\$8,415,709.20

Acquisition

Cabinet Approval	Item	Expenditure to Date	Commitments
\$ 86.30 Mn	Acquisition Support	\$ 816,584.69	
	Compensation Payments	\$16,258,670.00	\$12,541,330.00
	Legal Services	\$ 53,750.00	
	Total	\$17,638,893.95	\$12,541,330.00

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Utility Relocation

Expenditure to Date	Commitments	Total
\$ 5,647,136.52	\$0.00	\$ 5,647,136.52

Executing Agency – Project Management Services

Cabinet Approval	Expenditure to Date	Commitments	Total
\$6.65	\$6,078,267.85	\$532,102.10	\$6,610,369.95

PROJECT TEAM

Team	Organization
Client	Ministry of Works and Transport
Executing Agency	National Infrastructure and Development Company Limited
Supervisory Consultant	Planning Associates Limited (FIDIC Engineer)
Design Build Contractor	China Railway Construction (Caribbean) Co. Limited

CONSULTANCY SERVICES

Planning Associates Limited was awarded a contract by NIDCO for design and construction supervision in the sum off \$17.69 Million Vat Inclusive on June 24, 2014. The Contract Sum was revised in Financial Year 2017/2018 to \$15,461,350.81 Vat Inclusive.

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CONSTRUCTION SERVICES

China Railway Construction (Caribbean) Company Limited was awarded a contract by NIDCO for the design and construction of the Curepe Interchange in the sum off \$221.66 Million Vat Inclusive on October 12, 2017. This is a Design Build Contract which entails the Contractor working under a single contract to provide both design and construction services.

OVERALL

This project is 93% complete with an anticipated completion by the end of March 2020. Details of this are as follows:

Design

Designs for the Main Bridge, Bridge Crossings, Roadway/ Geometric, Retaining Wall and Drainage have all been submitted and are 100% completed.

Construction

Overall, construction works are 82% completed. A summary of the major achievements to date are outlined below:

- Bridge works are approximately 75% complete and a status is outlined below:

Item	Estimated Completion
North Abutment	100%
South Abutment	100%
Pier	100%
Steel Beam assembly and Installation	100%
Bridge Deck and approach	10%
Bridge Overall	75%

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The Main Bridge is expected to be opened for use by the general public by the end of February 2020.

- Constructions of all eight (8) retaining walls were 100% completed in November 2019.
- Drainage works are estimated to be 75% completed and comprises the construction of 3000 m of drains and culvert crossings. This excludes the construction of a third bore under the eastbound lanes of the Churchill Roosevelt Highway for the existing culvert system at Blackman Ravine which was completed in April 2019.
- Roadworks are estimated to be 75% completed and comprises the construction of ramps, access roads and a roundabout with a total design length of approximately 5.7km.
- Ancillary Works are an estimated 15% completed and comprises the installation of jersey barriers, gantry signage, roadside traffic signage, street lighting, road accessories (sidewalk, bush shelter etc.), top soil and landscaping, resurfacing the highway, among others.

COMPULSORY LAND ACQUISITION

Acquisition Budget

Item	Total	Remarks
Compensation Payments for 35 properties	\$85,000,000.00	does not include compensation payments for: 1. property known as “Kaydonna” 2. professional fees; or 3. accrued statutory interest

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Consultancy Services	\$ 1,300,000.00	Land Acquisition Consultant, Dedicated Valuer from the Office of the Commissioner of Valuations and Independent Land Valuer
TOTAL	\$86,300,000.00	

Vacant Possession/Entry

To date, The MOWT has gained vacant possession and entered all properties required to facilitate construction of the Curepe Interchange. A summary is outlined below:

TOTAL NUMBER OF LANDS REQUIRED							
Quadrant	Land & Building	Land Only	State Land	NP (Gas Station)	Road Reserve	Total No. of Parcels	Additional Comments
NE	5	1	1	5	2	14	
NW		8			1	9	
SE	6	4			1	11	
SW		1	1		1	3	*Kaydonna included as State Lands
Total	11	14	2	5	5	37	

TOTAL NUMBER OF PROPERTIES ENTERED							
Properties entered	Land & Building	Land Only	State Land	NP (Gas Station)	Road Reserve	Total No. of Parcels Entered	Additional Comments
NE	5	1	1	5	2	14	
NW		*5			1	6	*Land only in NWQ (3 parcels of land are no longer required)
SE	6	4			1	11	
SW		1	*1		1	3	*Kaydonna included as State Lands
TOTAL	11	11	2	5	5	34	

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* Three (3) parcels of land no longer required.

Compensation Payments

- One (1) payment issued in full and final settlement in the sum of \$3,019,750.00 plus the sale of one (1) parcel of state land in Fredrick Settlement Caroni as compensation for land and building acquired as well as professional fees.
- Seven (7) 80% advance on compensation payments as recommended by the Commissioner of Valuations (COV) have been issued to property owners in the sum of \$13,238,920.00.
- Thirteen (13) “Unconditional Offers” in full and final settlement under all admissible heads of claims have been issued by the Office of the COV. These letters advised of final land and building offers, removal cost, loss of income, rental accommodations, and interest on balance payable at 5% per annum inclusive of respective dates that interest ceases to be effective as well as professional fees.
- Two (2) Upcoming payments in principle for full and final settlement.
- Negotiations continue with three (3) remaining property owners who have submitted claims to date, one (1) of which has requested 80% advance on compensation payment.
- No claims have been submitted by two (2) property owners, namely, Bridgenarine Ramgoolie and Massy Realty Limited for three (3) properties located in the North West Quadrant of the project area.
- Cabinet by Minute No. 1767 dated August 29, 2019 approved the compensation arrangements to NP for lands acquired for the Port of Spain East West Corridor Transportation Project (Land Swap Initiative).
- Kay Donna is state lands since the lease hold interest was terminated on December 31, 2019 without any option for renewal and therefore the legal interest was reverted to the state. The valuation and compensation for chattels for this property is being pursued by the Commissioner of State Land.

Fredrick Settlement

Responses to the Recommendations made by the Public Administration and Appropriation Committee

To render further assistance to the property owners whose homes were affected by the construction of the Curepe Interchange Project and expressed a desire to relocate as community, the Ministry of Works and Transport also:

- identified, surveyed and subdivided a parcel of state land located in Fredrick Settlement Caroni into nine (9) lots;
- obtained approvals from the Town and Country Planning Division (TCPD) and Tunapuna/Piarco Regional Corporation (TPRC) for the subdivision;
- facilitated meetings with the Commissioner of State Lands (COSL) to advance the issuance of letters granting permission to enter the parcels of land and offering a lease for ninety-nine (99) years with an option to renew at Market Value prices.
- issued letters to T&TEC and WASA to requesting assistance for the property owners in establishing respective connections.

To date two (2) property owners have commenced construction on their respective parcels of land in Fredrick Settlement, Caroni.

UTILITY RELOCATION

Utility Relocation for this project is estimated to be 99% completed and comprised the relocation/protection of the following utility infrastructure:

1. T&TEC HV (Transmission)
2. T&TEC LV(Distribution)
3. T&TEC PLD (Street Lighting)
4. National Gas Company (NGC)
5. Water and Sewage Authority (WASA) infrastructure
6. Telecommunication Services of Trinidad and Tobago (TSTT)
7. DIGICEL
8. FLOW