

# MINISTRY OF WORKS AND TRANSPORT

**Response to the Seventh Report of the  
Public Administration and  
Appropriations Committee:**

**Examination of the Implementation of  
the Public Sector Investment  
Programme for fiscal year 2021**



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## Background

By correspondence dated November 22, 2022, the Ministry of Works and Transport was requested to prepare and submit to both the House of Representatives and the Senate, Responses to recommendations/comments contained in the Seventh Report of the Public Administration and Appropriations Committee: Examination of the Implementation of the Public Sector Investment Programme for fiscal year 2021 by January 16, 2023.

In this regard, please see the Ministry of Works and Transport's response to the following recommendations:

### **(1) Fleet Management of Public Transportation Service Corporation (PTSC) Buses Maintaining the PTSC's vehicles is crucial for the continued delivery of its services.**

The Ministry of Works and Transport described the features of a newly implemented bus maintenance programme as follows:

- Planned maintenance schedules that are held by the engineering department;
- Identifying issues before they become more significant; and
- Working with the suppliers and the manufacturers to promptly address any additional repairs.

The programme also includes refurbishment and/or replacement of various components of the buses in addition to repainting. The programme also includes staff training, updated maintenance schedules and improvements to the cleaning of the vehicles.

## Recommendation

The MOWT should report to Parliament on the measurable improvements made through the bus maintenance programme by December 31, 2022.

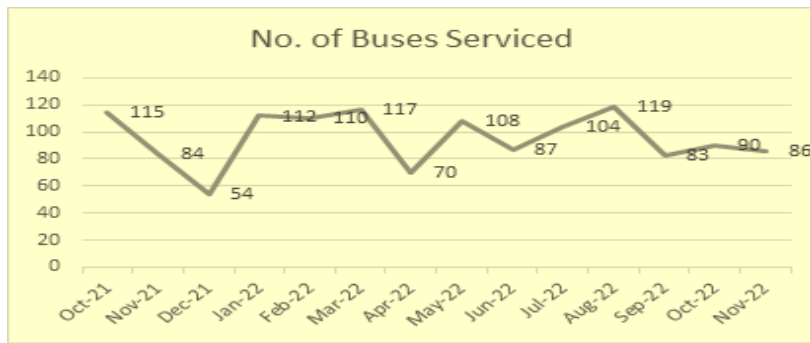
## Response:

The measurable improvements that the PTSC has made through the bus maintenance program are reflective in the following programme components:

### **(i) Preventative Maintenance (5000 km service)**

- The Engineering Division achieved an average of **96** buses Planned Maintenance (PM)-Serviced per month, which represents **93%** of the buses scheduled as shown in Figure 1 below.

Figure 1



**(ii) Breakdowns**

- The average breakdown was 1%, which is within industry standards of less than 5%.

**(iii) Bus Refurbishment**

- Thirty-two (32) buses were refurbished and repainted in compliance with the Planned Maintenance programme

**(iv) Training**

- Training was conducted by Higer bus manufacturer for the PTSC's technicians and Driver Conductors.

**(v) Maintenance Software - MAXIMO**

The Planned Maintenance programme was incorporated into the Computerized Maintenance Management Software (CMMS). MAXIMO is being utilized for the following:

1. The creation of Work Orders for all maintenance jobs.
2. The generation of Purchase Requisitions (PR) by the supervisory staff.
3. The creation of Schedules for maintenance work.
4. Planned Preventative Maintenance (monthly schedules).
5. Utilization of the Inventory Management (Tracking of parts and inventory).
6. Generation of availability reports (Fleet status).
7. All utilized buses were cleaned and sanitized as per PTSC's Health and Safety mandate and entered into MAXIMO.

(vi) **Supplier/Manufacturer Collaboration**

- The PTSC worked with the Bus manufacturer to develop a critical parts list for the adequate stocking of parts and supplies.
- Sharing of technical manuals and manufacturer support to assist in the troubleshooting and repairing of buses.
- Management of warranties to protect against manufacturer's defects from bus suppliers to make claims for manufacturer defects.

(vii) **Bus Statutory Inspections**

As part of the maintenance programme, buses are required to be inspected by the Licensing Authority once per year. The following is the status of the inspections for the period:

- Two hundred and sixteen (216) operational buses have valid inspection.
- Forty Seven (47) buses are schedule for inspection. It should be noted that Licensing Authority has a waiver to December 31, 2022 for completion of the process.

(viii) **Cleaning of the Vehicles**

As part of the cleaning of vehicles, the PTSC has purchased equipments, pressure washers for underwashing and washing of the buses, outfitted the ramps for washing on top of the buses.

During Covid 19 period, strict cleaning measures were undertaken together with special sanitisation methods as per Trinidad and Tobago's Health and Safety mandate and PTSC's Covid policies and procedures.

## **(2) Challenges in the Rehabilitation of Roads**

The pace of road rehabilitation works was slower than anticipated. The Ministry gave the example of only 9% of roads being repaving in fiscal year 2021. This was due in part to the declaration of the State of Emergency in May 2021 due to which many projects were halted for approximately two (2) months until July 2021. Also, there were inconsistent availability of raw materials due to supply chain difficulties caused by the pandemic.

## **Recommendation**

- The MOWT should indicate to Parliament the extent to which it was able to prioritize specific road repavement and rehabilitation works given the constraints during fiscal year 2021, by December 31, 2022.

## Response

The Ministry of Works and Transport through its Highways Division and the Programme for Upgrading Road Efficiency (PURE) undertakes road rehabilitation works throughout various areas of Trinidad in accordance with an approved programme of works for each respective fiscal year. These works are geared towards ensuring that the road network continues to evolve into a user-oriented, safe and functional asset, through systematic rehabilitation, upgrade and expansion of the network elements. Infrastructure projects are therefore implemented along critical links within the national network to provide increased:

- Economic benefits – reduced travel time, reduced vehicle-operating costs
- Accessibility – linking remote communities, providing alternative routes to key locations
- Safety – improving road characteristics to international standards while minimizing vehicle /pedestrian conflicts.

In this context, for fiscal year 2021, details on planned and completed road rehabilitation programme of works for the aforementioned Division and Unit are detailed as follows:-

**PURE** – under the line item 701/43/003/15/D/247 – Road Construction/Major Road Rehabilitation, 133 projects were completed in fy 2021. See attached Appendix for further details.

**Highways** – under the MOWT’s Recurrent Programme, several road rehabilitation projects were included in the programme of works inclusive of sectional road rehabilitation and the engagement of contractors for equipment, vehicle and labour. Details are as follows:

- Sectional Paving along Eastern Main Road, Manzanilla 50.0km to 61.5km
- Sectional Road Rehabilitation Works at Samuel Cooper Road from 0.00km to 2.0km, Indian Walk
- Sectional Rehabilitation along Manzanilla Mayaro Road 75.0km to 84.0km Mark
- Hire Of Equipment, Vehicles and Labour on an 'As and When' Required Basis For Spot Patching Works St. Andrew/St. David District - Phase 4
- Hire Of Equipment, Vehicles and Labour on an 'As and When' Required Basis For Spot Patching in St. Andrew/St. David Districts – Guaico Tamana Road 0km to 17km and Little Coora Road 0km to 4.06km
- Hire Of Equipment, Vehicles and Labour on an 'As and When' Required Basis For Spot Patching Works Nariva Mayaro District - Phase 2
- Milling and Paving Works at San Fernando Bye-Pass Road 50.00km - 51.00km Mark, Tarouba
- Sectional Rehabilitation at Naparima Mayaro Road 32.0km - 35.5km Mark
- Sectional Rehabilitation at Naparima Mayaro Road 47.0km to 64.0km Mark
- Road strengthening and Paving works at Naparima Mayaro Road 35.5 to 49.3km

- Sectional Road Rehabilitation at Crystal Stream Road, 0.0km to 0.5km
- Sectional Road Rehabilitation Works at Blue Basin Road, 0km to 0.85km
- Sectional Road Rehabilitation along Golconda Connector Road, 0.7km to 1.6km mark
- Rehabilitation Of Roadway At Carmichael Road 1.0Km To 4.8Km Mark (Phase 1)

### **Recommendation**

The MOWT should provide details of its plans to mitigate challenges related to road repavement and rehabilitation that may arise in fiscal year 2023 by December 31, 2022.

### **Response**

The MOWT continuously assesses and reviews its project implementation methodology throughout the financial year, given the dynamic nature of the construction sector. In so doing, plans to mitigate challenges related to road repavement and rehabilitation that may arise in fiscal year 2023 includes but are not limited to the following:-

- a.) Preplanning and scheduling of critical projects;
- b.) Liaising with other government agencies to ensure necessary permits and approvals are obtained in a timely manner;
- c.) Exploring the use of other materials and processes such as ‘Cold in Place Milling’ which allows for the utilisation of existing material combined with other high quality material to ensure more durable structures;
- d.) Review of the daily rated component, which can facilitate faster response times and increased project delivery and completion.