

CO-OPERATIVE REPUBLIC OF GUYANA

ANNUAL REPORT - 1982

MINISTRY OF TRANSPORT

SUBMITTED PURSUANT TO: PSM CIRCULAR NO. 22/1981

1.0 Executive Summary

During 1982, the dearth of able, trained and experienced staff continued to plague the Ministry of Transport in its effort to implement a satisfactory transportation policy. Resignations also compounded this problem.

The staff which comprised the backbone of the departments within the Ministry should be complimented for the hard work which they did to maintain the services provided despite a decrease in numbers which was due to the retrenchment programme.

The inhibiting factor of the appropriation of the reduced imprest which adversely affected the financial scope of the Ministry during 1981 was alleviated towards the end of the year and a smoother flow of money resulted. Reconciliation of accounts for the Ministry is still not up to date and efforts are being made to correct this deficiency.

The Ministry of Transport under the leadership of Vice President, Cde S.S. Naraine, moved to effect a viable inter-mode transportation system to contribute to the planned development of Guyana despite a downturn in the country's economy. The Ministry through its various departments -

- (a) Central Transport Planning Unit
- (b) Transport and Harbours Department
- (c) Road Administration Division
- (d) Civil Aviation Department

called upon their resources in terms of planning to exploit available technology and finance to achieve this goal.

The Central Transport Planning Unit in pursuing its responsibility for developing transportation plans for the country monitored the study by a consulting team of the Corentyne River crossing to Suriname in terms of effecting a ferry or alternatively the construction of a bridge to facilitate international travel between the two countries. The study experienced some delays and the preliminary designs are still not completed - it being a joint venture the various aspects of which must secure agreement of both the governments involved. Another task of an international flavour undertaken by the Unit was that of the Mabura Hill/Lethem Road. The Unit prepared the basic data for evaluation of this road which is intended to connect Guyana and Brazil opening the way for development of our vast hinterland resources. This project is tied to a Deep Harbour-Port Study which if implemented would result in

exploiting the great export potential of an industrialised Guyana. Other aspects of the CTPU's activities in 1982 are highlighted in the relevant section of this report.

The Transport and Harbours Department which has been operating on a deficit which in 1981 amounted to \$6.6M was able to reduce this deficit in 1982 to \$2M. This reduction was achieved mainly through increases in fares, freight rates and harbour dues and a rationalisation of administrative and operational practices.

The Ferry Services continued to be maintained throughout the year but with reduced quality. Difficulties were experienced on the Demerara and Adventure Ferries due to unresolved mechanical problems on the 'Makouria' and 'Malali', respectively.

The department's international services were maintained by the vessels Marudi, Kanku and Oranapai. These services operated between Guyana, Trinidad and Columbia. Plans for the handing over to the Regional Administration of the Bartica Issano/Mahdia Road Service were almost finalised.

The Road Administration Division, a relatively new agency founded in early 1981, which replaced in some areas the Roads Division of the Ministry of Works sought to make its presence felt as the official authority on Road Construction and maintenance. The Division therefore had to devote much of its efforts in insisting that standards and practices relative to road construction as set out by the Division were met and implemented in the construction of roads which has since been financed by the administrative regions, instead of as previously the Roads Division of the Ministry of Works. Adequate staff for the Division continued to be a problem during 1982. The Division was however, able to complete the Linden Road Improvement projects, the completion of the unconstructed parts of the East Bank Berbice Road Project, maintenance of the Stanleytown and Everton Road, and the Berbice/Rockstone junction traffic census. The construction section of the Division which directly monitors and oversees all road construction work did not achieve its projected target due to the inability of the contractor - Hinterland Road Construction Company Limited (HRCCL) to achieve its production output in 1982.

The 1982 Budget's austerity measures further heightened an already critical situation within the Civil Aviation Department resulting in the curtailment of the Flight Information Centre operations, a reduction in the Air Traffic Services staff complement and hence a delay in the implementation of the Regional Air Navigational plan for Guyana. Despite these constraints the Services provided by the Department achieved the targets set in line with the reduced allocation. The Timehri International

Airport and Control Tower operated 24 hours a day mainly due in great measure to the members of the depleted Air Traffic Service staff working several overtime shifts.

Work towards the commissioning of improved navigational aids consisting of the Instrument Landing System (ILS), Distance Measuring Equipment (DME), Very High Frequency Direction Finding (VDF) continued apace with the training of staff to effect maintenance of the equipment. The transfer of the Flight Information and Communication Centre to the New Control Tower Complex was completed.

On a revised priority, work relative to Hinterland Airstrips Development was concentrated at Lethem aerodrome where construction of a new 6400' x 159' runway to facilitate the operation of aircraft with larger payloads of that hub of intense development in the southern area of Guyana.

The work programme of the Phase 11 Timehri Airport renovation was satisfactory in that the Incoming Customs area was opened for use in August, 1982. The completion of the second storey viewing gallery and restaurant started during the year is scheduled to be completed in 1983. The public dining room and cocktail lounge on the first floor which was closed for almost a year was opened under a new concessionaire, greatly enhancing the facilities at the airport to meet the expectation of passengers and international standards. The problem of adequate and dependable lighting facilities for the airport is engaging the attention of the Ministry.

(H.I. Leal)
Permanent Secretary
Ministry of Transport
Georgetown
1983 March 31

2.0 MISSION STATEMENT

- 2.1 To effect co-ordination of policies, plans and programmes in the Transport Section for the provision of safe reliable and efficient means of transportation and to bring about the improvement of international flows through co-operation at regional levels.
- 2.2. The Government is continually emphasising the role that Agriculture could play in the development of Guyana and also its contribution to an upturn of the Guyanese economy therefore an efficient and reliable transportation system is one of the major and basic inputs for the success of this policy.
- 2.3 The Ministry of Transport therefore, as far as its resources permit, is sparing no effort in its policy of rationalising domestic and international transportation systems. Included in this policy is encouragement to the private sector to get involved in the system.
- 2.4 The Ministry in pursuing Government's policy in respect of Regional Transportation is actually engaged in discussions with its Caricom counterparts in matters related to co-operation in air transportation within the region. The need for this type of co-operations was further emphasized by the Heads of Caribbean Governments at a conference held at Ocho Rios Jamaica in November, 1982.

3.0 Organisation and Management

3.1 Organisation Chart - An organisational chart of the Ministry of Transport is shown overleaf.

3.2 Description of Divisions and Departments

3.2.1 The Ministry of Transport during 1982 sought to consolidate its policy-making and regulatory functions relative to transportation as follows:-

- (a) Maintenance of access to developed areas.
- (b) Ensuring a more functional domestic transportation system to stimulate agriculture production.
- (c) Inter-flow among the various modes of transportation.
- (d) Reduction of inflationary trends in transportation costs.
- (e) Reduction of accidents.
- (f) Improvement in International flows.
- (g) Ensuring a more functional domestic transportation system to stimulate agriculture production.

3.2.2 Organisation

3.2.2.1 The Ministry - As the authorized body set up to co-ordinate, regulate and advise on transportation, the Ministry under the Vice President, Works, Transport and Housing effected its policy through the following agencies:-

- (a) Secretariat (Personnel, Accounting, Clerical and Administration Division),
- (b) Central Transport Planning Unit;
- (c) Transport and Harbours Department;
- (d) Civil Aviation Department; and
- (e) Road Administration Division.

Responsible also to the Vice President as far as policy decisions were concerned were Guyana Airways Corporation, Guyana Transport Services Limited, Post Office Corporation and Guyana Telecommunication Corporation, and to some extent Guyana National Engineering Corporation and Bauxite Industry Development Company.

3.2.2.1.1 The Secretariat experienced the traumatic effects of staff reductions. The staff complement at the Administrative/Executive Level which consisted of the Permanent Secretary assisted by two (2) Principal Assistant Secretaries, three (3) Assistant Secretaries, one (1) Administrative Assistant and two (2) Accountants, was reduced by two (2) positions of Assistant Secretaries, one (1) Administrative Assistant and one (1) Accountant from 1982-04-01.

HEAD 43 - MINISTRY OF TRANSPORT

VICE PRESIDENT
WORKS, TRANSPORT & HOUSING

CONFIDENTIAL SECRETARY

PERMANENT SECRETARY

CONFIDENTIAL SECRETARY

PRINCIPAL ASST
SECRETARY

AIR	WATER	COMMUNICATIONS
C.A.D.	G.N.S.C.	
G.A.C.	T.&H.D.	

P.O.C.
G.T.C.

LAND
G.T.S.L.

ASST SECTY

SNR PERSONNEL
OFFICER

ACCOUNTANT

ASSISTANT
ACCOUNTANT

CLERK III
ACCOUNTS

4 CLERK II

STOREKEEPER

SENIOR
CLERK

CLERK II
GENERAL

PERSONNEL
OFFICER I

CLERK II
GENERAL

REGISTRY
SUPERVISOR

5 TYPIST
CLERK I & II

STOCK
VERIFIER

3 OFFICE
ASSTs

5 CLEANERS

1 TELE-
PHONIST II

1 VEHICLE
DRIVER

- C.A.D. - CIVIL AVIATION DEPARTMENT
- G.A.C. - GUYANA AIRWAYS CORPORATION
- G.N.S.C. - GUYANA NATIONAL SHIPPING CORPORATION
- G.T.S.L. - GUYANA TRANSPORT SERVICES LIMITED

Despite this the Secretariat with its other supporting administrative, executive, accounting, clerical and registry personnel strove with co-ordination of the multifarious activities associated with the formulation of policies, preparation of plans, and the direction, control and monitoring of activities of other Departments/Divisions of the Ministry to achieve its objectives.

In addition the Secretariat through its operating units discharged the following responsibilities:-

- (a) Managing the funds appropriated by Parliament for the provision of goods and services by ensuring that monies were properly disbursed. Very close contact was also maintained with the Ministry of Finance and the State Planning Secretariat in the exercise of control and monitoring of expenditure.
- (b) Auditing of stores and revenue collection and the reporting of accidents, losses and other irregularities.
- (c) Personnel and Registry services including the recruitment, placement, discipline, etc of staff and close liaison with the Public Service Commission, Public Service Ministry and Central Recruitment and Manpower Agency.
- (d) Issue of Road Service Licences for hire cars and buses, and Goods Transportation Licences and porters permits for trucks/lorries.

3.2.2.2 The Central Transport Planning Unit (CTPU)

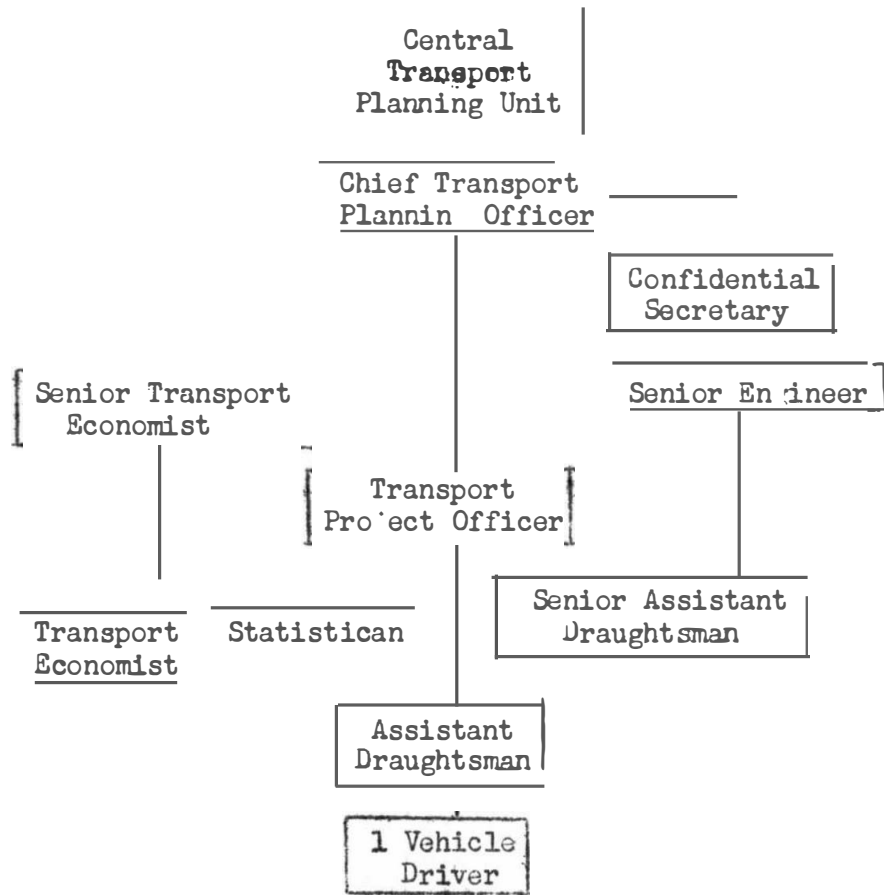
The Central Transport Planning Unit is organised as shown overleaf.

- 3.2.2.1 The Unit continued to give advice on general policy within the Ministry of Transport. During 1982 a National Transport Advisory Commission was established to strengthen the policy function of the Ministry of Transport. Members of the commission were drawn from the principal Transport Agencies in the Public and Private Sectors. It is expected that the Unit's policy advisory role would be strengthened by advice on transportation problems brought to its attention by the Commission.

3.2.2.3 Transport and Harbours Department (T. & H.D.)

There was no change in the Administrative arrangement of this department. It continued to operate with seven (7) Branch Heads who were responsible to the Manager for carrying out the policy of the Department.

CENTRAL TRANSPORT PLANNING UNIT



There was generally a greater awareness among sections of the workforce of the problem, with which the Department was faced - that of trying to break even in terms of operating revenue and expenses. During 1982 the staff was reduced by 218 persons.

The department still is responsible for in addition to operating the Ferry Services, Dredging, Harbours Surveys, maintenance of marine navigational aids and the provision of pilot services to ocean going ships operating in and out of Guyana.

3.2.2.4 Road Administration Division

The Road Administration Division was organized as detailed on the chart overleaf. The Division in its most important role served as an advisory body to the technical officers in the Administrative Regions of Guyana. Limited financial resources somewhat constrained full operating counselling services to the level as would have been desired and did not allow for an indepth analysis and discussions to facilitate proper planning.

3.2.2.5 The Civil Aviation Department

The Civil Aviation Department was organised as shown on page 11.

3.2.2.5.1 The Civil Aviation Department is divided up into the following Divisions:-

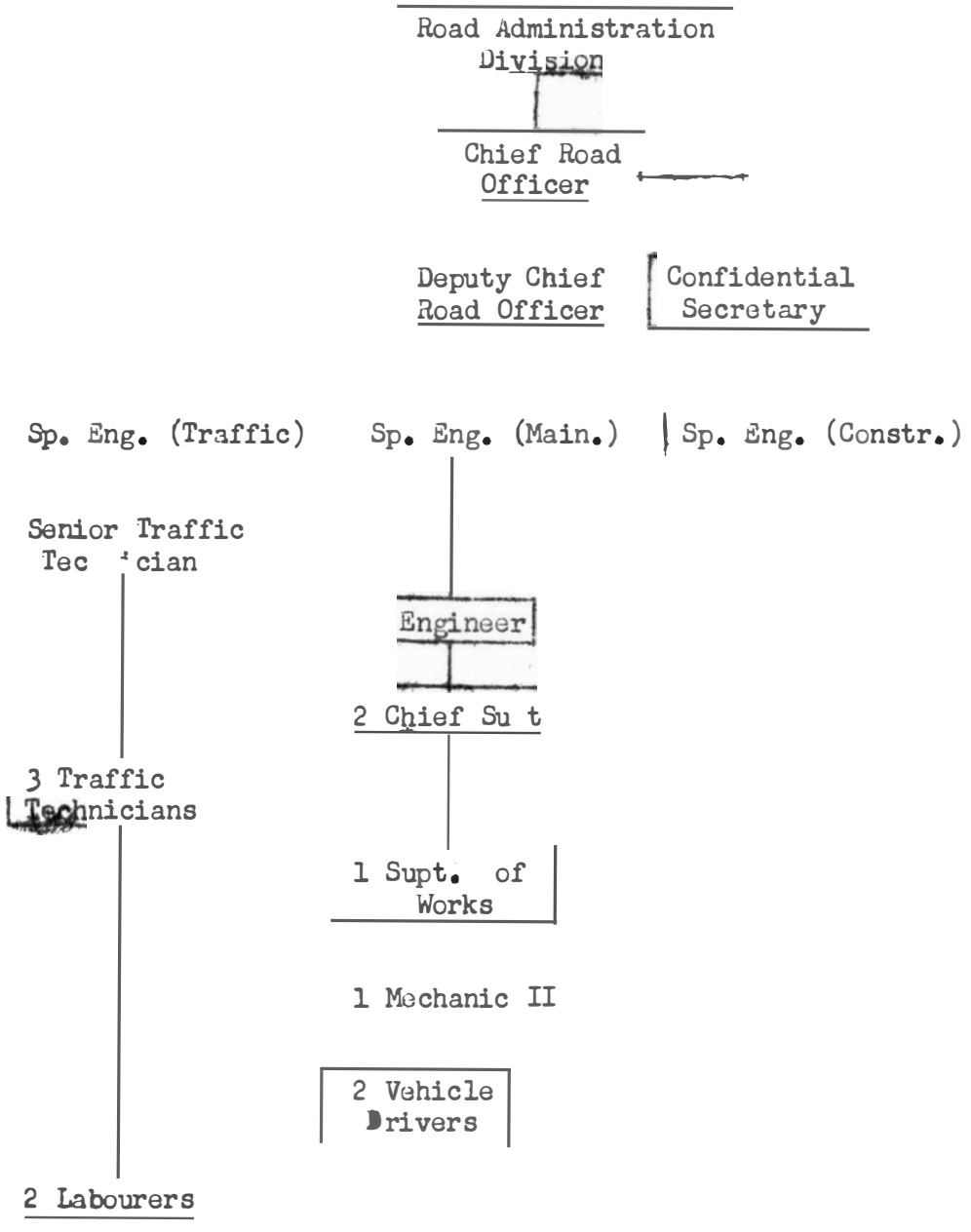
The Air Traffic Services Division including Air Navigational and Aeronautical Maintenance Section, Licensing and Airworthiness Division, Timehri International Airport Management and Aerodromes Division.

3.2.2.5.2 The Head Office in Georgetown is responsible for dictating the policy guidelines for all divisions and is the site of the Directorate which is also responsible for liaison with international aviation bodies. Here also is to be found the Licensing and Airworthiness Division and the Coordination Centre for Airstrips maintenance and development.

The Air Traffic Services Section is sited at the new Control Tower Complex at Timehri International Airport where Aerodrome, Approach, Flight Information Services are provided.

The management and maintenance services relevant to the operation of Timehri International Airport are also situated at Timehri Airport. Staff from the maintenance section constitutes the main input of the work force involved in the Hinterland Airstrips Development and Maintenance Programme.

ROAD ADMINISTRATION DIVISION



HEAD 45 - CIVIL AVIATION DEPARTMENT

DIRECTOR OF CIVIL AVIATION
DEPUTY DIRECTOR OF CIVIL AVIATION

CONFIDENTIAL SECRETARY

CLERK STENOGRAPHER

I
AVIATION INSPECTOR (AIRSTRIPS)

AVIATION INSPECTOR (AIR TRAFFIC SERVICES)

AVIATION INSPECTOR (LICENCING)

2 SENIOR AIR TRAFFIC CONTROL OFFICER

AIRPORT MANAGER

3 AIR TRAFFIC CONTROL OFFICER III

1 ASST AIRPORT MANAGER

CLERK STENO

TYPIST/CLERK

12 AIR TRAFFIC CONTROL OFFICER I & II

TYPIST/CLERK

AIRPORT M'TCE SUPT

CLERK III GENERAL

OFFICE ASST

OFFICE ASST

9 CLKS I & II

10 AIR TRAFFIC CONTROL ASSISTANT I & II

STOREKEEPER III

MECH FOREMAN

SUPPLY EXPEDITOR

STORES ATTENDANT

GENL FOREMAN

MECH II

2 CARPENTER III

HEAVY VEH DRIVER

TYPIST/CLERK

MECH I

9 VEH DRIVERS CHECKER

PLUMBER
2 GUTTERSMITH

CABINET-MAKER

EQUIP OPERATOR

MASON

LABOURER FOREMAN

2 PAINTERS

SNR A'PORT ATTENDANT

18 A'PORT A'DANT I & II

7 LABS I & II

4.0 Summary and Review of Current Year's Programme

4.1 Secretariat

4.1.1 General

4.1.1.1 Regular monthly management meetings were held with Heads/Deputy Heads of Departments/Divisions/Units within the Ministry as the main formal instrument in effecting direction, coordination and control to ensure that policies, plans and programmes achieve their objectives as far as practicable.

In addition, frequent formal meetings and discussions took place with the Corporations - Guyana Transport Services Limited, Guyana Telecommunications Corporation, Guyana Airways Corporation, Guyana Post Office Corporation and Guyana National Shipping Corporation chaired in most cases by the Vice President, Works, Transport and Housing. These meetings served as a direction and control mechanism whereby the Vice President and the Ministry sought to ensure that national policy objectives were adhered to and implemented.

4.1.1.2 In July, 1982 Cabinet on the recommendation of the Vice President, Works, Transport and Housing approved of the appointment of a National Transport Advisory Commission with the following terms of reference:

- (a) To monitor with the assistance of the Central Transport Planning Unit, the performance of the transport system (air, land and water) in Guyana, identify areas of weaknesses, and make recommendations for their improvement.
- (b) To assist in the development of policies and plans which will improve the efficiency with which the various transport functions are carried out.
- (c) To advise the Vice President, Works, Transport and Housing on any aspect of transport policy which in the opinion of the Commission requires attention.
- (d) To advise the Vice President on any question of policy which is submitted to the Ministry for its consideration.

Due to several constraints, however, the Board did not get into full stride by December, 1982, apart from an inaugural meeting.

For the year 1982 the following Road Service Licenses, etc., were processed and issued:-

Road Service Licenses (motor cars)	2,034
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Goods Transportation Licenses (tractor and trailers)	335
Goods Transportation Licenses (lorries/vans)	1,167

4.1.1.3 Field Audit

A Stock Verifier, the lone field audit staff since the establishment of the Ministry in 1978, was seconded to the organisation from 1982-01-29. Due to the necessity to check the daily revenue collected and banked by the Demerara Harbour Bridge into Account Number 402, it was not possible to complete the field programme envisaged. However the following assignments were completed:-

- (a) All revenue collected and banked by Demerara Harbour Bridge were checked and verified against the appropriate records.
- (b) Stock verification of the Civil Aviation Department Works Branch Store was completed in December, 1982.
- (c) A sub-store was set up and put into operation at the Ministry's Head Office at Oranapai Towers, Wight's Lane, Kingston on 1982-03-02.
- (d) A field audit inspection of Lethem Airstrip Project was undertaken in November, 1982.
- (e) A field audit inspection of the East Bank Berbice Road Project was also carried out in July, 1982.

4.1.1.4 Finance and Accounting

The sum of \$28,892,726 was budgeted in the Current, Capital and Supplementary Estimates to finance the activities of the Ministry. Of this amount only \$26,159,202 was released by the Ministry of Finance.

Subsequent to the Approved Estimates, a 41% "cut back" on Current Estimates (Other Charges) was directed resulting in the Ministry's inability to pay for several services by agencies such as Guyana Stores for the maintenance of radio equipment, Guyana Water Authority for water supply and Guytelco for aeronautical communications services, etc., for Timohri International Airport.

Approximately \$23,543,000 was made in payments by this Section in 1982. As a result of the physical movements of this Ministry and the rapid staff turnover in previous years, several of the monthly Treasury reports, Bank Statements and Cash Books for the Salaries Account 629 could not be located rendering reconciliation of the Votes and Salaries Accounts difficult.

The Imprest Account 628 was reconciled up to December, 1980 and a work programme has been set up to bring this Account up to date by the end of April, 1983.

Revenues collected were promptly banked, and Monthly Returns of Revenue were forwarded to the Secretary to the Treasury.

Monthly, quarterly, half-yearly and yearly statements/reports were prepared and dispatched to the relevant agencies as required.

4.1.1.5 Personnel

At 1982-03-31, the Personnel Section comprised the following staff:-

1	Senior Personnel Officer
1	Personnel Officer II
1	Clerk III (ag)
1	Clerk II (ag)

With the restructuring of the Ministry, the Division had a strength of the following staff with effect from 1982-04-01 inclusive:-

1	Senior Personnel Officer
1	Personnel Officer I
1	Clerk II (General)

The Personnel Division was heavily pressed with various special assignments in connection with the restructuring of the Ministry, preparation of up to date staff lists as 1982-12-31, compiling list of persons to be retrenched, classification of personnel according to new categories as per new format of Estimates. Despite the shortage of staff, the Division continued to discharge its responsibilities of recruitment, appointment, discussed discipline, etc.; as best as possible under the existing conditions. Apart from the retrenchment exercise in March, 1982, the turnover of administrative, clerical and accounting staff in the Ministry was minimal. However, there was a high turnover of the skilled and semi-skilled staff especially in the Civil Aviation Department and the Road Administration Division. Despite efforts to remedy the situation, the problem was still very much with the Ministry and may be attributed to the existing conditions of service and rates of salary/wages.

The Personnel Division also assisted in co-ordinating voluntary self-help exercises during the year. In this connection, much mobilisation was done in order to ensure maximum participation in such activities.

4.1.1.6 Registry

During the year under review the Registry Supervisor had under her supervision and control the following staff:-

1	Records Clerk
1	Despatch Clerk
3	Typist/Clerks
1	Office Assistant
1	Cleaner

In January, 1982 the Registry Supervisor was granted vacation leave for three months and the Records Clerk the most Senior Officer functioned in that capacity. One Typist/Clerk was transferred from the Section to the Road Administration Division and another Typist/Clerk and Office Assistant were retrenched.

As the nerve centre of activity, the role of the Registry in expediting the business of the Ministry cannot be overemphasized. The primary purpose of the Registry was record-keeping or records management i.e. to classify, arrange and store correspondence in an orderly and accessible manner so that documents could be found quickly and easily when needed. The Registry discharged this function with reasonable efficiency in 1982.

Apart from its day to day operations the Registry had planned to catalogue, and store closed files in an orderly manner with a view to "weeding out" obsolete files but this was not achieved due to staffing problem.

4.2 Central Transport Planning Unit

4.2.1 The main studies associated with the Unit during 1982 were as follows:-

4.2.1.1. Mabura Hill/Lethem Road Study

The Unit prepared the basic data for evaluation of the Mabura Hill/Lethem Road. Discussions between the government of Guyana and Brazil on the construction and financing of this road continued in 1982.

4.2.1.2 Deep Water Harbour Port Study

The study was undertaken by the firm of consultants Louis Berger International and commenced in April, 1982. A draft Final Report was presented in December, 1982 and by the end of the year was being reviewed within the Unit and by other government agencies concerned. It is expected that the Final Report will be submitted by March, 1983, and should lead to a feasibility and design study of the project.

4.2.1.3 Surinam/Guyana Ferry Crossing Study

The Unit monitored the study by a team of consultants of a ferry crossing between Guyana and Surinam which is separated by the Corentyne River.

4.2.1.4 Re-introduction of the Railway System Study

An expert from Rail India Technical and Economic Services (RITES) carried out investigations with the assistance of the Unit and reached the same basic conclusion as the Unit had done - that it would be more cost effective at the present time to improve the existing bus services where the rail system had previously operated

4.2.1.5 Transport and Harbours Study

The Unit conducted studies on specific areas of operation of the Transport and Harbours Department and the Guyana Transport Services Limited examining inter alia the need for abandonment of certain routes, the need to enfranchise additional operators on other routes and the need for support of these public transport operations. A case was established for the exemption of the Guyana Transport Services Limited from certain taxes and duties.

4.2.1.6 Urban Transportation Study

The Unit resumed work on the Urban Transport Study the main activity of data collection having already been carried out in 1981. Analysis of the data and completion of the report was postponed until the return from training abroad of the Senior Transport Engineer. This report is scheduled to be finished in 1983.

4.2.1.7 Data Collection

The Unit continued work on the collection and processing of basic data on transport systems in Guyana. Much more needs to be done in this area. The Unit was unable to compile a Digest of Transport Statistics as projected in its work Programme for 1982.

Progress was slow because of the full time involvement of most members of staff including the Transport Statistician in the deep water harbour port study. The need is recognised for one or two Research Assistants who will relieve higher professionals of some of the more routine tasks of collecting and processing data.

In 1982 the Unit assumed additional responsibilities for the collection of shipping statistics in Guyana as part of a joint United Nations/Caricom project designed to improve regional shipping. The development of the data base will assist Guyana in a number of ways in its plans to extract greater benefits from the provisions of these services.

4.2.1.8 Staffing

During 1982 the Unit suffered a reduction in staff as part of the general retrenchment exercise in the Public Service. There were also two voluntary resignations. As a result the Unit now has a staff of six (6) including five (5) professionals. One officer returned from training abroad in September, 1982 while three (3) others attended a short term training course abroad between September and November, 1982. The Unit therefore functioned for most of 1982 with inadequate staff and this is reflected in lower output. There is an urgent need to rebuild the staff of the Unit to a more adequate level so that it can effectively perform the tasks entrusted to it.

4.3 Transport and Harbours Department

4.3.1 Performance Review

4.3.1.1. Ferry Services

The decrepit conditions of the ships affected optimum service being provided on the ferry services. The M.V. Malali was re-allocated to the Georgetown ferry service after it was giving problems on the Adventure service as it was hoped that the shorter distance of the former service would reduce the possibility of a complete breakdown before costly repairs were effected. Special commendation must be given to crews and maintenance personnel who were able to keep the ships operating in the face of great odds.

4.3.1.2 International Services

A small surplus was derived from the operations between Trinidad and Tobago and Guyana by the M.V. Marudi and Kanuku in the transportation of clay blocks and fertiliser. The M.V. Oranapai's operation between Columbia and Guyana resulted in losses due to the costs of electrical and mechanical repairs which had to be undertaken after each trip.

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4.3.1.3 Mazaruni Dockyard

The production of this installation has given cause for a closer look at its future continued operations. Shortage of skills and materials bodes a gloomy outlook in terms of its viability.

4.3.1.4 Revenue

The reduction of the operating deficit of the department down to \$2.0M in 1982 from \$6.6M in 1981 was due to an increase in fares, freight rates, and Harbour dues which netted revenue in the amount of \$1.4M in 1982. These increases however only became applicable in the latter half of 1982 against existing operations within a depressed economy which resulted in low levels of national and international movement of goods and ships.

4.4. Road Administration Division

There was a deterioration in respect of the staffing situation during 1982 as a result of the loss of 3 senior officers who were not replaced. The division however by reassigning duties managed to cope throughout the year. In its advisory capacity the division visited the Administrative Regions in connection with the various Road Projects which were in effect.

4.4.1 Traffic Section

Two censuses were undertaken during the year at locations in Regions 2, 3, 4, 5 and 6. Processing of the information obtained was done in computers. Traffic centres which were installed at Berbice Rosignol, Ruimveldt and Garden of Eden and designed to give traffic figures on a daily basis are still in operation. Information relating to roads mileages for our national publication "Guyana in brief" was updated. Responses from Local Authorities for more updated information on roadways which fall under their jurisdiction was poor.

Construction Section

4.4.2.1 East Bank Berbice Road Project

During the year 38.5% of the work was completed resulting in a total expenditure to date of \$14M (G). Frequent downtime of the contractors equipment was in part responsible for the poor production figure. In addition the integrity of the RC 250 was suspected and tests to determine this were undertaken.

4.4.2.2. Upper Mazaruni Road Project

The Wismar-Suribana link of this road because of its traffic density was given a higher priority over the general maintenance of the rest of this road.

4.4.2.3 Upper Demerara Forestry Road Project

There was intense activity up to mid March, 1982 on this road followed by a period of inactivity between April and December due in the main to the constraint of lack of cement. The contractor began to mobilise his forces in mid-December to complete the remaining drainage works.

4.4.3 Maintenance Section

4.4.3.1 Demerara Harbour Bridge

The maintenance of the Demerara Harbour Bridge was contracted to Guybridge Civil Engineering Company Limited because of their experiences with its construction. Generators which provided power to the retractor spans of the Bridge were replaced by a direct power cable which was installed by the Guyana Electricity Corporation. Repairs to the chords of the retractor spans were completed in September.

4.4.3.2. Georgetown Roads

The maintenance of the declared public roads in Georgetown because an added responsibility of the Division in 1982. Those roads are 33 miles in length with grass slopes measuring 339,131M². Two downward reductions in the allocation of the voted provision for maintenance caused a scaling down in the maintenance works and the shelving of others.

4.4.3.3 Project Studies

During 1982 the Division provided estimates for -

- (i) Linden Road Improvement Project - 7.8 miles
- (ii) Completion of the unconstructed Links of the East Bank Berbice Road Project - 7.48 miles
- (iii) Stanleytown to Everton Road - The costs were estimated at (i) \$2,516,267; (ii) \$11,764,737; and (iii) \$480,068

4.5 Civil Aviation Department

4.5.1 Air Traffic Services Division

4.5.1.1 The Air Traffic Services Division realised the following targets in 1982:-

- (i) Continuous normal operation of the Timhri Control Tower in the provision of Aerodrome/Approach Control Service on a twenty-four (24) hours daily basis.
- (ii) Continuous provision of Flight Information Service in spite of actual closure of the Flight Information Centre for 10% of the year. The Service during the periods of closure was provided by the Timhri Control Tower as an extra responsibility.
- (iii) Operation of Ogle Control Tower for 92% of the year. Closure of this facility as well as the Flight Information Centre had to be effected as a direct result of lack of funds to support payment of overtime.
- (iv) Operation of the Aeronautical Information Service as targeted i.e. eight (8) hours daily for the entire year.
- (v) Operation of the Communications Centre as targeted - i.e. eight (8) hours daily for the entire year.
- (vi) Operation of the Timhri Navigational facilities - Inner Marker, Outer Marker, for approximately 50% of the year. Shortage of funds for maintenance, fuel etc., contributed seriously to its required standard of operation.
- (vii) Operation of Timhri Non-Direction Beacon and Very High Frequency Omni Range operated to a level of satisfaction during the year despite their respective ages and the lack of spares.
- (viii) Installation of Distance Measuring Equipment (DME), Instrument Landing System (ILS), Very High Frequency Direction Finder (VDF), and Visual Approach Slope Indicator System for the main Runway at Timhri International Airport were completed. These Approach and Visual Landing Aids were flight checked and commissioned - all except the ILS and formally handed over by Government of Canada in December, 1982. The ILS which still requires some minor technical adjustments is planned for completion in 1983.

- (ix) The Flight Information Centre and Communications Centre were relocated, as planned, in the Control Tower Complex.

4.5.1.2 It is to be noted that no training of Air Traffic Services staff was embarked upon during the year due to the inability to recruit staff. The demands and pressures for keeping Ogle Aerodrome served by Air Traffic Control staff precluded its closure to permit the training of Aerodrome Control Officers to the level of Approach Control.

4.5.2 Licensing and Air Worthiness Division

4.5.2.1 Licensing

The Licensing Section of the Civil Aviation Department had a relatively quiet year. The anticipated increase in licensed aviation personnel did not materialise. However, there was some amount of movement of pilots and engineers which has resulted in a shortage of licensed personnel in Guyana.

The records show that of sixty two (62) pilots licensed, fifty-eight (58) renewed their licences. Of an anticipated eight (8) new licences, only two (2) were issued. However, there were several prospective pilots working towards their licences and it is expected that this will be done early in the new year.

The shortfall in licensing can be attributed to the problems with finance. The examination fees for issue of licences were increased and some pilots found it difficult to meet these costs.

There was a new and heartening development during the year - the resumption of the issuing of licences for Air Traffic Control officers. At year end two (2) licence applications were pending. It is anticipated that most of the controllers manning the Control Towers at Timehri and Ogle will be licenced by the end of 1983.

In the area of engineers' licences, there was some improvement. The renewals anticipated at thirty-two (32) were all accomplished. However, three (3) new licences were issued instead of two (2).

4.5.2.2. Airworthiness

At the beginning of the year, there were thirty-five (35) aircraft registered and operating in Guyana. It was anticipated that all the aircraft would have been submitted for inspection for Certificate Airworthiness renewal.

Due to several problems, including an accident to one aircraft and lack of spares, only twenty-eight (28) were inspected for renewal of Certificate of Airworthiness. Of these twenty-eight (28), seventeen (17) were renewed, while the others are expected to achieve this early in the new year.

The figures reveal an improvement over the 1981 airworthiness situation and augurs well for the future, in spite of the continued constraints within which aircraft operating in Guyana have to operate.

The accident/incident rates also showed an improvement. There were two (2) serious accidents, one involving a foreign registered aircraft in which five (5) persons lost their lives. There were seven (7) incidents, none resulting in serious damage to aircraft.

4.5.3

Aerodromes Division

The Airstrip Division of the Civil Aviation Department, headed by an Aviation Inspector, had the following objectives:-

- (i) To ensure that all airstrips in Guyana are properly maintained and certified; and
- (ii) To effect developmental works for upgrading certain airstrips.

The workforce to carry out the necessary maintenance work was recruited from the Civil Aviation Department's Works Branch and from the residents at the various airstrip locations within the regions. The Works Branch Staff was mainly supervisory while the labourers were from the respective airstrip locations.

The Hinterland Airstrip Development Programme (HADP) which is responsible for objective (ii) has a temporary staff establishment. The engineering expertise was provided by the Road Administrative Surveys Division, Ministry of Agriculture, and Materials Section, Ministry of Works. The other staff, equipment operators and mechanics were recruited through the Employment Exchange. The unskilled labour force were drawn from within the region in which the developmental works were effected.

The maintenance schedule for 1982 reflected that the following airstrips needed maintenance urgently, or else aircraft operations into them would have been restricted to the lighter types, and in some instances would be closed altogether to airstrip operations:-

- | | |
|--------------|---------------------|
| (a) Ebini | (f) Paruima |
| (b) Kimbia | (g) Baramita |
| (c) Bemechi | (h) Mabaruma |
| (d) Kamarang | (i) Matthew's Ridge |
| (e) Kurupung | |

4.5.3.1 The Work Programme planned for 1982 for Hinterland Airstrip Development Programme was as follows:-

- (i) To completely bitumen seal the Imbaimadai runway and also to complete the shoulders.
- (ii) To completely laterite the Apoteri Airstrip.
- (iii) To commence work on the construction of a new runway at Lethem in three phases; to complete Phases I and II.

The programme as outlined above was reduced from a requested \$2M to \$0.65M allocation. Works were restricted to within the allocated provision. Works on the Apoteri and Imbaimadai airstrips were temporarily suspended and a decision was taken to commence the construction of the new runway at Lethem.

This decision was influenced by the availability of construction equipment at Lethem during the first half of 1982 where the Civil Aviation Department successfully negotiated with Home Oil Company for the rental of bulldozers, front end loaders, trucks, etc., for the construction of the airstrip.

The entire length of the airstrip (6400' x 1508) was completely laterited. Some shoulder work was commenced with a D6 bulldozer that was rehabilitated. Spare parts for the bulldozer are available at Guystac, but the inability to expeditiously process requests for release of funds, created delays in the work schedule. Problems were also encountered with the availability of aircraft to the Department.

4.5.3.2 Air Navigation and Aeronautical Maintenance

During the calendar year 1982, the Civil Aviation Department was only able to keep the following interior beacons on the air:-

Kato; Mabaruma; Kamarang; and Aishalton.

During the latter part Pickersgill became operational.

The following beacons were withdrawn from service:-

New Amsterdam; Plantain Island; Kaieteur; and Apoteri.

The Matthew's Ridge beacon was damaged by vandals and the electrical generator stolen.

4.5.4 Airport Management Division

4.5.4.1 Maintenance and Operation

Despite the reduction in staff as a result of retrenchment this section continued its routine maintenance programme throughout the year. Repairs were effected to the Terminal Building Roof which continues to leak in few sections and provides a source of embarrassment to the Department. It has been ascertained that the roof is in dire need of major maintenance works which cannot be effected by the Department's Maintenance Section. Apart from the roof, a satisfactory level of maintenance of the Buildings, and infrastructure including the grounds, lawns and gardens, was achieved.

4.5.4.2

Transportation of Air Traffic Control and other staff was frequently effected due to unserviceable vehicles. The unavailability of spare parts and the inadequacy of serviceable and proper vehicles were factors which contributed to this situation. Timehri Airport suffered numerous interruptions of primary power supply. On a number of occasions, the secondary power supply was unavailable due to malfunctioning of the generator. It has been determined that spare parts for this generator are unavailable in the country. Towards the end of the year, the emergency generator for the Timehri Control Tower became unserviceable and remains unserviceable due to the unavailability of the required spare parts in Guyana. As such, there is presently no stand by power at the Airport. The Runway/Taxiway lighting system continued to present a problem and in December, 1982, the system collapsed. A secondary runway lighting system was installed of a new lighting system is considered a high priority. Frequent interruptions of water supply at the Airport were experienced due to interruptions of the power supply. The standby water tank at the Airport was inadequate to satisfy the Airport's requirements. Administrative control of the Airport Security Section was vested in the Commissioner of Police as of 1st January, 1982. It was felt at that time that this action would have caused an improvement in the standard of security at the airport. However, no tangible improvement in Security was observed throughout the year.

4.5.4.3 Facilities

During the year, effective control over the use of the V.I.P. Lounge was maintained. An amended list of V.I.P.'s was prepared and these persons were issued with Identification Cards bearing their names and photographs. There was significant improvement in the control/use of the V.I.P. Lounge. The V.I.P. Lounge and Presidential Lounge were completely renovated and refurnished. The Restaurant/Canteen/Bar services and duty free shop non-existent since 1981, resumed operations in May, 1982. The Dining Room/Cocktail Lounge was renovated prior to the reintroduction of this service. The 'Huckster trade' created quite an undesirable impact on the processing of passengers at the Airport and heavily taxed the resources of the Airport Authorities, Customs and Immigration Officials to curb this trade.

Renovation works accelerated in 1982 with labour inputs from the Guayna Defence Force. Notwithstanding the many constraints, the Incoming Passengers Area was completed and became functional in August, 1982. The increased space and check positions, along with increased staffing by Customs and Immigration ensured a more expeditious processing of incoming passengers and baggage. The processing time was effectively reduced by more than half that formerly taken. Work continued on the completion of the First Floor (Viewing Gallery). It is expected that this phase will be completed early in 1983 and work will commence on the Outgoing Passenger Area.

4.6 Review of Special Initiative

The compound of the Ministry of Transport was weeded and cleared by the combined staff of the Secretariat and Central Transport Planning Unit during the year. Staff drawn from all sections of the Ministry also did self-help work at Hope Estate. The Transport and Harbours initiated a special training course for Marine Engineers. In addition, the Department sponsored a radio programme titled 'Beacon Light' which dispensed information regarding the department's operations and efforts to overcome certain deficiencies in its services.

APPENDIX I

BUDGETED AND ACTUAL RECURRENT EXPENDITURE

HEAD - 43 - MINISTRY OF TRANSPORT

EXPENDITURE	BUDGETED 1982	SUPPLY PROVISION	ACTUAL 1982
<u>TOTAL DIVISION</u>	2,986,000	2,093,726	4,052,324
<u>Employment Costs</u>	718,000	41,570	640,289
<u>Wages and Salaries</u>	575,000	19,070	495,345
Administrative	120,000	11,070	130,155
Senior Technical	165,000		159,864
Other Technical and Craft Skilled	110,000		59,619
Clerical and Office Support	100,000	8,000	107,742
Semi-Skilled operatives & Un- skilled	80,000		37,965
<u>Benefits and Allowances</u>	143,000	22,500	144,944
National Insurance Scheme	28,350		26,806
Travel Allowance	69,850	22,500	85,146
Duty and Responsibility Allowance	9,050		7,041
Entertainment Allowance	2,800		2,800
Uniform and Safety Gear	1,000		540
Overtime	11,034		8,807
Acting Allowance	3,000		624
Temporary Clerical Assistance			
Personal Pensionable Allowances in lieu of Consultation Practice	17,816		13,180
Incentive	100		
<u>OTHER CHARGES</u>	2,268,000	2,052,156	3,267,091
<u>Transport, Travel and Communica- tions</u>	<u>143,000</u>		<u>61,826</u>
Local Travel and Subsistence	30,000		19,889
Vehicle spares and maintenance	70,000		24,934
Postage, Telex and Cablegrams	1,000		267
Telephone Charges	42 000		16 736
Services Purchased	435,000		169,844

EXPENDITURE	BUDGETED 1982	SUPPLY PROVISION	ACTUAL 1982
Printing and Duplicating	2,000		744
Electricity Charges	430,000		167,578
Equipment Rental and Maintenance	3,000		1,522
Materials Equipment and Supplies	77,000		31,966
Fuel and Lubricants	60,000		15,837
Office Materials and Supplies	15,000		14,998
Print and non-print materials	2,000		1,131
<u>Rental and maintenance of facilities</u>	1,000,000	2,052,156	2,696,977
Maintenance of Roads	1,000,000		644,821
Maintenance of Bridges		2,052,156	2,052,156
<u>Welfare</u>	608,000		301,803
Contribution to International Organ.	600,000		300,000
Contribution to Local Organisations	1,000		Nil
Entertainment and Meals	2,000		303
Subsidies	5,000		1,500
<u>Miscellaneous</u>	5,000		4,675
Other Miscellaneous charges	5,000		4,675

APPENDIX II

BUDGETED AND ACTUAL RECURRENT EXPENDITURE

HEAD - 45 CIVIL AVIATION

EXPENDITURE	BUDGETED 1982	SUPPLY PROVISION	ACTUAL 1982
TOTAL DIVISION	<u>3,112,900</u>	<u>12,000</u>	<u>1,726,974</u>
EMPLOYMENT COSTS	<u>957,900</u> *	<u>12,000</u>	<u>797,066</u>
Wages and salaries	721,000		609,067
Administrative	85,000		72,549
Senior Technical	36,000		8,510
Other Technical and Craft Skilled	250,000		243,134
Clerical and Office Support	100,000		74,355
Semi-Skilled Operatives and Un-skilled	250,000		210,519
Benefits and Allowances	237,000	12,000	187,992
National Insurance Scheme	80,000		51,688
Travel Allowance	37,000		24,833
Duty and Responsibility Allowance			
Uniform and Safety Gear	20,000		4,036
Overtime	99,900	12,000	107,442
Acting Allowance			
Incentives	100		

EXPENDITURE	BUDGETED 1982	SUPPLY PROVISION	ACTUAL 1982
<u>OTHER CHARGES</u>	<u>2,155,000</u>		<u>929,908</u>
Transport, Travel & Communications	251,000		101,374
Local travel and subsistence	100,000		40,483
Vehicle spares and maintenance	60,000		32,007
Postage Telex and Cablegrams	3,000		1,249
Telephone charges	88,000		27,635
<u>Services purchased</u>	<u>1,230,000</u>		<u>507,169</u>
Equipment Rental and maintenance	250,000		177,276
Printing and duplicating	10,000		2,252
Custodial and security	250,000		129,306
Electricity charges	720,000		198,335
<u>Materials equipment and supplies</u>	<u>395,000</u>		<u>219,054</u>
Field materials and supplies	70,000		39,851
Fuel and lubricants	300,000		167,571
Drugs and medical supplies	5,000		,490
Office materials and supplies	15,000		9,385
Print and non-print materials	5,000		1,757
<u>Rental and maintenance of facilities</u>	<u>212,000</u>		100,371
Maintenance of buildings	100,000		44,792
Maintenance of other infrastructure	100,000		49,949
Janitorial and cleaning services	12,000		5,630
<u>Welfare</u>	<u>65 000</u>		
Contribution to International Org.	65 000		
<u>Miscellaneous</u>	<u>2,000</u>		<u>1,940</u>
Other miscellaneous charges	2,000		1,940

APPENDIX III

BUDGETED AND ACTUAL CAPITAL EXPENDITURE 1982

Project or activity	Project Life (Years)	TYPE			Total Budgeted for the Project	Total Disbursed to date	Total Requested in Current Year	Actual Disbursement in Current Year	Estimated Percent of Project completed
		New	On Going	Completed					
SH 1 Purchase of Tugs and Barges									
SH 3 Rehabilitation of Stellings	5				300,000	280,000	280,000		
SH 4 Reconditioning of Ships	on going				400,000	400,000	400,000		
SH 5 Purchase of Equipment					400,000				
SH 6 Cargo Vessel	10				400,000	400,000	400,000		
SH 8 Dredger/Dredging Equipment	10				5,000,000	7,500,000	7,500,000		

BUDGETED AND ACTUAL CAPITAL EXPENDITURE

DIVISION 528 - MINISTRY OF TRANSPORT

Project or activity	Project Life (Year)	New	TYPE		FINANCING			STATUS	
			On Going	Completed	Total Budgeted for the Project	Total Disbursed to Date	Total Requested in Current Year		Actual Disbursement in Current Year
-									
SH 10 Rehabilitation of Timehri Airport	Phase I From '76				-	2,195,474	388,000	367,703	Estimated Percent of Project completed
<u>SH 11</u> Hinterland Airstrips	From '76				-	5,557,020	780,000	779,900	
SH 13 Purchase of Equipment					200,000	170,000	170,000	170,000	
SH 14 CTPU Survey Studies					800,000	555,647	700,000	495,647	
SH 15 CTPU Equipment					50,000	-	-	-	
SH 16 Road Research Programme					100,000	79,030	100,000	79,030	
<u>SH 17</u> East Bank Berbice Road					7,350,000		7,350,000	5,903,708	
<u>SH 19</u> Upper Mazaruni Rd Project							100,000	80,000	
SH 20 Inner Demerara Forestry	5				\$20,88M	15,780,000	800,000	800,000	

Project or activity	Project Life (Years)	TYPE			FINANCING				STATUS
		New	On Going	Completed	Total Budgeted to date	Total Disbursed to date	Total Requested in current year	Actual Disbursement in current year	Estimated Percent of Project completed
SH 21									
Upper Demerara Forestry Road Project (Consultancy Fees)	5			-	613,757.75	84,896	100,000	84,896	95%
<u>SH 22</u>									
Bartica - Issano Road	1						500,000	397,172	
SH 24									
Capital Contribution to WISCO							188,000	188,000	