



BUILDING THE NATION

The official newsletter of the Ministry of Public Infrastructure

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BRIDGING THE GAP: A LOOK AT THE PEDESTRIAN OVERPASS PROJECT



WEST COAST DEMERARA ROAD PROJECT MOVES APACE



IN CASE YOU MISSED IT: A RUNDOWN ON SOME OF OUR BIG DEVELOPMENTS

DEAR READER,

Welcome to the new and improved edition of the Ministry of Public Infrastructure's newsletter, *Building the Nation!*

In this double edition, covering January to June 2017, we offer insight into the extensive work of the Ministry, from providing solar power to an Indigenous high school, to launching an initiative aimed at empowering youth and fostering employment.

We hope that the next few pages leave you better informed of the developments taking place across Guyana as we continue to fulfill our mandate of *Building the Nation*.

Best Regards,

Desilon Daniels

Public Relations Officer & Editor

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MPI DIRECTORY

BRIDGING THE GAP:

A look at the Pedestrian Overpass Project, EBD

The revolutionising of Guyana's roadways is moving along, as the construction of the East Bank Demerara Pedestrian Overhead Crossings inch closer to becoming a reality.

Initiated by the Government of Guyana, with funding from the Inter-American Development Bank, the project is being executed under the Work Services Group of the Ministry of Public Infrastructure (MPI). The general objective of the project is to enhance road safety mobility and safety by reducing vehicle operating costs, travel times, and, most importantly, road fatalities. These objectives will be achieved through the construction of five pedestrian overpasses located at Houston, Eccles, Peter's Hall, Providence, and Diamond, all on the East Bank Demerara corridor.

The project is split into two parts due to the IDB allowing for additional funds to be made available towards the project. There are three Overhead Crossings at Houston, Eccles, and Peter's Hall, awarded to B&J Civil Works, to the tune of USD\$1,034,319.43. While, the Overhead



Piles at Houston, EBD

Crossings at Providence and Diamond were awarded to S. Jagmohan Hardware Supplies and Construction Services at a combined contract sum of USD\$728,974 (\$364,247 and \$364,727 respectively).

While the original scope of work had included construction of a Vehicle Overpass at the intersection of Diamond and the East Bank Demerara Public Road, three Pedestrian Overpasses at Houston, Peters Hall, and Diamond, and a parking lot in Diamond, this scope has since been revised to simply entail the construction of the five Pedestrian Overpasses.

Progress

Houston, Eccles and Peter's Hall

As of July 27 2017, project works were progressing well, with pile driving works projected for completion at Houston, and Eccles on Friday July 28, 2017. Ground works, inclusive of sandfilling and compaction, and blinding will commence shortly thereafter followed by the setting up of the foundation steel and casting the concrete foundation.

At Peter's Hall, all pile driving works were complete and the foundation had been sand-filled preparation being made to complete the concrete blinding and commence the formwork and steel in preparation for casting the concrete slab foundations.

Steel fabrication works have commenced and are progressing smoothly with the potential steel erection on site in early August, 2017.

Providence & Diamond

Meanwhile, at the Providence and Diamond locations, the Contractor has commenced preparation of the foundation steel and formwork. Casting of the concrete foundations is expected to commence in early August.

The second phase of works will entail steel fabrication works

proceed off site while the concrete foundations are allowed to cure.

According to Greene, the removal of public utilities' infrastructure, such as cables and pipes, has been a challenge to the progress of works, especially the delays to Houston and Eccles. However, he added, the utility companies must be thanked for their assistance in ensuring that the utilities were safely relocated, with minimal disruptions to consumers.

Greene indicated that efforts are being made to minimise disruptions and inconveniences on the general public. As a result, he said, the majority of pile driving works executed to date have been done during off-peak hours, usually before daybreak. The public are also to be congratulated for their patience and cooperation during the disruption of traffic; proceeding cautiously through the work zones thereby eliminating any accidents. He also expressed his gratitude to the Eccles/Ramsburg NDC, the Demerara Harbour Bridge Corporation, M&M Snackette, and the numerous other businesses in the construction areas for their patience and support.

The project's deadline is in November 15, 2017, and Greene emphasised that the Ministry and the contractors are working stridently towards meeting this target.

For Greene, the project is one that is expected to better the lives of the travelling public, particularly pedestrians – the country's most vulnerable road user groups. Accessibility will also be improved through stairways for the active, while, for the differently-abled, elevators will provide a safe and comfortable means of traversing the walkway.

"The East Bank Demerara roadway corridor has the most accident fatalities and Minister Patterson and Minister Ferguson, through support from the Government of Guyana and the Inter-American Development Bank, are working assiduously to make our roadways safer. This is just one of our initiatives," he stressed.



Pile Driving (western side) being done at Houston

SCENES FROM OVERPASS WORKS, EAST BANK DEMERARA



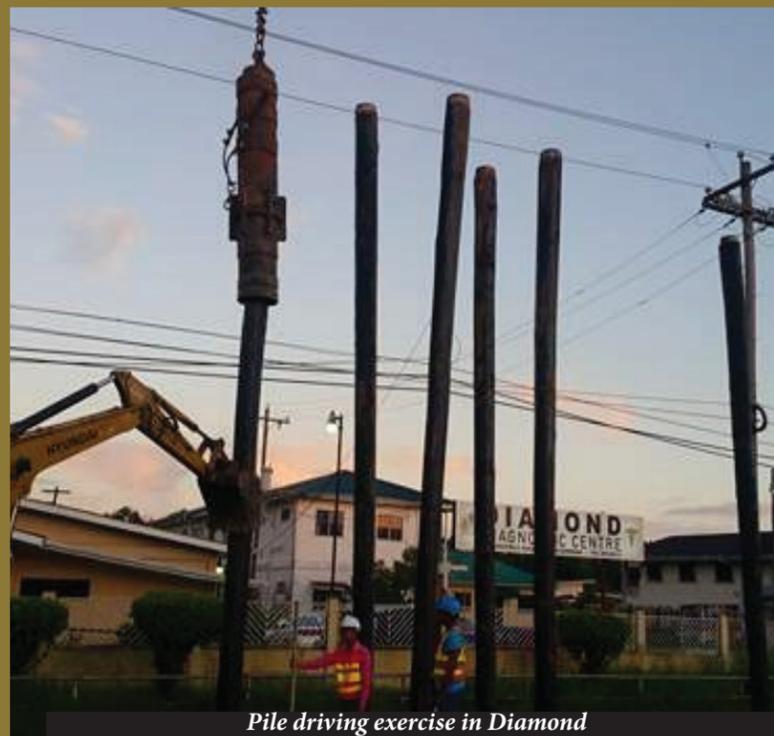
A 4:00 am start of activities in Providence



Picture showing the piles being hammered on the Western End



Excavation and Piloting on Eastern End of the Diamond overpass



Pile driving exercise in Diamond

WEST COAST DEMERARA ROAD PROJECT MOVING APACE

Stretching for nearly 31 kilometres from Vreed-en-Hoop to Hydronie, the West Coast Demerara Expansion Project is a behemoth of infrastructural development. The US\$44.4M project, which commenced in January 2015, is approximately 72 percent complete and is moving smoothly towards its January 2018 deadline, despite some hiccups.

According to Project Engineer, Mr. Kester Hinds of the Ministry of Public Infrastructure, the Fourth Road Project, as it is also known, is one that is expected to enhance the lives and comfort of road users.

The project has six components, each geared towards improving the safety and efficiency of the roadway.

The most well-known component is the ongoing rehabilitation works, which will see multiple layers of asphalt being applied to lend to a truly structurally sound road. Additionally, the works will incorporate pedestrian sidewalks, cycle lanes, and parking lanes, features typically absent from Guyana's roadways but ones which the Ministry has given increased focus to. These accommodations will be placed at critical locations, such as near to schools and hospitals.

The rehabilitative works will also include additional highway lights – with the goal of improved visibility – along with road markings, street signage, rumble strips in some locations, and the long-lasting, thermoplastic reflective paint. A bridge at Groenevelt is also under construction as part of the project.

However, while the rehabilitative works are comprehensive, Hinds said that much more is being done as part of the project to lend to Guyana's future development. Of particular note, he said, are the face to face consultations and interactions taking place with key stakeholders. MPI is taking the lead in this regard but receives support through the project's steering committee, which comprises of MPI along with the Ministry of Education, the Ministry of Finance, the Region #3 Regional Democratic Council, the Private Sector Commission, the Guyana National Road Safety Council, the Guyana Police Force, and the utility companies.

Hinds, an advocate for road safety education, indicated that the major successes of the project have come from its public awareness campaigns and underscored the importance of the community awareness components in realising Guyana's potential.

The component, he said, is one that is expected to not only improve the safety and comfort of road users but one that will see improved standard of living and economic benefits for Guyana as a whole. He noted that road accidents and fatalities cost Guyana approximately US\$100M. Therefore, he said, emphasis had to be placed on not just repairing roads but repairing Guyana's road culture.

"We've developed messages, as part of our public awareness campaign, that have been running for some time now. We're also going to be placing about a dozen ads on billboards along the West Coast Demerara road, commencing in August," Hinds shared.

He further shared that, under the School Road Safety Component, a proposal was made to revise the curriculum to better incorporate road safety and teachers from approximately 16 schools in Region #3 were also trained in road safety. The teachers were also involved in the creation of the school road safety manual and the manual is currently awaiting implementation from the Ministry of Education. Hinds added that the manual could even serve its function outside of schools and is useful even for adults and agencies such as the Guyana Police Force and the Guyana National Road Safety Council.

"This means that we will be creating a new generation of young persons who are keen on the preservation of life and improving the economic well-being of our country," Hinds said.

He further shared efforts to raise awareness among adults, including residents and public transportation operators, such as bus drivers and taxi drivers, of the West Coast. These efforts include a training programme on the importance of the use of the roadways and a comprehensive road safety fair held in 2015.

Of course, the project has experienced its fair share of challenges. At the forefront is the relocation of vendors from Vreed-en-Hoop to Pouderoyen. So far, vendors from De Willem have moved to a more convenient location.

Hinds explained that the situation is a tricky one; on one hand, he understood the need to foster economic development within the community. However, he said, the benefits of the road project were also of significance.

“Pouderoyen was really the best option for the relocation of the Vreed-en-Hoop vendors. The Ministry has exhausted all alternatives and we’ve come to the conclusion that other locations would not work in the long-term,” Hinds stressed.

He added that the removal of utilities in a timely manner and encroachments on government reserves, such as fences and elevated access-ways have also proved to be challenges to the project.

However, despite the difficulties encountered, Hinds relayed that the feedback for the project has been mostly positive.

“The residents have welcomed the construction of the road. The bus drivers have also welcomed the project and they foresee lower maintenance costs,” he said.

Meanwhile, Hinds revealed that the Ministry is exploring the option of reducing speed limits in some areas, such as Crane to Parika, from 80 km/h to 65 km/h.

“The intent is to try to counter the ‘need for speed’ that is usually generated from a new road,” Kester said.

Currently, the majority of the works are ongoing at Vreed-en-Hoop, including shoulder widening.



*Top (L to R): Ongoing works along the West Coast Demerara Corridor; Construction of a bridge at Groenveldt, WCD
Bottom: The new and improved WCD Corridor will also boast park and cycle lanes*



C.O.R.E. TAKES GUYANA BY STORM



Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson (far right) and C.O.R.E. Coordinator, Charlene Wilkinson (front, left) with C.O.R.E. members of Moruca, Region 1

Early this year, The Ministry of Public Infrastructure embarked upon a new initiative to lend to environmentally sustainable communities.

This initiative, dubbed CORE (Community Organized for the Restoration of the Environment), is a unique one that saw the establishment of 20 community groups across all of Guyana's regions, aimed at empowering and bettering communities through the beautification of the environment. Each group consists of 10 persons and will be working along with MPI's Special Projects Unit. The project is being overseen by the C.O.R.E. Coordinator, Charlene Wilkinson.

The first group was officially launched in February and hailed from Region 3. During a simple ceremony at the Ministry, the Ministers of Public Infrastructure called for greater community participation to lend to sustainability.

"This is a way for us to use our own people to enhance our communities," Minister Patterson said during the meeting. "It's our way of getting communities involved in critical projects coming out of the Ministry."

Minister Patterson further explained that the workers will be provided with all of the gear and equipment needed and

will receive support from the Ministry, where necessary. He also emphasised to the workers that, as representatives of the Ministry, they had the responsibility of ensuring that work is completed efficiently and satisfactorily.

"I encourage you to use this opportunity to enhance your communities. You are not being sent out to lobby on behalf of the Ministry but rather to lobby on behalf of the community," he added.

Meanwhile, Minister Ferguson noted the issue of unemployment in Guyana and indicated that the project was conceptualised with the provision of honest jobs for Guyanese in mind.

"It is our Government's commitment to help our people; we are creating the enabling environment to get the people involved and earn an honest dollar," Minister Ferguson said to the group. She continued, "I'm happy that you see it fit to earn an honest day's pay through an honest day's work."

These sentiments have since been echoed at each C.O.R.E. launch and the newly employed young persons are being urged to be shining examples to other youths within their communities.



C.O.R.E. launches in Ituni and Kwakwani



C.O.R.E. members in Region 2

Each region will have two teams, except Region 2, which will have one team, and Region 4, which will have three teams. Some of the identified communities are Moruka, Port Kaituma, No. 51 to Moleson Creek, Kato, Mahdia, Bartica, Lethem, and Linden.

Employment costs are estimated at an average of \$7.44M per annum per team. Tools and safety gear, including safety boots, reflective vests, shovels, brush cutters, and rakes are fully provided by the Ministry.

Responsibilities of the teams will include work that provides for environmental upgrade, drainage, sanitation improvement, and general aesthetic enhancements of the work being executed by the Special Projects Unit and will include weeding, cleaning, drainage clearing, and general beautification.

As of the end of June, 13 teams have been launched: Moruca (Region 1), Supenaam/Charity (Region 2), West Bank & West Coast Demerara (Region 3), East Bank (Region 4), Georgetown (Region 4), East Coast (Region 4), Mahaica-Burma (Region 5), Burma-Rosignol/Blairmont (Region 5), New Amsterdam-No. 51 Village (Region 6), No. 51 Village-Moleson Creek (Region 6), Bartica (Region 7), Linden (Region 10), and Ituni-Kwakwani (Region 10).



C.O.R.E. launch in Bartica, Region 7



C.O.R.E. launch in Region 1



C.O.R.E. launch in Region 2

MPI FACES...

KESTER HINDS

SENIOR PROJECT ENGINEER, WSG

Kester Hinds currently serves as a Senior Project Engineer for Maintenance/Traffic/Safety. He initially joined the Ministry in 2003 as an Engineer Technician.

Favourite part of the job:

“I greatly enjoy knowing that what I do contributes to the preservation of lives and altering some of the negative behaviours we as a people have when it comes to the use of our roadways. I enjoy focusing on interventions for road safety and encouraging persons to become better road users. Personally, it’s all about making a difference in society and doing my part for my country through the use of my abilities and my position.”

Vision for the Ministry:

“As an employee of the Ministry of Public Infrastructure, I see our roads as devices that can enhance safety and lead to proper use of the roads. This vision is one that I would like the Ministry to realise as we proceed. In particular, I want us to focus on our public facilities, such as streetlights and pedestrian sidewalks, road marking, and traffic signs, to give back to the communities and improve not only safety but security. I believe we’re on our way to making this dream a reality.”

Personal life mandate:

“For me, it’s as simple as doing good. I want to maintain a positive character, one that can be emulated by others. Particularly as a parent, I want to be an excellent role model to my children and for persons to instantly respect their value through their upbringing.”





Mr. Arie Mol (second right) of LievenseCO highlights location info to Minister of Public Infrastructure, David Patterson (second left), Permanent Secretary, Mr. Kenneth Jordan (right), and DHBC General Manager, Mr. Rawlston Adams.

Three-lane design option considered for New Demerara River Crossing - Houston location proposed

The preliminary findings for the first phase of the feasibility study for a new Demerara River bridge have indicated that a three-lane design is up for deliberation since it would ease traffic flow in the area.

During a public consultation in April, Traffic Expert, of Lievense CSO - the company conducting the feasibility study -, Jacqueline Mouws explained that though a two-lane option would be cheaper, it would result in similar traffic congestion currently faced with the existing bridge. If one of the lane becomes inoperable then there will be a heavy buildup of traffic in the area, Mouws stated.

The Traffic expert, speaking at a consultation on the feasibility study at the Pegasus hotel, further explained that with a four-lane bridge, there would be two lanes in different directions which would provide more capacity. However, the amount of traffic that would travel with the four-lane structure would be too much for the road network, which would also lead to traffic snags.

Therefore, "on a three-lane bridge you would have the option to do the double lane opening that you do now, but still make it possible for people to do the counter flow so you would have the same system as now, you would have a double lane opening. It's just that because you don't have to stop the traffic on the

other side they can still drive over in the morning from the East Bank to the West Bank and you wouldn't get the block up that you have now at the entrance of the bridge," Mouws explained.

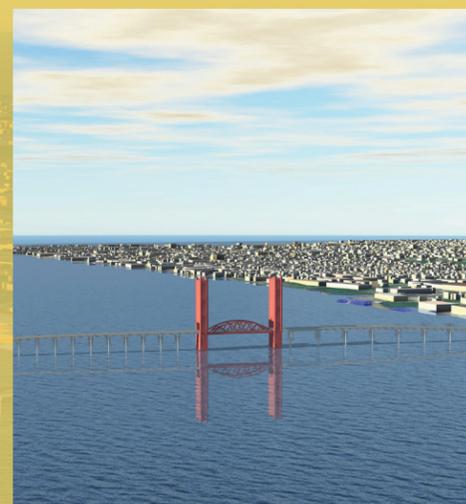
The estimated traffic flow on the three-lane bridge include two lanes going from West Bank Demerara (WBD) to East Bank Demerara (EBD) in the morning and one lane going from EBD to WBD. In the evening there will be two lanes going from EBD to WBD and one lane going back from WBD to EBD.

In the event of emergencies, there would still be more capacity to facilitate the traffic flow, Mouws added.

Additionally, Mouws highlighted that during the study it was also discovered that traffic on the bridge has increased significantly especially since the economy is growing. Though this is a good thing, she said, it would require another road network.

"If we are calculating the traffic time between putting the bridge at Houston and the bridge at Peter's Hall, and because of the amount of people moving up and down, it doesn't significantly differ the travel time if we put the bridge more north or if we keep it at its current location. It's balanced according to the amount of people using the bridge at a certain area," the traffic expert underlined.

Minister of Public Infrastructure, David Patterson said the new bridge would lead to some land acquisition, but



consultations will be made. Minister Patterson explained that, "at some point during the project there will have to be some land acquisition should we proceed with whichever option there is. It's unfortunate, but it is something that we have to do for the greater good. We will have consultation with those persons whose homes or property will be affected."

The study, which commenced on January 15, also looked at whether the bridge should be a floating, fixed, low-level or fixed high-level bridge. (Originally published by GINA, April 12, 2017)

MV BARIMA MAKES HISTORIC TRIP

Following major rehabilitative upgrades, the MV Barima has significantly reduced its travel time, a move that has been deemed as "historic" by the management of the Transport and Harbours Department (T&HD).

According to Yurlander Hughes, General Manager (ag) of T&HD, the MV Barima made its maiden trip to the North-West District on Friday April 21 in an unprecedented 21 hours. Typically, the journey takes 30-40 hours, she said.

The recommissioning of the MV Barima means that the residents of the North-West District will have more frequent service - at least two trips each in Port Kaituma and Kumaka. Previously, the Lady Northcote was making two trips to Kumaka and just one to Port Kaituma each month. Now, this number will increase and passengers will spend less time travelling.

The MV Barima was decommissioned in early March after being docked for rehabilitation since November 2015. It included the replacement and repair of underwater fittings, including the propellers and rudders; scraping and painting of the hull; installation of two main engines; painting of the interior and exterior of the ferry; installation of new seats for the passengers; and the upgrade of crew cabins. The ferry also benefited from improved safety thanks to 250 new life jackets and the addition of fire extinguishers. The project cost was \$150.6M.

Prior to the ferry's commissioning, Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson had made a visit to inspect the works undertaken. On that occasion, Minister Ferguson stated that she was pleased with the works and added, "We've waited long but I'm pleased with the quality of work."

Minister Ferguson had further stressed that the comfort and safety of passengers must remain at the forefront and said too that she was eager for the ferry to return to operation to better service the North-West community and aid the Lady Northcote in the delivery of T&HD's services.

"This is indeed a significant change we're seeing," Minister Ferguson remarked. "I'm hoping that our customers will be at comfort and they will enjoy an efficient travel time. At the end of the day, their satisfaction is all that matters."



Minister Annette Ferguson inspects the vessel's equipment during a trip to the MV Barima prior to its commissioning



US TSA donates explosive trace detection machines to GCAA, CJIA



Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson (third right) and Mr. Terry Steers-Gonzalez, Deputy Chief of Mission of the United States Embassy, with the equipment following the simple handing over ceremony. With them are Lt. Col. (Ret'd) Lawrence London, Chairman of the GCAA's Board (second right); Mr. Abraham Dorris, Manager of the Aviation Security Dept. of the GCAA (First left); and Mr. Alvin Majeed, Airport Security Manager of the Cheddi Jagan International Airport Corporation (CJIAC) (right)

The Guyana Civil Aviation Authority (GCAA), through the Ministry of Public Infrastructure, received two state-of-the-art portable Explosive Trace Detection (ETDs) Machines from the United States Transportation Security Administration (US-TSA).

Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson, held a brief ceremony at the Ministry on March 17 to receive the items from Mr. Terry Steers-Gonzalez, Deputy Chief of Mission of the United States Embassy. Also present at the ceremony were Lt. Col. (Ret'd) Lawrence London, Chairman of the GCAA's Board; Mr. Abraham Dorris, Manager of the Aviation Security Dept. of the GCAA; and Mr. Alvin Majeed, Airport Security Manager of the Cheddi Jagan International Airport Corporation (CJIAC).

The TSA is the body largely responsible for safeguarding the USA's air transport sector from terrorism and, during the simple ceremony, Minister Ferguson expressed her gratitude for the donation. "On behalf of the Ministry of Public Infrastructure and by extension the Government of Guyana, we thank you very much for this gesture received by the Government of the United States of America," Minister Ferguson said.

She further highlighted the challenges faced by Guyana

in the area of aviation security and emphasized that the machines will be used for their intended purpose. She also noted the significant cost of the equipment and lauded the US Government for its continued investment into the improvement of aviation security.

Similarly, Mr. Dorris thanked the US-TSA and indicated that security will be significantly improved. "We're glad to indeed have this opportunity and we thank you," he said.

The items received are currently valued at USD\$90,000 or GD\$18.9 Million and the donation was made possible under the Memorandum of Agreement (MoA) signed between the Ministry of Public Infrastructure, on behalf of the Guyana Civil Aviation Authority, and the US-TSA on November 16, 2015. The MoA allows for Guyana to access technical support and other expertise to assist the GCAA in developing and improving security related standards, procedures, policies, and modernizing its oversight infrastructure.

Several personnel from the GCAA CJIA will be trained on the use of the equipment which can detect a wide range of substances involved in the creation of explosive materials and devices. Prior to the training, the equipment will be handed over by the GCAA to CJIA, to be placed into operation

shortly as the GCAA and CJIA work collaboratively to improve and maintain the airport security system.

Mr. Gonzalez of the US Embassy thanked the Government of Guyana, the GCAA, and CJIA for the cooperation and collaboration shared "across the board and on this specific project".

"It truly is a pleasure to collaborate in this way and to provide these sensitive pieces of equipment and training." He further deemed the equipment as "state-of-the-art" and he that he looked forward to seeing them in use on his next visit to the airports.

"We're thrilled that our experts were able to come here and share their expertise," he added. He concluded by sharing his Government's commitment to strengthening its relationship with Guyana through capacity building and improved security.

The receipt of the two ETD machines from the US-TSA comes at a time when the GCAA has committed to developing its aviation security policies and regulations to better regulate the aviation sector after Guyana underwent a security audit by the International Civil Aviation Organization (ICAO), conducted under the Universal Security Audit Programme, Continuing Monitoring Approach framework during June-July of last year.

The CJIA is also taking bold strides to improve and modernize the airport security infrastructure with plans to procure new security equipment to satisfy ICAO's requirements and to match international best practice which will essentially improve the effectiveness in passenger and baggage screening and the screening of outgoing cargo and mail passing through the CJIA. The CJIA will also continue to recruit and train new security personnel while improving the standard



The donated Explosive Trace Detection (ETDs) Machines

of performance of the security system. These developments are concomitant to the airport expansion project which has a defined timeline of completion by year-end.

The ceremony marked the continued partnership between the Government of Guyana and the United States, both of whom are committed to ensuring that aviation security measures and surveillance activities are continuously improved. These efforts are in order to ensure the safety of the travelling public by largely safeguarding all civil aviation operation which includes airline operations, airport operations, and air cargo operations from acts of unlawful interferences, other forms of terrorism, and any criminal activities that may pose a threat to the civil aviation sector.

Upper Mazaruni boat operators benefit from training, licensing

Thirty boat operators are now better equipped to navigate the waterways thanks to training provided by the Maritime Administration Department in March.

The River Navigation Training, which took place in Kamarang, Upper Mazaruni River, saw participants from Quebanang, Waramadong, Jawalla, Phillipi, Kako, and Kamarang.

Operators were briefed on River Navigation and Safety Regulations and were encouraged to practise the river safety rules while traversing the waterways.

A Deputy River Navigation Officer from MARAD, David Mittlehozer highlighted to the operators the importance of the river navigation regulations which are currently in effect in the riverain areas. Non-adherence to these regulations can lead to prosecution, Mr. Mittlehozer admonished.

At the end of the training, ten (10) operators who had fulfilled the requirements, were granted certification and given licenses to operate in the Upper Mazaruni area.

Meanwhile, a team from MARAD's Safety Division also visited the New Amsterdam and Rosignol areas in Region Six on March 15, 2017, on an outreach which involved the issuance of licenses to fishermen in that area. With safety being high on MARAD's agenda, training for boat operators will continue countrywide.

REGION 9 VILLAGES BENEFIT FROM GEA SUPPORTED OLADE ENERGY PROJECT

The Guyana Energy Agency (GEA) is currently providing technical support to the Latin American Energy Organization (OLADE) Energy Project which seeks to implement pilot/demonstration sustainable energy initiatives in the rural communities of Shulinab (Region 9), Powaikoru (Region 1), and Moraikobai (Region 5).

The Canadian Government funded project, 'Corporate Social Responsibility Renewable Energy Project', seeks to enhance and accelerate productivity in the communities through the use of renewable energy technology, with focus on generating new income as a condition of sustainability.

To this end, Shulinab received 4 solar PV systems totaling 1960 Watts Peak, 6 solar powered freezers, two energy efficient wood stoves and two solar dryers after an assessment by GEA and an OLADE consultant revealed that there was need for refrigerators to store meat, processed fruits and perishable items for the 'hot meals' programme that benefitted about 36 students on a daily basis. Given that one of the village's main economic activity is fruit processing, the need for energy efficient dryers and stoves was also recommended.

Thus far, the project has significantly benefitted the village. Ms. Joan Stevens who is in charge of the 'Hot Meals' programme and snackette, indicated that they are extremely grateful for the solar PV system that her group received and the solar powered freezer. "Since we received it we have been able to add items to the list of things we sell. We now offer icicles, custard, cool down and ice," she said.

Ms. Stevens further enthused that they were also able to "...offer meat balls and patties as we now have somewhere to store the meat".

Given that one of the objectives of the project was the generation of new income GEA's officers were interested in finding out whether this objective was achieved. To this end, Ms. Stevens eagerly displayed her accounting ledger and explained that "...because of the additional items we now offer we have been able double our profits". "Prior to receiving the PV system and freezer we use to make 20-25 thousand dollars in profit per month now we make 45-50 thousand per month", she said proudly. Further, in order to generate even more income, they have recently used some of the profit they made to "...add a stationary section to the canteen".

The additional profit, also allowed for them to employ 3 women and they are seeking to employ a fourth "someone skilled in pastry making as we want to further broaden the list of items we are offering in the snackette to generate even more income." She said that the icicle, cool down and custard are a hit with the children and even some adults, so each day's



Ms Stevens selling one of the icicles to a pupil

supply was usually sold out "...which means that at the end of each day we have to make a fresh set."

Stepping over to the village office, which also serves as the meat centre, Mr. Calvin Josey who operates the centre, had a similar account as that of Ms. Stevens. He indicated that the village Council had 200 heads of cattle while the village had about 600. Expressing how much the village has benefitted from the PV system and freezer that the office received he explained that "...before we use to slaughter once a month... so villagers only got fresh meat once a month". He further explained that whatever meat was left back they would have to pickle or salt... "Because of the freezer villagers can get fresh meat to purchase all the time as we can now store the meat in the freezer". According to Mr. Josey, since the installation of the PV system and freezer they recorded sales totaling "one million and forty-three thousand dollars".

Energy Engineer Brian Constantine, GEA's representative on the project, explained that part of the sustainability component of the project includes each group being required to pay a subscription fee of fifteen thousand dollars per month to the Village Council. "This fee will be used to sustain the equipment that village has received. Therefore, should any repairs be needed for either the PV systems or Refrigerators the Council will have money to facilitate those repairs", he explained. When asked Ms. Stevens, who also assists with the villages' accounts, indicated that each group

has been paying their rental fees as agreed. These payments totaled over \$160,000 for the period January to May 2017.

The women's group who received two solar freezers, a solar PV system, two energy efficient cook stoves and two solar dryers indicated that though they have used the freezers for storage of ice, icicle and beverage, in October when the fruits that they process are in season, they will commence full use of the items they have received.

It is hoped that the projects would serve as an enhancement of corporate social responsibility (CSR) by fostering interest and support from Guyana's private sector in replicating, advancing and/or expanding the project (s) based on the outcomes and experiences.

Both Ms. Stevens and Mr. Calvin expressed thanks to OLADE, the Canadian Government and GEA on behalf of the Toshao Mr. Nicholas Fredericks who was away on business at the time of GEA's visit. The project will continue to be monitored by representatives of all the stakeholders involved to ensure that there is continued compliance with the objectives.



Mr Constantine & Ms.Stevens going through documents in relation to the project.

GEA COMMENCES THE REDEVELOPMENT OF THE HOSORORO MICRO-HYDROPOWER PLANT

As part of its mandate to develop and encourage the development and utilisation of sources of energy, other than sources presently in use, Guyana Energy Agency (GEA) Engineers with assistance from GIZ/REETA have completed the feasibility study, design and bid documents for redevelopment of a defunct micro hydropower plant at Hosororo.

The main objectives of the project are to increase the energy mix of the Mabaruma electrical grid with a clean and renewable source of energy; to gain experience in applying hydropower engineering and other multi-disciplinary concepts for sustainable rural electrification; to gain understanding of run-of-the-river hydro technology; and to promote and increase the use of renewable energy in Guyana.

The Hosororo site is situated at the Hosororo Creek about 4.6 km bees flight to the south-west of Mabaruma, Region 1, in the north of Guyana. In 1985, a study done by Terrence Fletcher and Associates Limited studied the option to install a hydropower plant at the creek and supply electricity to an agricultural produce processing facility to be built nearby. In the late 1980's, a powerhouse with a turbine of reportedly 5 kW capacity was installed using the upper of two existing concrete weirs. The project was abandoned some years after its inauguration for reasons that are still unclear.

The Mabaruma Power and Light Company Inc. currently supplies power to about 735 households with generators supplying about 400kW peak load. The Hinterland Electrification Company Inc (HECI) is in the process of

procuring and installing a 400kW solar photovoltaic farm. The hydropower plant will only be supplying about 20kW towards meeting the demand of the community. The plant, conceptualised by GEA's Engineers, will entail the construction of a 20kW run-of-the-river type micro hydropower plant inclusive of weir/intake, penstock and powerhouse. Electricity from the new plant will be fed directly to the distribution network of the local power utility MPLCI and will provide about 8% of the annual energy demand of 735MWh. The power system incorporating diesel, solar and hydro would be the first hybrid system of such diversity providing energy in Guyana. The computed Levelized Cost of Energy (LCOE) was USD 0.31 per kWh compared to the cost of generation from fossil-based diesel of about USD 0.50 per kWh.

Works are scheduled to be completed by March 2018. It is envisioned that the construction and installation phase of the project will provide a source of employment for the community, since the selected contractor will be required to utilise local labour force, once available.

Supervision of the project during the construction phase will be conducted by GEA's Engineers along with their counterparts from the Hinterland Electrification Company Inc. (HECI) and the Mabaruma Power and Light Company (MPLC).

While this project will provide much experience in implementing and operating hybrid systems, GEA and HECI are actively studying and pursuing similar systems for areas such as Bartica, Lethem, Kumu and other areas.



ST. CUTHBERT'S SECONDARY NOW SOLAR POWERED

For the first time since the St. Cuthbert's Mission Secondary School was established, its students will be able to make full use of electricity, thanks to the installation of a 6.2kW solar system by the Hinterland Electrification Company Inc. (HECI).

The 24 solar panels were installed just before the school closed in December 2016 for the Christmas holidays and saw the 126 enrolled students fully reaping the benefits of the new system. The new system came at a cost of \$8.7M.

Orlando Shuman, the current Headmaster of St. Cuthbert's Mission Secondary, shared his excitement over the potential the new system held. In his office at the school – his laptop in front of him and a printer to his right – he explained that the school is now able to tap into facilities that were previously inaccessible. While electricity is present in the community, it typically becomes available from 6:00PM to 10:00PM daily, outside of school hours.

"From an administrative standpoint, this [electricity] helps me to be more efficient," Shuman said, with a gesture towards his laptop. He continued, "Generally, there has been a big difference. People are now looking at the school as going somewhere."

He further said that, with electricity, the school will finally be able to have an electronic filing system and the ability to better manage its student records. He said too that teachers now have improved morale.

"Some have even suggested we get a percolator," Shuman said with a laugh. "It's made our environment comfortable and more enthusiastic."

Shuman also foresees big benefits for the upcoming Caribbean Secondary Education Certificate (CSEC) students. He indicated that, previously, the CSEC students had encountered difficulties in completing their School Based Assessments

(SBAs), since most had no access to computers and internet.

Now, an enthused Shuman said, the students will finally be able to make use of the school's computer lab, which housed 18 unused computer systems since their acquisition more than two years ago. He added that, with the use of computers, the classes at the school would become much more interactive.

Thanking the HECI for its intervention, Shuman said, "It's amazing to see something like this come to fruition so quickly. I feel it's a step in the right direction."

Meanwhile, HECI also extended the community's electricity network to better service its residents. While some residents would have had power systems already installed, the electricity provided was often of low voltages. Therefore, HECI installed additional transformers and, overall, upgraded the network.

The upgrade also saw six new households being added to the network. Additionally, the 1,200 homes in the community already on the network will benefit from better electricity.

The Indigenous community was identified by HECI due to its rapid growth in recent years and the need for an improved supply of electricity.



MPI introduces modern data collection technology



The efficiency of the Ministry of Public Infrastructure has been significantly improved by the acquisition of a new computerised system that can quickly and accurately collect pavement and asset data.

The Ministry introduced the computerised system earlier this year in a bid to improve its data collection capabilities. The new system, ROMDAS (Road Measurement Data Acquisition System) is the most up-to-date technology used to collect data on roadways, and its introduction to Guyana will see significant improvements in the micro planning of road projects.

This is according to Mr. Patrick Thompson, the Ministry's Chief Transport Planning Officer, who said that the system has "tremendous potential" to improve the planning and decision making of road maintenance and rehabilitation works.

He explained that the decision to introduce the system at the Ministry came in light of issues encountered over the years with the sustainability of data collection procedures. He said, following the identification of this problem, the decision was made to look into available technologies and decide which would be best suited for Guyana's needs.

The ROMDAS technology is used in approximately 60 countries around the world, with four countries in Latin America currently utilizing this New Zealand developed technology.

"One of our fundamental problems in the Ministry is the absence of accessible data. The absence of reliable data often results in

poor planning and decision making; data is essentially the reality of the situation in numbers," Mr. Thompson explained. He continued, "Too many times we have found ourselves estimating or guessing in the absence of reliable data; now, we can make firm, irrefutable future decisions in the road sector if this technology is optimally utilised."

He noted that the system utilises a number of laser sensors, a bumper integrator, GPS and a right of way camera to carry out automatic crack and defect measurements, pavement roughness measurements, mobile mapping of the road corridor and travel time and congestion surveys.

Among other things, the Ministry hopes to use the ROMDAS equipment to create a geo-referenced database of Guyana's primary and secondary road network within the next 12 months.

The technology's video logging feature will improve the Ministry's asset management capabilities and allow for more effective road safety interventions in the future.

In a bid to maximise the technology's use, 12 persons from the Ministry and one final year student from the University of Guyana undertook a 10-day training conducted by Mr. Krishna Jammalamadaka, the Director of Research and Development of ROMDAS, New Zealand. The training included both the theoretical, practical and safety instructions required to optimize the use of the technology.

MINISTER FERGUSON CONDUCTS MINISTERIAL OUTREACHES ACROSS GUYANA

Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson, is staying in touch with the citizenry of Guyana and, over the past several months, conducted several ministerial outreaches.

Minister Ferguson travelled the width and breadth of Guyana to meet with residents and regional officials to determine the infrastructural needs of the communities and areas of possible support. Among the communities visited were Moruca, Sandvoort, De Kinderen, and Soesdyke.

Of note, Minister Ferguson visited the large communities of Mahaicony and Parika in April to gain feedback from the residents and listen to their concerns on their communities, with the ultimate goal of rectifying these issues as expeditiously as possible.

In Mahaicony, Minister Ferguson met with residents and local councillors and, during fruitful discussions, made note of the major issues. Among these issues were insufficient electricity supply and a need for improved roads, drainage and irrigation, and increased agricultural opportunities. Concerns were also raised on youth unemployment and the lack of recreational facilities.

In response, Minister Ferguson gave her commitment to look into the issues and address them, where possible. She reminded the residents of the Ministry's annual budgetary allocations and the need to meet these previously outlined obligations. However, she said, efforts will be made to offer some solution to the raised issues within this year. If not, she added, the issues would receive priority in the 2018 National Budget.

Meanwhile, similar concerns were raised by residents when Minister Ferguson visited Parika. On that occasion, Minister Ferguson met with the residents along with councillors from

the Regional and Neighbourhood Democratic Councils and heard about concerns on sea defence; the occupation of Government reserves; insufficient water and electricity supplies; and the need for recreational facilities.

She noted that many of the issues were on the Local Government level but she indicated that Central Government will strive to assist. She also committed to revisiting the community to conduct a walkthrough of sites identified as being in urgent need of infrastructural intervention.

While not all issues raised within the communities fell under the Ministry, Minister Ferguson committed to forwarding the issues on to the relevant agencies and ministries for a comprehensive approach.



Minister Ferguson and residents during outreaches



Nine Member PPDI Board Installed

The nine-member board of directors of the Power Producer & Distributors Inc. (PPDI) was officially installed in April during a simple ceremony at the Ministry of Public Infrastructure.

The members of the company's board are: Chairman, Mr. Mark Bender; Chief Executive Officer of PPDI, Mr. Arron Fraser; Secretary, Mr. Ronald Burch-Smith; Ms. Verlyn Klass; Mr. Stephen Fraser; Ms. Amanza Walton-Desir; Chief Works Officer of the Works Services Group, Mr. Geoffrey Vaughn; and Mr. Harryram Parmesar. The ninth member is currently uninstalled and this vacancy has been left for a member of the Parliamentary Opposition, who is yet to be appointed by the Opposition.

In his charge to the board members, Minister of Public Infrastructure, David Patterson, expressed confidence in the PPDI and in its ability to maintain the high standards set by its predecessor in delivering a cost efficient service matching all key performance indicators. He added that PPDI was born from the need to drive efficiency and maximise the use of local capacity.

Minister Patterson also emphasised the significant cost-saving benefits: an estimated US\$3.73 per MW or US\$2.4M per year, based on a consumption of 650,000 MW. Besides cost, he also noted that capacity was a key consideration and he stressed that the company will continue to be manned by a 100 percent Guyanese workforce which has, over the years, demonstrated increased competency, such as the completion of challenging maintenance activities and major overhauls in significantly less time than Wartsila.

"Additionally, the retention of generated profits will facilitate the investment in people and new equipment as we prepare for future opportunities," Minister Patterson said.

He concluded by wishing the board members well and urged them to transfer their skills and previous successes to the



Minister Annette Ferguson and PPDI Chairman, Mark Bender oversight of PPDI.

"To you, the members of the Board, you were carefully selected and assembled to oversee the operations of PPDI because you bring a wealth of diverse but relevant competencies and experiences necessary for its success," he said. "Though diverse, your competencies and experiences provide an opportunity for excellent synergies, which only augers well for the future of PPDI."

Similarly, Minister within the Ministry, Annette Ferguson, noted the wealth of experience and knowledge of the board members and urged them to use these qualities in regards to the Government's vision of a green economy. "With your experience and ideas, I hope you will be able to enhance and meet the vision of the greening of Guyana by 2025." She further thanked them for accepting their posts and wished them well.

In response, new Chairman, Mr. Bender, thanked the ministers on behalf of the board and indicated his pleasure in the company having gained the experience of Wartsila through its capacity. He also pledged his commitment and dedication to his duty, while employing best practices, in service to the Government and the people of Guyana.



Minister of Public Infrastructure, David Patterson, and Minister within the Ministry, Annette Ferguson, with the new board members of the Power Producer & Distributors Inc. (PPDI). From left to right are, Harryram Parmesar; Stephen Fraser; CEO, Arron Fraser; Chairman, Mark Bender; Minister Patterson; Verlyn Klass; Minister Ferguson; Amanza Walton-Desir; CWO of WSG, Geoffrey Vaughn; and Secretary, Ronald Burch-Smith

WHAT YOU SHOULD KNOW ABOUT:

THE SUSTAINABLE URBAN TRANSPORT STUDY

The Sustainable Urban Transport Study is a project developed by The Government of Guyana with financing from The Inter-American Development Bank (IDB) under the Road Network Upgrade and Expansion Program, LO-2741/BL-GY loan from the IDB.

The general objective of this Project is to conduct a comprehensive urban study aimed at improving mobility in and around Georgetown. The study will provide specific project recommendations and policy options to allocate road space more efficiently among users and to increase the use of cleaner and more sustainable transportation modes, such as, public transportation and non-motorized modes.

It will develop a specific diagnostic of the urban transport situation, problems and trends, and provide recommendations on matters of public transport infrastructure, operations, financing and institutional organization. The study will support the design of a public transport system, to provide users with a safe, efficient, clean, and affordable service.

It will be based on the following four (4) major action points:

1. Urban Public Transport Improvement Measures

- Developing a mechanism and requirements for the introduction of competence requirements for public transport operators/drivers
- Developing a standard for vehicle maintenance and state of repair, and a mechanism for the public agency to supervise compliance.
- Developing a driver training scheme for Public Transport drivers

2. Provision of Public Transport facilities for Minibus Operations with the Central Georgetown Area

- Developing plans for minibus terminals including the identification of preferred locations.
- Recommending and specifying the facilities to be incorporated at bus terminals and outlining how the terminals are to be operated
- Determining locations for minibus stops, preparing a geo-referenced map of minibus stops and a costed

implementation plan to include signage and markings

3. Development of a comprehensive Parking Management plan for Central Georgetown

- This project component will require the development of a Parking Policy and Management Plan for Central Georgetown - The Plan will include zoning, charges, regulation, inter alia.

4. Development of a comprehensive Traffic Improvement Program for Georgetown

- Reviewing existing road traffic and road safety improvement projects recommended in recent transport studies and recommend any additional improvements deemed necessary in reducing traffic congestion, improving road safety and optimizing road network capacity.

Recent developments

In March 2017, the Central Transport and Planning Unit (CTPU) of the Ministry of Public Infrastructure hosted a focus group on women and their use of public transportation. This first focus group discussion featured 10 Guyanese women from different walks of life who spent approximately three (3) hours sharing their perspectives and concerns on public transportation and suggestions for areas of improvement. This focus group was facilitated by Logit Engineering of Brazil, in association with GSD Plus of Colombia.

The results received during the focus group discussion were subsequently presented during by a consultant with Logit Engineering at IDB's Workshop on gender and transport in Guyana, held on March 15 at the Marriott Hotel. The regional IDB forum brought together gender and transport experts from Mexico, China, Ecuador, and Uruguay.

Some of the key points highlighted by the Logit Engineering consultant on the female focus group discussions were:

- Women face additional problems in public transport, such as sexual harassment, along with abusive language and disrespectful playing music
- The main problem of the public transport system that affect both men and women is the lack of regulation of the minibus operations



IDB representative, Sophie Makonnen, during the IDB workshop

Meanwhile, the objective of the IDB forum was to create a space for the exchange of information among public policymakers, researchers, and transport experts on how to incorporate the gender perspective into the transport sector to promote greater gender equality in Guyana.

According to the IDB, more than 50 percent of public transport users in the Caribbean and Latin America are women. Transport has been seen as “gender-neutral” for many years, with the assumption that its benefits are the same for everybody, the IDB said.

However, Even though women account for the majority of the systems ridership, most of Latin American and Caribbean transport systems are designed without taking explicitly the needs of women and the differences of users into account.

- Lack of designated space for pedestrian and cyclists and the absence of street lighting are the major barriers for non-motorized transport in the city
- Deficient road maintenance and lack of toilets along the main roads are important issues in relation to infrastructure and amenities
- The behaviour of male drivers is a major concern for female drivers

Patrick Thompson, Senior Engineer and Chief Planning Officer of CTPU, explained that the perspectives from the first and future focus group discussions, along with interviews conducted with female transport users, will assist in the design of a transport system for Georgetown that incorporates the needs of gender.



Participants at the IDB Workshop on Gender and Transport, held in March at the Marriott Hotel

GCAA ACHIEVES 50 YEARS OF ICAO MEMBERSHIP



Minister Annette Ferguson and GCAA Director General, Egbert Fields, unveil the plaque

In May, the Guyana Civil Aviation Authority (GCAA) unveiled a plaque to commemorate its 50 years of membership with the International Civil Aviation Organization (ICAO). The unveiling was done at the GCAA Head Office, High Street, Kingston.

In May 1966, Guyana attained independence from Britain and nine months later on February 3, 1967, the country applied for and received confirmation from the Government of the United States of America to become the 109th member of the International Civil Aviation Organisation.

Minister within the Ministry of Public Infrastructure, Annette Ferguson, in brief remarks, said that Guyana accepted ICAO's “No Country left Behind” initiative that has strengthened the GCAA with qualified and experienced personnel in the areas of airworthiness, operations, finance and management.

Ferguson challenged the staff of GCAA to, “improve aviation safety, strengthen regulatory capacity, increase air navigation capacity, reduce aviation security risk and lower impediments to air transport operations.” She called on staff to increase the use of aviation as a development tool, strengthen capacity development, aviation professional skills and the rule of law.

The minister encouraged the staff of GCAA to become serious and committed to the expansion of the aviation sector for the benefit of Guyana in the following fifty years.

Meanwhile, GCAA Director General, Lt. Col (Ret'd) Egbert Field, said that plans are underway to upgrade GCAA's safety and security personnel through continuous training so the agency would become a model organisation being in the frontline of aviation knowledge.

LILIENDAAL BRIDGE OPENS AHEAD OF SCHEDULE



The reopened Liliendaal Bridge, which was closed to the public for emergency works (DPI/GINA photo)

The Liliendaal Bridge is now more pedestrian friendly following the reopening of the structure one month ahead of schedule.

The modern Liliendaal Bridge, which boasts a pedestrian walkway, was reopened at the end of May after engineers from the Ministry of Public Infrastructure completed construction works, one month ahead of the scheduled completion date. The bridge was closed in early March after findings showed that one of the panel systems on the northern rail of the Liliendaal Bridge demonstrated signs of imminent failure. In particular, one of the panels in the system had been detached, rendering the system structurally unstable. Additionally, a section of the northern carriageway of the bridge also experienced serviceability failure demonstrated by excessive deflection.

Minister of Public Infrastructure, Mr. David Patterson said that while the initial deadline was June 2017, the Ministry was working towards an opening date of May 23, 2017. However, due to the inclement weather, the final touches were delayed.

Works to the tune of \$89M, which saw the bridge converted to a pre-stressed concrete structure, commenced in March to prevent a collapse or any incidents after the bridge showed signs of imminent failure. One of the panels had become detached making the bridge unstable.

As the Government continues to place focus on infrastructural development across the country, Minister Patterson said that

the Ministry will be working to upgrade other bridges along the railway embankment to a similar structure.

Meanwhile, The Government Information Agency (GINA) spoke with some motorists who expressed satisfaction with the re-opening of the bridge.

Andy Hussein said that he resides in Sophia, but would traverse the East Coast regularly. He explained that the old bridge did not cater for pedestrians, and his clothing would become messy when he would have “to walk with traffic, now with this new bridge my skin won’t get nasty and it would be safer.”

Vinod Wellaldul said “I travel every day selling my merchandise, and I am happy that the bridge has re-opened because it had thrown some of us out when it was closed. It looks very strong now, and I am sure that it won’t need any repairs anytime soon.”

Jenue (only name provided) expressed happiness that the bridge has re-opened but noted that it was a lengthy repair process.

Additionally, repairs to the bridge provided opportunities for Civil Engineers from the University of Guyana for work attachment. Ricardo Phillips one of the students on attachment said that the experience has been ‘one of a kind’. He pointed out that he was responsible for overseeing and hopes that he can build a lot more bridges for the country. (Originally published by DPI/GINA)

MPI, IRF COLLABORATE FOR FIRST EVER ROAD SAFETY WORKSHOP IN GUYANA



Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson, receives an IRF Membership Certificate from IRF's Latin America & Caribbean Manager, Mr. Esteban Salinas

The Ministry of Public Infrastructure, in collaboration with the International Road Federation (IRF), kicked off a two-day 2017 Road Safety Workshop in April, the first of its kind to be held in Guyana.

The workshop featured stakeholders from different bodies, including the Guyana Police Force and the Guyana National Road Safety Council and sought to bring together relevant stakeholders to address the road safety issues in Guyana, particularly in the area of infrastructure.

The workshop was officially launched by Minister within the Ministry of Public Infrastructure, Hon. Annette Ferguson, who emphasised the importance of dialogue and expressed her pleasure at having the Ministry collaborate with the IRF.

“This road safety workshop is primarily geared towards the transferring of knowledge and skills that would enable the participants to accurately diagnose safety issues associated with vulnerable road users, such as pedestrians and cyclists,” Minister Ferguson said.

She further highlighted the steps taken by the Government

of Guyana to curb road accidents and the steps that will be taken in the near future to further improve Guyana’s response to road safety. Among these steps, she said, are massive road rehabilitative works which are designed to incorporate safety mechanisms geared towards improving the safety of all road users.

Specifically at the Infrastructure Ministry, efforts have been made to address risk factors such as speeding, and the Ministry has taken actions such as the placement of more road signage; increased road markings; construction of sidewalks; installation of raised pavement markers; the installation of streetlights and traffic lights; and placement of speed humps. She said too that the Ministry is in the process of developing an overpass bridge to improve the safety of pedestrians on highways.

However, she said, the Government can only do so much and there is also a need for a change in the culture of road users. “Drivers need to take more responsibility for the safety of their passengers and themselves... Road users need to think of safety first,” she said, before adding that the goal is to have Guyana’s road safety move to an international standard.

A part of this goal is the implementation of laws and regulations. "In the future, it is anticipated that additional laws and regulations will be enacted, along with measures including a well-resourced road safety council; penalty point system for errant and recalcitrant drivers; seatbelt use for occupants in the rear seats; and the introduction of speed or safety cameras. These will contribute to positive changes in road user behaviour, thus causing a reduction in road fatalities," Minister Ferguson said.

Minister Ferguson's words were echoed by IRF's Latin America & Caribbean Manager, Mr. Esteban Salinas, who also called for a change in road culture. Nonetheless, he applauded Guyana for its efforts in taking road safety seriously, as demonstrated by its active National Road Safety Council and the significant presence of police officers at the workshop.

"This [workshop] is long overdue; it's something we've been trying to work out for the last couple of years and we are thrilled and honoured to be here with you. We hope it's going to be the first of many times we will be collaborating," he said. Mr. Salinas was accompanied by IRF's Executive Vice-President, Mr. Michael Dreznes, who was also the facilitator.

Mr. Salinas subsequently presented an IRF Membership Certificate to the Ministry of Public Infrastructure, which was received by Minister Ferguson.

He thanked the Ministry for working along with the IRF and expressed his hope for future collaborations.

The workshop also featured a number of presentations and interactive sessions, including strategies for road safety employed in the Caribbean and a sneak peek of the Guyana National Road Safety Council Action Plan, which was officially launched on May 3. An overview of Guyana's road safety situation, which highlighted the most vulnerable classes and the US\$13.2M burden accidents have on Guyana's economy, was also presented.



Several police officers were among the participants of the Ministry of Public Infrastructure's 2017 Road Safety Workshop

CJIAC WORKING WITH FARMERS TO ADHERE TO DISPOSAL GUIDELINES



Andre Kellman (in reflector vest) was accompanied by Committee members to speak with a number of farmers.

The management of Cheddi Jagan International Airport Corporation (CJIAC) continues to encourage farmers, who operate in the airport's vicinity, to adhere to guidelines its Bird Strike Committee's guidelines.

The Corporation's Deputy Chief Executive Officer, Andre Kellman, along with members of the Bird Strike Committee, paid a visit to the farms around the CJIAC area.

So far, the farmers have heeded the calls by the Committee for better disposal systems to avoid harboring birds that can pose a problem for aircraft using CJAC airspace.

Mr. Kellman encouraged the farmers to continue the good work and assured them that the committee will continue to provide support to them.

The Committee, which comprises of several members from a number of bodies, including and not limited to the Guyana Defence Force, the Environmental Protection Agency, Ministries of Public Infrastructure and Agriculture, and CJIAC, has been working tirelessly to ensure adherence by farmers to guidelines stipulated to prevent a bird strike.

In case you missed it

Ministers Patterson, Allicock visit Moruca, Region 1

- Discuss areas of infrastructural development



Minister of Public Infrastructure, David Patterson (right) makes a point during the meeting in Moruca, Region 1. With him is Minister of Indigenous Peoples' Affairs, Sydney Allicock

Minister of Public Infrastructure, David Patterson, visit the Moruca Sub-Region in March to discuss areas of infrastructural development for the community.

Minister Patterson was accompanied by Minister of Indigenous Peoples' Affairs, Sydney Allicock, and met with residents and regional executives in Moruca, Region 1, including the Deputy Regional Executive Officer; the Toshao of Santa Rosa; and members of the Regional Democratic Council. Minister Patterson was also accompanied by a team from the Ministry of Public Infrastructure, including Ministerial Advisor, Kenneth Jordan; Hinterland Coordinator, Gregory Rickford; Hinterland Engineer, Jeffrey Walcott; and Roads and Bridges Engineer, Bhageshwar Murli.

The visit was a follow-up for Minister Patterson; in December 2016, he was a part of a ministerial team that visited the area and Minister Patterson had committed to returning to Moruca in the new year.

During the visit, Minister Patterson emphasised the importance of developing the hinterland regions. Minister Allicock shared these sentiments and applauded Minister Patterson, along with his team from the Ministry of Public Infrastructure, for his role in "bringing the country together by bridging the coast and the hinterland."

"I and my administration have a vision when it comes to the hinterlands; we want to see the hinterlands, in the next five to ten years, becoming even more developed and for that to come to pass we need to listen to your concerns," Minister Patterson told those present.

He further said that the same methods previously employed should not continue simply for the sake of saying work has been done. Instead, he said, a systematic approach is needed. He continued, "Of course, we can't do everything at once because of certain

limitations but we want to ensure that what is done will stand the test of time."

Minister Patterson also urged the residents and the executives to prioritise projects and indicate these priorities to his ministry. He stressed that, as the persons working and living within the Region, they would have the most insight into what is actually needed.

"We're in Georgetown and sometimes what we think is best is not always the community's highest priority. Therefore, that is what we're here for; to listen to your concerns and decide on the way forward," he said. He added, "From this visit here we'll collectively make a decision because this will not work unless we all buy into it."

Upon the opening of the floor, the key areas of concerns expressed were the rehabilitation of the sub-region's main bridge; the improvement and expansion of electricity supply; and, to a lesser extent, the state of the airstrip serving the communities.



A section of the main bridge of Moruca, Region 1. The bridge was an area of concern raised by residents and regional executives

Residents and regional executives explained that the bridge is in a deplorable state despite its importance as the link between Santa Rosa and other communities such as Paloma. They also raised concerns on the initial design of the bridge and called for the ministry's intervention in providing a safe alternative. Ministry officials who were present for the visit subsequently took the opportunity to visit the bridge and Minister Patterson committed to lending the ministry's support towards the bridge's rehabilitation. He also assessed the conditions of roads within the sub-region.

Minister Patterson and team and Minister Allicock also visited nearby communities to have a first-hand look at other concerns raised during the meeting.

Subsequent to the visit, a team of MPI engineers revisited the community to undertake surveys on the identified bridge.

MPI DIRECTORY

Ministry of Public Infrastructure Wight's Lane, Kingston

Minister.....	231-8127
Or.....	231-8128
Fax.....	231-8114
Adviser to the Minister.....	223-7308
Secretary.....	223-7307
Community Coordinator.....	227-6887
Public Relations Officer.....	227-0799
Minister within the Ministry.....	226-1875
Personal Assistant.....	231-8115
Or.....	226-1269
Permanent Secretary.....	225-6510
Fax.....	226-2956
Principal Assistant Secretary (G)	227-5344
Principal Assistant Secretary (F)	226-2958
Chief Accountant.....	225-5183
Central Accountant Unit.....	227-2365
Internal Audit.....	225-3261
State Audit.....	227-2365
Supply Division.....	226-2217
Stores.....	225-5514
Personnel.....	226-1956
Registry.....	225-5540
Work Services Group.....	225-7420
Technical Advisor.....	225-0000
Chief Works Officer.....	225-7420
Human Resources Manager.....	225-3591
Finance Controller.....	225-7420
Administrative Officer.....	226-0334
Chief Roads & Bridges Officer.....	225-7420
Buildings Division.....	226-6738
Aerodromes.....	225-4080
Hinterland Engineer.....	225-7420
Procurement Officer.....	225-7420
Chief Electrical Inspector.....	223-5073
Special Project Officers.....	226-9744
Transport & Security Officer.....	227-5626
Central Transport Planning Unit.....	225-7420
Chief Mechanical Officer.....	226-9352

Sea & River Defence	
Chief Sea & River Defence Officer.....	225-9868
Anna Regina.....	771-4359
Or.....	771-4362/3
Wakenaam.....	774-5120/1
Leguan.....	269-0609
Den Amstel.....	276-3027
Or.....	276-3369
Paradise.....	256-3777
Onverwagt.....	328-2962
Taralegie.....	325-3144

Hinterland Electrification Company Inc.

Chief Executive Officer.....	223-5306
Coordinator.....	226-3759

Transports & Harbours Department, Battery Road Kingston

General Manager.....	225-9350
Administrative Officer.....	227-1696
Personnel Manager.....	225-9358
Traffic Manager.....	225-9355
Traffic Office (General)	226-9745
Chief Accountant.....	225-9356
Accounts Branch (General)	226-9753
Accountant Office.....	225-3714
Central Stores (General)	226-1341
Chief Mechanical Engineer.....	227-8561
Central Workshop (General)	225-5875
Chief Internal Auditor.....	225-5845
Goods Superintendent.....	226-9730
T&HD Sports Club.....	226-3141
Superintendent of Surveys.....	226-0860
Georgetown Ferry Stelling.....	225-6471

Inspector T&HD Security

Goods Department.....	227-8559
Asst. Superintendent Office.....	264-2336
Bartica Ferry Stelling.....	455-2273
New Amsterdam Ferry Stelling.....	333-2512
Or.....	333-4660
Rosignol Ferry Stelling.....	330-2208
Or.....	330-2269
Stanleytown Stelling Quarters.....	333-2613

New Amsterdam Pilot Station.....	333-2740
Supenaam Ferry Stelling.....	774-4272
Parika Ferry Stelling.....	260-4498
Moleson Creek Ctyne.....	339-2744

Maritime Administration Department

Director General.....	226-3356
Or.....	225-7330

Ports & Harbour Division

Harbour Master.....	226-7842
Fax.....	227-5257
Administration.....	227-1696
Chief Pilot.....	227-2407
Hydro Surveys.....	226-0860
Boathouse.....	226-0329
Engineering.....	226-2093
Shore Coxswain.....	226-2096
Lighthouse.....	226-9871
Berbice Pilot Station.....	333-2740
Marine Superintendent Office.....	227-8560
Marine Officer (General)	226-9748

Demerara Harbour Bridge

General Manager.....	233-7007
Traffic Office.....	233-7008
Or.....	233-7010
Fax.....	233-7009

Cheddi Jagan International Airport Corporation

Chief Executive Office.....	261-2244
Deputy Chief Executive Officer.....	261-2300
Commercial/Admin Manager.....	261-3071
Airport Duty Office.....	261-2281
Maintenance/Engineering Manager.....	261-2358
Personnel Officer.....	261-2560
Senior Accountant.....	261-3077
Finance Department.....	261-2205
Stores.....	261-3078
Generator Room.....	261-3076
Airport Security – Head Office.....	261-2207
Airport Security – VIP.....	261-2546

Guyana Civil Aviation Authority

Director General.....	225-6822
Fax.....	225-6800
Director Air Safety Regulations.....	225-0778
Fax.....	228-6800
Director Air Navigation Services.....	261-2217
Fax.....	261-2279
General Counsel.....	225-0508
Fax.....	225-6800
Director Air Transport Management.....	226-1517
Fax.....	225-6800
Manager Aviation Security.....	225-0728
Fax.....	225-6800
Manager Personnel Licensing.....	225-1219
Fax.....	225-6800
Manager Human Resources.....	225-0881
Fax.....	225-6800

Guyana Energy Agency

Chief Executive Officer.....	226-0394
Switchboard.....	226-0394
Or.....	225-9050
Or.....	225-8569
Fax.....	226-5227

Administration/Personnel

Head, Admin/Personnel.....	223-5159
Admin/Personnel Secretariat.....	225-8569
Registry.....	227-2771
Documentation Centre.....	226-6002/227-2461

Finance Division

Head, Finance.....	225-7035
Accounting Officer.....	226-7996
Assistant Accountant.....	225-7718
Accounting Section.....	225-7718

Energy and Energy Statistical Division

Head, Energy & Energy Statistical.....	226-6993
Economist.....	226-3719
Department.....	225-5694

Legal & Licensing Division

Head, Licensing.....	223-7056
Legal Officer.....	225-8671
License Section.....	223-7056

Fuel Marking Division

Head, Fuel Marking.....	226-4424
Marking Section.....	225-4366
Inspecting Section.....	225-6720
Or.....	225-7901
Biocode Auditor.....	225-6111

Guyana Power & Light

Switchboard.....	226-2600
Chief Executive Officer.....	225-4816
Emergency Georgetown.....	226-4015-6
East Coast Demerara.....	256-0736
East Bank Demerara.....	266-5201
West Demerara/East Bank Essequibo.....	264-2668
East Berbice/New Amsterdam.....	333-2186
East Coast Berbice.....	339-4399
West Coast Berbice.....	328-2367
Essequibo Coast.....	771-5015
Or.....	771-4377
Bartica.....	455-3091
Wakenaam.....	744-5086
Leguan.....	260-0711

Commercial Department

Customer Call Centre.....	226-2600
Customer Services Manager.....	226-8325
Supervisor.....	226-2609
Revenue Manager.....	226-7408
Fax.....	225-1578
Expenditure Cashier.....	226-0567
Debt Collection (Reconnection/Disconnection)	225-1118
Or.....	226-8387
Metering.....	225-7550
Credit Control.....	225-7671

Financial Services

Chief Financial Officer.....	226-1384
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Fax.....	227-4647
Finance Department.....	227-3142
Contracts & Supplies.....	226-9598
Fax.....	227-2180
Internal Auditor.....	227-2658
Public Relations Officer.....	225-1471
Legal & Regulatory Officer.....	227-4127
Security.....	227-4156
Information Technology.....	226-0569
Or.....	226-4682

Middle St. Admin Complex

Human Resources Manager.....	226-9546
Fax.....	226-9821
Dep. Human Resources Manager.....	226-0565
Or.....	226-0566
Health & Safety Officer.....	225-7091
Or.....	225-7398
Administrative Manager.....	227-6910
Chief Operations Officer.....	225-7925
Fax.....	227-1123
Generation Manager.....	227-1139
Fax.....	225-2770
Network Operations Manager.....	227-4022
Field Services Coordinator.....	225-5251
Coordinator Consumer Services.....	225-4244
System Planning & Design Manager.....	225-7778
Or.....	225-4954
Loss Reduction Department.....	226-6942
Security.....	225-7921

Transmission & Distribution

Snr T&D Engineer.....	225-7922
T&D Engineer.....	225-7924
Fax.....	223-5468
Emergency Superintendent.....	225-6043
Or.....	225-3806
Building Services.....	225-9712
Transportation Services.....	225-3642
Stores.....	226-9943
Credit Union.....	226-1440
Security.....	227-7523

Unserved Areas Electrification Programme

UAEP Implementation Manager.....	225-7923
Construction Manager.....	225-7140
Procurement Officer.....	225-7398
Fax.....	225-5255

Kingston Power Station

Fax.....	225-0539
Or.....	225-8974
Electrical Engineer.....	226-6043
Mechanical Engineer.....	226-1528
Or.....	225-7575
Station Chemist Lab.....	226-3577
Stores.....	226-4447

Sophia Complex

System Control Manager.....	227-0903
Fax.....	225-8687
System Operations Engineer.....	226-5084
Electrical Services Manager.....	226-5082
Maintenance Superintendent.....	225-6716
Training Department.....	226-3312
Security.....	226-3713

Garden of Eden

Power Station Engineer.....	226-2615
Power Station Fax.....	226-2476
Or.....	226-2615
Administrative & Security.....	226-2865
T&D Emergency.....	226-2356
Or.....	226-2866

Regional Operations Commercial Offices

Public Rd Victoria.....	256-0690
Or.....	256-0691
West Demerara.....	264-2427
Or.....	264-3110
Bartica.....	455-2315
Anna Regina.....	771-4391
Fax.....	771-4814
Onverwagt.....	328-2365

Or.....	328-2234
Commercial.....	328-2249
Power Station.....	328-2369
Trans/Distribution.....	328-2235
Transmission Dept.....	328-2367
New Amsterdam.....	333-2716
Or.....	333-0077
Or.....	333-3137
Or.....	333-2109
Hampshire.....	322-5272
Corriverton.....	335-3019

Generation & T&D Demerara

Versailles Power Station.....	264-2598
Versailles Security.....	264-2418
Vreed-en-Hoop T&D.....	264-2668
Victoria T&D.....	229-2228

Berbice

Regional Manager.....	327-7575
Fax.....	327-7576
T&D Engineer.....	327-7181
System Control.....	327-7182
Fax.....	327-7577
Generation Engineer.....	327-7315
Canefield Power Station.....	327-7115
Or.....	327-7132
Canefield Stores.....	327-7573
Security.....	327-7574
Hampshire T&D.....	337-4731
#53 Village Sub Station.....	339-4609
Or.....	339-4624

Essequibo

Regional Manager.....	771-4814
Fax.....	771-4814
Commercial Office.....	771-4391
Admin & Personnel.....	771-4377
Control Room.....	771-5015
T&D Engineer.....	771-4224
Bartica Power Station.....	455-2388
Bartica T&D.....	455-3091
Leguan General Office.....	260-0711
Wakenaam Power Station.....	774-5086
79 Public Road Victoria.....	256-0795
Or.....	256-0821

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**THE PUBLIC RELATIONS DEPARTMENT OF
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