

TRANSPORT ADVISORY COMMITTEE

Wednesday 8th June 2022
PWD Conference Room

AGENDA

PART 1

1. **Apologies for absence**
2. **Declarations of interest (*if required*)**
3. **Confirmation of the Minutes of the meeting held on 8th March 2022** Already issued
4. **Matters arising from the Minutes of the meeting held on 8th March 2022**
5. **Proposed Amendment to TAC Terms of Reference** Paper attached
6. **Responses to Lay Members questions** Paper attached
7. **FIGAS Update** Paper attached
8. **Highways Update June 2022** Paper attached
9. **Highways Open Budget Split 2022-23** Paper attached
10. **Lay Membership – Expressions of Interest** Paper attached
11. **Request for assistance – FIDC** Paper attached
12. **Ramps & Jetties update** Paper attached
13. **Date of Next Meeting – Thursday 8th September 2022**
14. **Exclusion of Press and Public**

The public are likely to be excluded from the meeting for this/these item(s) of business by virtue of paragraph(s) 7, 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012

The Chairman to move as follows:

“I move that the press and public be now excluded on the ground that the next items of business to be considered are likely to disclose exempt information under paragraph(s) 7, 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012.”

PART 2

15. **Confirmation of the closed Minutes of the meeting held on 8th** Already issued

March 2022

Not for publication by virtue of paragraphs 7, 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012, relating to information about individuals, information about relevant contracts and negotiations and budgetary information.

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|------------|---|-------------------|
| 16. | Matters arising from the closed Minutes of the meeting held on 8th March 2022 | |
| 17. | Highways Closed Budget Split 2022-23 | Paper
attached |
| 18. | Camp Roads Split 2022-23 Closed | Paper
Attached |

OPEN MINUTES

TRANSPORT ADVISORY COMMITTEE
1:30 pm, Tuesday 8th March 2022,
PWD Conference Room

“These minutes are draft until confirmed by resolution at the next meeting of this Committee”

Present:	Hon Peter Biggs (Chair)	PB
	Hon Leona Roberts	LR
	David Bell (Deputy Director of Public Works)	DDPW
	Geoff Baxter (Deputy Director DCS)	DDDCS
	John Hellowell (FIDC Representative)	JH
	Nick Rendell (Islands Representative)	NR
	Marvin Clarke (Stanley Representative)	MC
In Attendance:	Adam Cockwell (Manager WBS)	AC
	Morgan Goss (GM FIGAS)	GM FIGAS
Minutes:	Anton Livermore	

PART 1 (Open)

1. Apologies for absence:

Colin Summers (DPW), Catherine de Silva Donayre (DDCS), Nyree Heathman (NH), Owen Betts (OB)

2. Declarations of Interest

PB asked for declarations of interest as and when the item arose.

3. Confirmation of the minutes of the meeting held on 14th January 2022

The minutes were confirmed with no amendments.

4. Matters arising from the minutes of the meeting held on 14th January 2022

There were no matters arising.

5. Responses to updates requested by Lay Members

5.1 Update on FXB clay airstrip surface stabilisation (GM Figas)

Progress has again been slow due to lack of resource. However, the first steps are to establish a new grass strip to enable works to be carried out on the existing grass strip. The site has been identified, to the west of the Fox Bay - Port Howard Road. An

OPEN MINUTES

initial survey has been completed and the information passed to FIGAS to confirm that the site is within permitted levels. Once we have this, we will look to get the area mown to identify more localised dips and works can then be scoped to fill and seed as required.

Alongside this PWD are working to build a cost estimate for the works to the clay strip. The current area of investigation is as to how materials can be transported from Pony's Pass Quarry in the most cost-effective manner. An initial estimate will be completed by the end of March 2022.

LR questioned what the lack of resource was – GM FIGAS advised that although the engineering survey was the responsibility of PWD, there was a delay in considering the engineering report by FIGAS.

5.2 Update on Mobile Crusher at Romford – why is nothing happening? (NH)

Works have been delayed due to the lack of available plant. The crusher has now been repaired and is ready for use but there is not a loading shovel available to service the plant. It is hoped that a shovel will be available in early March which will allow at least 4 – 6 weeks work to be completed before the end of the season.

5.3 Update on the Sea Lion Island Gulch upgrade works and is there an estimated date for the works to be completed? (JH)

The Materials for the gulch upgrade are now under manufacture. They should be shipped in March, to arrive in April/May. PWD Design Engineer is liaising with WSL and the island operator to arrange a suitable time for delivery and installation. This will have to be some time after the Concordia Bay returns from dry dock.

5.4 Sea Lion Islands need to replace their four wheel drive vehicles. For several years there has been no means of getting larger vehicles on/off the island. What is the current position in finding a solution to the problem? (JH)

No works are currently being carried out by FIG on means of getting larger vehicles on/off the island.

JH advised that the issue was potentially an issue arising in that the vehicle used for towing the fire tender for the airstrip was nearing the end of its useful life and would need to be replaced as there was no other vehicle on the Island which could do the job. It was necessary to start considering a way forward soon before the vehicle could no longer be used.

AC advised that due to regulatory issues, Workboat Services were unable to assist as the risk was too high. The beach was unsuitable for landing on and some other way was required to be found. It was suggested that in the past the MOD had been approached to assist in landing vehicles on the Islands and it may be necessary to approach them again.

JH said that he was happy to start the process and work with FIG and interested parties and report back to TAC at a later date.

PB agreed to facilitate a meeting in the future so the issues can be addressed and a sensible way forward considered.

ACTION: JH / PB

6. Roads Update

2021-2022 SEASON WORKS

March 2022 Update

6.1 Grading Works:

Grading has continued on both the east and the west

- On the west All CAT B roads and some CAT C roads, including Albemarle and Port Edgar have been completed. They will complete one more 2 week cycle on the west before returning to the east and grading from Newhaven back towards MPC.
- On the east Grading works have continued on the North Camp and San Carlos road. Breakdown has forced a pause but the majority of the works are completed.

6.2 East Roads improvements CAT B:

- Good progress has been made on the works between Newhouse and Douglas. The loss of the cook has led to a change in the working hours but it is being managed well by the team.
- It has been agreed that, due to the delay in the tender process, that the successful contractor will commence at the beginning of next season for a three-year period. Some of the funding allocated to this Financial year has been diverted to allow more works to be completed on the west.

6.3 West Roads improvements Cat A & B:

- Over 6km of the Dunnose Head/Shallow Harbour road have now been completed.
- Additional works have been agreed for completion in this season, including a small realignment and the regrading of one of the fern Hill to improve visibility.
- The additional funding required has been reallocated from the underspend on east roads for this financial year.
- Works to Boundary Hill and Hill Cove hill will also be completed before the end of this season.

6.4 Capping East Falkland Cat A:

- The parts for the crusher have now arrived and been fitted but unfortunately there is no working shovel loader to service the crusher at Romford. The crusher is instead at Bush Rincon, where it can be serviced by an excavator. This will produce the required material for the MPA edging and some capping to March Ridge.
- It is hoped to get a shovel in time to complete 4 to 6 weeks at Romford and then place the capping produced. The crusher can then remain and produce some material ahead of next season.

6.5 Cattle-grid installation:

- Due to the delay in releasing the contract there are no new cattle grids programmed to be installed in the 21/22 season.

6.6 Safety, Signage & Realignment:

- Some works are to be carried out at Port Howard at the end of the season as the plant transits through on its way back to the east.

6.7 Culvert Replacement:

- Culvert works yet to be completed at Wall Stream and the Salvador road. These works are still scheduled for completion before the end of the season.

6.8 MPA Road:

- Approx. 3.7km have now been completed with 1.3km to go. Asphalt works will be completed by the end of the month.
- Hard shoulder and marker posts works will continue until May/June
- Line works have been delayed due to an issue with the contractor. This is now under review for this season. An update will be available in a couple of weeks. LR mentioned that the white lining particularly around the schools was problematic and hoped that some work could still be done this season.

6.9 New Contracts 2021/22 onwards:

- Cattle grid contract – tender to be released during 2022
- The supply of asphalt labour to be re-released
- Road haulage framework agreement – Now in place with 4 hauliers
- East Roads improvements – Contract agreed and works start delayed until 22/23 season
- Replacement of cattle grids on the MPA Rd – Tender to be released during 2022
- Cattle grid inspection, cleaning, maintenance & replacement – works to be trialled in house for the forthcoming season.

6.10 Financial Update

- 7012 – East Road Improvements A – Spending deferred due to contract delayed start until 22/23 season. £250K transferred via SFC approval to 7021 west Roads Improvements.
- 7013 – East Road Improvements B – On track to meet forecast expenditure.
- 7014 - East Roads Capping - On track to meet forecast expenditure.
- 7016 – East Roads Crushing – Delayed spend due to breakdowns but still expecting to meet forecast expenditure.
- 7019 – Safety, signage and realignment – Expected expenditure is currently £75,000 leaving £9,000 unspent.

OPEN MINUTES

- 7021 West Road Improvements – Additional funding of £250K transferred from 7012. This will give in year spend of approx. £660,000.
- 7023 – Balance of camp roads - £80,000 currently remaining unallocated.
- 7025 – Cattle grid cleaning - On track to meet forecast expenditure.
- 7026 – Cattle grid installation - Current underspend of carried forward funds.
- 7029 – Culvert replacement - On track to meet forecast expenditure.

7. Lay Membership – call for new members

MC noted that although there was a Stanley representative on the Committee, he wondered the validity as the remit of the Committee was to consider areas of transport outside of Stanley. It was explained that Executive Council approved the additional lay member appointment in order to provide a wider representation on the Committee.

Members noted and agreed the proposal to advertise for two new lay members and to consider the applications received at the meeting scheduled for 8th June 2022.

8. Date of next Meeting

The date of the next meeting was confirmed as Wednesday 8th June 2022 at 1:30 pm in the PWD Conference Room.

9. Exclusion of Press and Public

The public were excluded from the meeting for the following items) of business by virtue of paragraphs 7, 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012

The Chairman moved as follows:

“I move that the press and public be now excluded on the ground that the next items of business to be considered are likely to disclose exempt information under paragraph(s) 7, 10 and 17 of Schedule 3 of the Committees (Public Access) Ordinance 2012.”

One member of the press left the meeting room.

OPEN MINUTES

Part 2 (Closed)

10. Confirmation of the closed Minutes of the meeting held on 14th January 2022

The minutes of the meeting held on 14th January 2022 were approved with an amendment.

11. Matters arising from the closed minutes of the meeting held on 14th January 2022

There was one matter arising from the minutes.

There being no other business, the meeting closed at 2:05 pm

**Transport Advisory Committee
Wednesday 8th June 2022**

**Proposed amendment to the Transport Advisory Committee
Terms of Reference**

The Transport Advisory Committee's Terms of Reference allow for the duties of the Committee to be undertaken.

It is proposed to extend the duties of the Committee to include specific reference to Stanley roads in addition to Camp roads. This would allow for the Committee to advise Executive Council to consider and approve expenditure on Stanley roads development and also allow for traffic management works to be undertaken. The proposal is to add a new paragraph to include Stanley specifically in Schedule 1 at para 1.3 e) as follows:

“e) Make recommendations on further planning and improvements of Stanley roads. “

Recommendation

Members are requested to approve the inclusion of the additional paragraph to the Terms of Reference and request that the Executive Council endorse the recommendation.

Schedule 1

Part I

1. DUTIES

- 1.1 The Transport Advisory Committee shall be responsible to Executive Council for all matters relating to transport in the Falkland Islands as are referred to it by Executive Council.
- 1.2 The Committee shall be chaired by a Member of Legislative Assembly to be nominated from time to time by Legislative Assembly Members. It will have a membership to be agreed by Executive Council. The Chairman may invite other persons to attend meetings of the Committee to discuss particular topics.
- 1.3 The Transport Advisory Committee shall:

- a) Make recommendations on further planning and improvements of camp roads;
- b) Review from time to time the operations of a Coastal Shipping Service and make recommendations on any revisions to the service;
- c) Take note of Camp port facilities and jetties, and advise the need for repair, new facilities and new terminals;
- d) Review from time to time the operations of internal air travel and make recommendations on any revisions to the services; and
- e) Make recommendations on further planning and improvements of Stanley roads.

In the exercise of its functions the Transport Advisory Committee shall take special note of the inter-relations between land, sea and air transportation and the effects changes to one may have on the others, regarding as its main task the making of recommendations to Executive Council as to the most cost effective long term internal transportation systems.

Version as agreed at xxxxxxxxxxxx meeting of TAC as amended by Executive Council in xxxxxx

Response to Lay Members Questions

1) Is there any plans in the future to realign Corse Bush Pass on the Hill Cove road, (the hill just before Roy Cove turn-off)

Yes, there are still plans for this re-alignment works to be carried out. It was originally delayed until the mountain top upgrade works were completed. However, this works will need to be reviewed against other priorities from within the Camp roads budget.

2) I see more signs going up in the Hill Cove area, Can we get signs, to add all the Self Catering & Accommodation units around west Falklands. Possibly this might be something for the Tourism Board to get involved with?

The tourist board have provided a list of signs that they contributed towards. If others are required then these can be considered and added to future signs orders.

3) Corriedale Farm link road?

It is unclear what the question is. ExCo approved the construction of a road to Corriedale. It is included within next seasons programme and will be tendered in June/July.

4) Harps Farm link road?

It is unclear what the question is. ExCo approved the construction of a road to Harps shed. It is included within next seasons programme and will be tendered in June/July.

5) Sound Culverts reno mattress not fitted by the contractor, what will happen now that I believe the contractor has completed their 3 year contract?

The contractor has placed some larger rock as a temporary measure. They will be returning at the beginning of the next summer season to complete the works. A retention sum is still being held.

6) The Boundary Hill capping completion? When capping works are under way, it is absolutely mad to leave sections of road uncapped as the contractor moves through the area.

Just like what happened at the top of Hell's Kitchen (Hill Cove) an 800m section was left uncapped, but the trucks continued to drive over it, while they were working in that area, now this 800m section is in fairly poor state, with some soft spots appearing, and the cause would have been from heavy trucks. Makes no sense in leaving it, which now more money & time needed to capped that 800m stretch.

The contractor was instructed to move on by the Roads Engineer. It is not clear why this decision was taken. It was hoped that the works would be completed this season but this would have meant shifting again. These works are prioritised as part of the new three year contract proposed.

7) Dunnose Head road capping works, was this good value for money?

The work is adequate and the contractor was selected through a competitive tender process. There is however, as there have been with others, room for improvement.

8) Fox Bay Village / Fox Bay West & to the south junction into Fox Bay Village road is in poor state, and more so this time of year, with peat coming up through the road in one place.

This needs to be capped/repaired.

These works have been given additional priority. Once the currently approved works have been tendered we will know if there are funds available for the next season.

9) What is the situation with the backup grass strip at Fox Bay? You will remember from previous correspondence that for a year now there isn't an option for FIGAS to land at Fox Bay when the clay strip becomes unusable, why is this? A little over a year ago FIC carried out work on the backup grass strip. Let us examine the work that they carried out. They excavated ONE trench across the grass strip and refilled it with 5/10. This work took them less than a day to complete; they used a 13 ton excavator with operator plus a 1 ton dump truck and driver. For a day's hire the excavator would cost £40 per hour with operator = £320. The dump truck and driver would cost £30 per hour with driver = £240. Which is £560 for the work on the strip. The stone is just under £25 per ton collected from Pony's Pass quarry. For a single trench they only needed one 15 ton load but they brought 2 and buried what was left. So 30 ton @ £25 per ton = £750. A day return trip for a tipper from Stanley to Fox Bay would cost no more than 10 hours driving at £40 per hour plus a Ferry return cost of £320 = £720. x 2 = £1,440 plus the cost of the stone = £2,190. So the total cost of the job was no more than £560 + £2,190 = £2,750, let's call it £3,000. The men and machinery were already on the West and accommodation was provided by FIG at the West Roads Camp in the Village.

So what was the remaining £26,000 for?

The FIC price was a fixed lump sum price and was the only one received for the work.

FIGAS weren't involved in this work and when they became aware of it made a site visit and declared it unfit to use. FIC were tasked to return to the site and carry out remedial work. This consisted of digging out most of the stone which they then tipped at the side of the strip where it remains to this day. They then backfilled the trench with topsoil excavated nearby, using FIG machinery. Is this strip usable now or not?

It was reported at the last TAC that the grass strip had been accepted and is usable. However it continues to deteriorate and alternatives need to be sought.

10) I have heard plans talking about constructing a new grass backup strip to run parallel with the Port Howard road, not far from the existing Clay strip but nothing has happened so far. Is this option likely to be progressed in the near future?

The potential new site has been walked and inspected. A survey has been completed and passed to FIGAS to review to ensure that it is within allowable gradients. If acceptable works will be scoped to improve the site ready for use.

11) Moving on why haven't expressions of interest been advertised for the Corriedale link Road on East Falkland and the HARPS link Road to the Woolshed on West Falkland. I know several interested parties have tried to progress these projects but with no success, why?

One interested party has contacted PWD. It was hoped to be ready before the end of the season but due to available resource this was not achieved.

12) Why hasn't the remedial work been completed on the Warrah Culverts with the cement blocks tipped over, the Quarry not reinstated and the Cattle grid woodwork not painted?

Not aware of what work is required here. I will look into it and provide an answer separately.

13) I see work had been carried out on the Wall Stream Culverts. As far as I can see all that has been done is to install an extra culvert alongside the existing two. I was under the impression that because the existing two culvert had been joined half way across the road they needed to be replaced with full length ones ASAP. This road has already been washed away once requiring emergency remedial work so why wasn't all the work done at the same time?

The required length of culvert is not currently available. The additional culvert was added as a precautionary measure to reduce the risk of washout until the works can be re-looked at.

14) I see from the last minutes of the TAC meeting that an extra £250,000 has been allocated to the West Roads. This is on top of the £410,000 already in the budget, this makes a total spend of £660,000. What has this huge amount been spent on?

This was spent on the agreed works, approx. 11km, including a hill re-alignment and capping works

15) Are PWD satisfied that the capping works carried out in the Dunnose Head area this Season represent value for money?

The contractor has performed adequately. The materials available do not lend themselves to an ideal finish but are the best that is available in the area.

16) For two years now capping works have been promised by PWD to be carried out on the Fox Bay Village roads. There were suitably qualified Contractors available to carry out this work but nothing has been done apart from the Annual Grading. These roads were built in the early nineties using Tractors and Trailers to haul material loaded by a JCB 3CX. In many places there is little or no material left. These roads are the busiest on West Falkland used by Private, Commercial and Military Vehicles. The Fox Bay Airstrip , the Military refuelling site , the Fuel Depot, the West Falkland Co-operative Store and the regular Freight and fuel run by Workboat services and the West Roads Accommodation all contributing to accumulating wear and tear. Can plans be made to guarantee this work will be carried out next Season?

These works have been given additional priority. However, at this time there is no guarantee that funds can be made available for next season. Once the currently approved works have been tendered we will know if there are funds available for the next season.



The Falkland Islands Government

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30 May 2022

FIGAS Update

New Aircraft

Covid19 and the current global economic decline has adversely affected delivery of the new aircraft. Britten-Norman Ltd recently provided an update which indicated a potential customer acceptance date around the end of April 2023. Delivery of the aircraft would be programmed shortly thereafter with a potential arrival around the middle of May 2023. FIGAS have frequent contact with Britten-Norman Ltd via conference calls and face-to-face meetings to ensure construction momentum is maintained.

Summer Season 2022-2023

Major aircraft maintenance is scheduled to ensure service resilience throughout the year. Obviously, with the winter season having fewer passengers than the summer, FIGAS use this period to carry out as much of the major inspections, modifications and/or repairs as possible to ensure the majority of aircraft are serviceable for the busier tourist season.

Unfortunately, the asymmetric seasonal work demand creates another pinch point where maintenance staff need to take annual leave during the winter. This phenomenon is a recognised perennial issue but it does negatively impact aircraft maintenance productivity. Despite this, our maintenance team always manage to ensure as many aircraft as possible are serviceable for the peak season (December, January and February).

Happily, the first wave of Covid19 has passed through Aviation Services without too much disruption to aircraft maintenance or service provision.

Aviation Services remain confident that they will be well prepared with staff and finances to meet the demands of the coming summer season despite the delay in delivery of the new aircraft.

2021-2022 SEASON WORKS

June 2022 Update

STAFFING:

- Although much improved with two further agency workers joining the team there are still a number of vacancies.
- The Two senior Foremen are currently acting up and it has been identified, that if they continue to do so then only one of the two senior roles will need to be filled. The proposal is to trial this for the next season but hold the assistant's role in reserve if required.
- Interviews have concluded for the Road Engineer's role and an offer has been made.

GRADING WORKS:

Grading has continued on both the east and the west

- On the west All CAT B roads and some CAT C roads, including Albemarle and Port Edgar have been completed.
- On the east all CAT B roads and most CAT C roads, with the exception of the Salvador road, have been graded twice.
- The remaining unsurfaced sections of the MPA road have been graded several times.

EAST ROADS IMPROVEMENTS CAT B:

- Approx. 10 km have been completed, starting 2km west of Hope Cottage and finishing just past Newhouse at the beginning of the section known as Bob's Rollercoaster.

WEST ROADS IMPROVEMENTS CAT A & B:

- Over 11km of the Dunnose Head/Shallow Harbour road have now been completed.
- Additional works were agreed for completion in this season, including a small realignment and the regrading of the Fern Hill to improve visibility.

CAPPING EAST FALKLAND CAT A:

- Due to delays we have not achieved any additional capping this season.
- However, the crusher is now at the borrow pit ready to start work, drilling commenced on the 16th May and a blast is planned for the week commencing 15th June and the intention is to crush 50,000 tonnes through the winter ready for the next summer season.

CATTLEGRID INSTALLATION:

- Due to the delay in releasing the contract there are no new cattle grids programmed to be installed in the 21/22 season.

SAFETY, SIGNAGE & REALIGNMENT:

- Rocks have been cleared from the old temporary high tide ramp. This will be checked for use on the next low tide, once the Concordia bay is back in the islands.

CULVERT REPLACEMENT:

- Culvert works yet to be completed at Wall Stream and the Salvador road. These works are still scheduled for completion before the end of the season.

MPA Road:

- Approx. 5.1km were completed this season, finishing just to the east of the frying pan.
- Hard shoulder and marker posts works commenced in May and will continue through June and July.
- Line works were cancelled due to the contractor not being able to supply the required staff this season. This contract is currently under review.

New Contracts 2021/22 onwards:

- Cattle grid contract – tender to be released June/July 2022
- The supply of asphalt labour to be re-released June/July 2022
- Road haulage framework agreement – Now in place with 4 hauliers
- East Roads improvements – Contract agreed and works start delayed until 22/23 season
- Replacement of cattle grids on the MPA Rd – Tender to be released during 2022
- Cattle grid inspection, cleaning, maintenance & replacement – works to be trialled in house for the forthcoming season.
- West road improvements – tender to be released in June/July 2022
- Doyle Farm – tender to be released June/July 2022
- Culvert contract – currently under review but likely to be released June/July 2022

Financial Update

- 7012 – East Road Improvements A – Spending deferred due to contract delayed start until 22/23 season. £285k transferred to 7021 west Roads Improvements. £1k to 7017 west roads capping to cover previous overspend and £95k transferred to cover extra works completed on 7013 East Road Improvements B.
- 7013 – East Road Improvements B – Almost 10 k completed. Additional funds allocated from 7012 bringing total in year spend to approx. £520k
- 7014 - East Roads Capping – Proposed works not all completed due to crusher not being available. Approx. £260K spent. Approx. £200k to be transferred to 7016 East roads Crushing to allow additional material to be prepared through the winter period.
- 7016 – East Roads Crushing – Delayed spend due to breakdowns but still expecting to meet forecast expenditure. To date have achieved approx. £240k spend approx. £200 remaining, combined with transferred funds from 7014 will allow additional material to be stockpiled during the winter period.

- 7019 – Safety, signage and realignment – Expected expenditure is currently £75,000 leaving £9,000 unspent.
- 7021 West Road Improvements – Additional funding of £285K transferred from 7012. This will give in year spend of approx. £695,000.
- 7023 – Balance of camp roads - £80,000 currently remaining unallocated. To be requested as a carry over towards new camp roads as agreed by ExCo.
- 7025 – Cattle grid cleaning – More than the proposed works have been completed. Expected £40k underspend due to works being completed in house. Underspend proposed for release.
- 7026 – Cattle grid installation - Current underspend of carried forward funds. Small sum used for material purchase. Approx. £75k underspend proposed for release.
- 7029 – Culvert replacement – All proposed works completed. Some retention currently held. Total spend is approx. £300k. Of the remaining 190k some proposed for carry forward to assist with the new roads as approved by ExCo remainder, approx. £150 proposed for release.
- There is still some outstanding invoicing across projects which is likely to total £200,000

In Summary, of the little over £3 million that was available, approx. £2,340,000 has been spent within the financial year. This leaves an underspend of approx. £1 million of which it is proposed to carry forward £700,000 and release remainder. This will make a total of circa £3.2 million available in the next financial year.

Transport Advisory Committee

Title: Proposed funding allocation from code 7009 – 7032 for 2022/23 financial year for the road programme.

Paper Number:

Date: 8th June 2022

Responsible Director: Director Public Works

Report Author: Director Public Works

Portfolio Holder: MLA Peter Biggs

Reason for paper: This paper is submitted to Executive Council:

For policy decision (including budgetary policy)
For policy update/information

Publication: Yes some deletions are suggested as highlighted / as in the attached Schedule before publication

Previous papers:

List of Documents: N/A

1. Background:

Honourable members are recommended to approve:

1.1. And recommend to SFC that the £2,500,000 balance Camp Roads for reallocation is allocated as follows for the Financial Year 2022/23:

- | | |
|---|----------|
| • 7009 Unallocated Stores | £ 25,000 |
| • 7011 Camp roads | £XXX |
| • 7012 East Roads Improvements A | £150,000 |
| • 7013 East Roads Improvements B | £500,000 |
| • 7014 Capping East Falklands | £250,000 |
| • 7016 Crushing East Roads | £300,000 |
| • 7019 Safety, Signage & Realignment | £ 40,000 |
| • 7021 West Roads Improvements | £XXX |
| • 7022 Bridge Inspections | £XXX |
| • 7023 Balance Camp Roads for Reallocation | £ 65,000 |
| • 7025 Cattle Grid Inspection, Cleaning & Maintenance | £ 60,000 |

- 7026 Cattle Grid Installation £XXX
- 7029 Culvert Replacement £XXX

1.2 That this report is published with all highlighted redacted in line with the Committees (Public Access) Ordinance 2012, Schedule 3 paragraph 10 "Information about relevant contracts and negotiations"

2. Additional Budgetary Implications

2.1. None

3. Executive Summary

3.1. A capital allocation of £2,500,000 is approved by budget select for the purpose of Camp Roads. This paper includes the proposed allocation of the funding to specific areas of work.

4. Background (& Links to the Islands Plan and Directorate Business Plan/s)

4.1. 7009 Unallocated stores £25,000

This allocation will be used to purchase items required on any of our projects mentioned below.

4.2. 7011 Camp roads £XXX

Allocation of funds for the construction of the three approved new roads at Harps Farm, Doyle Farm and Corriedale Farm. Assuming an additional £100,000 carry over there is £XXX allocated for the completion of Harps Farm, £XXX for the completion of Corriedale Farm and £XXX for the 1st year of a three contract to construct the Doyle Farm road.

4.3. 7012 East Roads Improvements A £150,000

A total of £350,000 is required for the rebuilding of the Johnsons Harbour Rd, which includes culvert replacement, drainage & realignment works. This is assuming an approved carry over of £200,000 from the 21/22 financial year. This is in line with the contract which has been awarded.

4.4. 7013 East Roads Improvements B £500,000

This allocation is for the rebuilding of the North Camp Rd from south of Newhouse towards Port San Carlos, through the area known as Bob's rollercoaster, including culverts, drainage and realignment works.

4.5. 7014 Capping East Falkland £250,000

For the placement & spreading of capping of the East Falkland road network, by the PWD road gang.

4.6. 7016 Crushing East Roads £300,000

For crushing capping material for the East Falkland road network at Romford, Port Harriet, Bush Rincon, Canada Ronde and other locations around North Camp as required. This with the £400,000 of carry forward should allow for the production of approx. 70,000 tonnes of capping material.

4.7. 7019 Safety, Signage & Realignment £40,000

Funding to cover the purchase & placement of new directional, warning and safety signs on both the east & west.

4.8. 7021 West Roads Improvements £XXX

This is the estimated level of funding required for the 1st year of a new contract. Value is estimated as the tender is only due to be released in June/July 2022.

4.9. 7022 Bridge Inspections £XXX

This is an allocation for the three yearly inspections and assessments to be carried out on the 4 Bailey Bridges.

4.10. 7023 Balance Camp Roads for Reallocation £65,000

There is an £65,000 contingency sum which will be held over until required on any of the proposed mentioned projects.

4.11. 7025 Cattle Grid Inspection, Cleaning & Maintenance £60,000

This is to fund the continuation of the in-house works on the cleaning, maintenance and repair of existing cattle grids on both East and West Falklands. This includes the purchase and shipping of materials.

4.12. 7026 Cattle Grid Installation £XXX

Funding is for the 1st year of a 3yr contract that will be going out for tender at the start of the new financial year, and the funding also allows for the purchase of the materials required for cattle grid installations.

4.13. 7029 Culvert Replacement £XXX

Funding is for the 1st year of a new 3yr Contract for the replacement of the culverts on East & West Falkland. This contract will go out for tender during June/July and the estimate is based on previous tender values.

5. Resource Implications

5.1. Financial Implications

None.

The funds have already been voted to 7009 – 7032 Balance Camp Roads for Reallocation. This paper recommends how the reallocation should be split following appraisal of need by PWD.

5.2. Human Resource Implications

None.

5.3. Other Implications

None.

6. Legal Implications

6.1. There will be a number of new Contracts to be awarded for the proposed works and these will require Law & Regulation Dept. review and certification to comply with Financial Instructions.

7. Consultation

7.1. This paper has been presented to TAC for comment and approval before submission to ExCo. All comments and amendments have been included.

8. Communication

8.1. This paper has been discussed with the DPW & the proposed Budget split at the TAC meeting on 8th June 2022.

**Transport Advisory Committee
TAC Lay Membership – Expressions of Interest**

In response to the notice published for the filling of two Lay Members positions on the Transport Advisory Committee, the following applicants have applied:

Outer Island Representative

Louise Pole-Evans

“ I would like to put my name forward as the Outer Island Rep on the TAC. I have been chatting to Nick Rendell and he said he doesn’t wish to do another term on the TAC. I was on the committee previous to Nick, I have done quite a few terms on the TAC. It is a highly frustrating committee, but I do think it is important to have lay member representation on these committees. “

Stanley Representative

Marvin Clarke

“Having chatted with Colin last week, and, if there are no other applications for the post of Stanley Representative on the Transport Advisory Committee, I am prepared to put myself forward to fulfil this role. “

Recommendation

Members are asked to recommend to Executive Council to approve Louise Pole-Evans and Marvin Clarke to be appointed as members of the Transport Advisory Committee with effect from 28th July 2022 for a period of two years.

Transport Advisory Committee
Movement of vehicles and bulky materials on and off Sea Lion Island

An update from John Hellowell - Business Development Officer – FIDC

The tenants of Sea Lion Lodge, have for some time been aware of an emerging problem in getting large pieces of plant and equipment on and off Sea Lion Island. The tenants first made FIDC aware of a particular problem over 12 months ago and in turn the TAC was made aware.

Currently, one of the major concerns is that the vehicle used to pull the fire tender at the airstrip is in need of urgent replacement. The vehicle used for transporting goods from the Gulch to the Lodge is also in a poor condition and will need replacement very soon.

The tenants are committed to a safe operation of their business and have obligations as lease holders to maintain the island free of environmental pollutants. A pristine environment from a visitor perspective, also makes good commercial sense. Two years ago the tenants purchased a small electric vehicle to carry items from the landing strip to the lodge. However, the electric vehicle is not suitable nor capable for either towing a fire tender or carrying bulk goods from the Gulch.

The old landing area west of the Gulch is no longer suitable or safe for Workboat Services to attempt landings of bulky/heavy equipment or vehicles using Concordia Baby. Therefore the problem arises that there is no solution available on Sea Lion Island should either of the two old vehicles breakdown beyond repair.

Currently to be able to operate the island infrastructure properly several items of plant and equipment and materials will need to be landed on the island. There are also several redundant pieces of plant that need removal.

The issue was raised at the last TAC meeting and the Committee was in agreement that an approach be made to the Civil Military Liaison Officer at MPA to see if the MOD could assist.

A response has now been received indicating an agreement in principle to help and support with the issue.

Recommendation

TAC are therefore requested to endorse the application for assistance by FIDC to allow for a formal request for assistance from the MOD to be made.

May 22

Status Report for Jetties & Ramps

25.05.22 – Design Office

For week ending 20th May 2022

Sea Lion

- The German supplier, Abtei Treppenlifte Deutschland GmbH, won the contract for supply of new hi-tech electric winch, carriage, track and posts. A deposit was paid in December last year.
- We are in contact with supplier and have been advised that assembly is in progress although slow due to the shortage of materials where most suppliers have backlogs following the lifting of lockdowns. We await delivery dates.

Lively Island

- A sheet piled ramp has been proposed. Tender for the construction works was advertised in the Penguin News. The tender closes on the 6th of June.
- We are also working on supply of materials as a separate tender to speed up the process. Two local suppliers have been approached and we await response.

Speedwell – new ramp (sheet piled)

- Meetings have been held with WorkBoat Services, SAERI and ourselves to identify landing locations for Concordia Bay to enable repair works at George island and new works at Speedwell.
- SAERI are working on a fee proposal to carry out a comprehensive desk study and/or navigate the Islands. We await their response.

West Point – new ramp (precast concrete blocks & reinforced concrete runway)

- No further design works have been carried out since our last report.

Weddell - new ramp (precast concrete blocks & reinforced concrete runway)

- Design works have commenced for a new ramp.
- I expect a detailed design modelled along our earlier proposals, i.e., a precast concrete block wall with in-situ reinforced concrete ramp, to be completed by the 7th of June.

Going forward

Speedwell will be the next facility followed by West Point.