

# Multipurpose Port in Toco, Trinidad & Tobago - Project Summary

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## *Project Purpose & Components*

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The primary purpose of the Project is to provide an inter-island fast ferry port that would provide faster and more efficient travel between the two islands of Trinidad and Tobago. The facility will also provide: a modern marina allowing mooring of yachts and pleasure craft, a Coast Guard facility which will allow for increased protection and surveillance of the northern and eastern coastlines of Trinidad, and a modern fishing facility at Toco Bay. It is expected that the Project will encourage economic development in the Toco area, including increased agriculture, tourism and fisheries sector activity.

The main Project components are:

- ❖ **Inter-island Fast Ferry Terminal**
  - 2-storey port administration building (776 m<sup>2</sup>)
  - 2-storey ferry terminal building with waiting area for 300 passengers
  - Car park for 150 vehicles
  - Cargo storage shed for temporary storage of small bulk cargo
  - Marine-side facility to accommodate five 100 m ships
- ❖ **Coast Guard Facility**
  - 1-storey building (632 m<sup>2</sup>) with dormitory accommodation for about 14 persons, a recreational room, offices, mess hall, reception area, armory and holding cell
  - Marine facility accommodating two 50 m vessels
- ❖ **Marina**
  - Accommodation for approx. 30 pleasure craft vessels up to 18 m.
  - 3-storey “Captainairie” building including customs office, administration office, restaurant/bar, members lounge, and hotel/guest house with 30 rooms
- ❖ **Fishing Facility**
  - Finger piers to accommodate 40 small (10 m) and 10 large (15 m) boats
  - Fisherman’s dry and refrigerated storage and ice house
  - Repair and maintenance workshop
  - Bunkering facilities and fuel dispensing pumps
  - Fish market and “Fish fry Creole Village”
  - Police post
  - Retail commercial spaces and offices
  - Car park and small landscaped events park
- ❖ **Other Ancillary Infrastructure**
  - Wastewater treatment system designed to handle domestic grade wastewater and fish processing wastewater
  - Fuel storage facilities
  - Access road off the Paria main road
  - Breakwater structure (340 m long extending 3.5 m above mean sea level) to protect against extreme hurricane generated waves

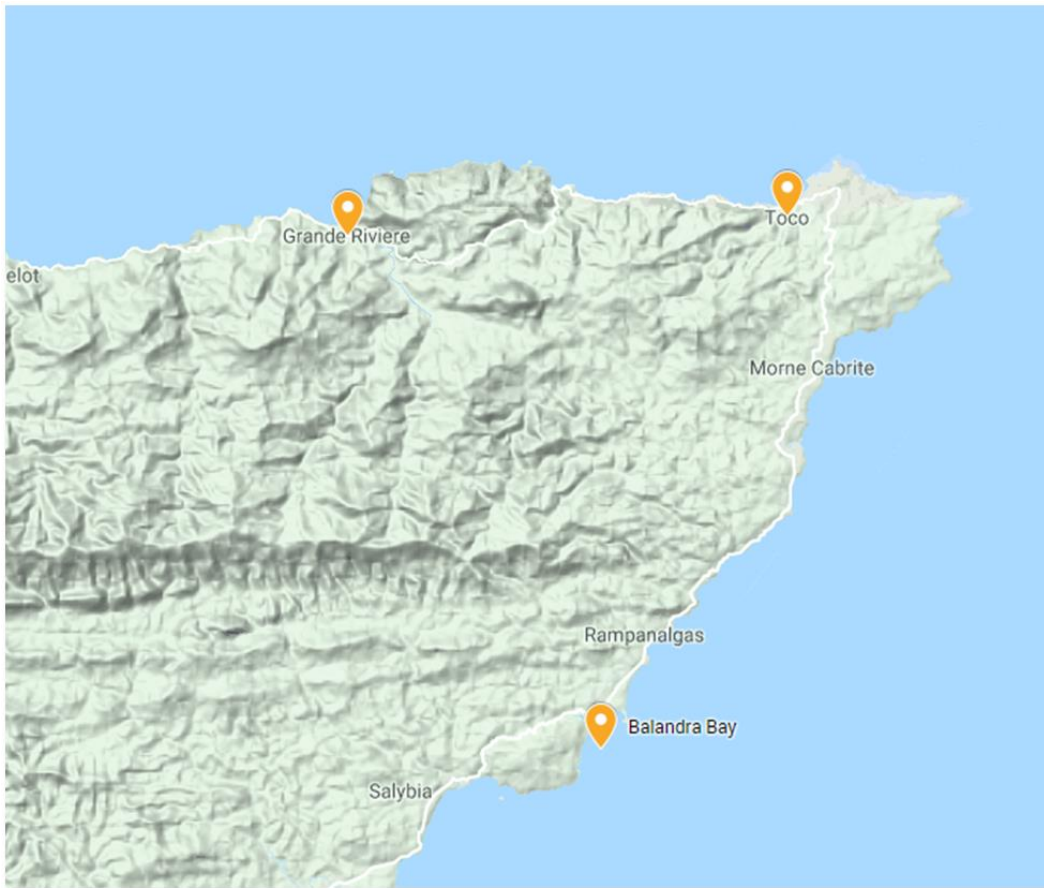
- One new drainage channel

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## ***Project Alternatives & Design***

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Three locations were considered for construction of the Project. These were Grande Riviere Bay, Toco Bay and Balandra Bay. Ultimately, Toco Bay was selected because it is the nearest point to Tobago, there is reasonably good road access, it is close to fishing grounds, and there is limited potential for impacts to rare and endangered species of flora or fauna. According to investigations carried out by the Institute of Marine Affairs, Toco Bay does not possess any critical habitat either onshore or offshore.



### **Site Alternatives Considered for the Multipurpose Port**

The final layout and configuration were selected to allow for creation of a protected navigable entry into the Port, to minimize the depth at which the breakwater is constructed, and to avoid live T&TEC cables that run from the coast of Toco to Tobago.

Forgoing the Project altogether was also considered as an alternative. If the Project is not built, there would be no disruption or adverse impacts to the physical, biological, socio-economic and cultural environment. However, travel options between the two islands of Trinidad and Tobago would remain limited, and there would be no new driver of economic development in the Toco area.

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## Project Activities

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### Site Preparation and Construction

- ❖ **Dredging:** An estimated 270,000 m<sup>3</sup> of material will be cut to accommodate the ship berths and other marine facilities. Dredged material will be used for reclamation work or disposed of at the nearest authorized landfill site.
- ❖ **Land Reclamation:** 9.7 hectares of land to be reclaimed and an estimated 518,000 m<sup>3</sup> of fill will be needed. About 75,000 m<sup>3</sup> of the fill material will be obtained from the associated dredging works). The balance of fill material will be excavated material from construction of the Valencia to Toco roadway project.
- ❖ **Construction Traffic:** During construction there will be an average of 50 heavy truck trips per day, with a peak of about 80 heavy truck trips per day due to the movement of equipment, materials, workers and wastes.
- ❖ **Worker Influx:** 200 workers will be needed at peak construction. Positions will be for a range of skill levels, from laborers to trades and senior management. It is expected that about 60% will be recruited locally.
- ❖ **Piling Works:** Construction of marine facilities (breakwater, berths, jetties, piers) will require underwater pile driving.
- ❖ **Construction of Access Road and Bridges:** The current alignment of the Paria main road will be straightened to allow for easier access to the Port facility. This will require approximately 75m of new roadway (8m wide) with one new reinforced concrete bridge on the Paria main road.
- ❖ **Construction of Buildings:** A paved area of more than 4,500 m<sup>2</sup> will be constructed on the site to accommodate the buildings described previously and the current Toco Fishing Facility will be relocated to a temporary location while a new facility is constructed.
- ❖ **Drainage and storm water management:** Two existing unnamed drainage channels will remain unchanged and an additional new channel (approx. 10m wide and 350m long) will be constructed between the Port facility and the shoreline.
- ❖ **Temporary Fishing Facility:** The existing Toco fishing facility will be demolished to make way for the Project, including the new fisheries complex. Prior to commencement of Port construction, temporary fishing facilities including two 40 ft containers containing locker rooms, washroom and security facilities will be established at Salybia Beach for the duration of the construction phase.

### Operations and Maintenance

- ❖ **Maintenance Dredging:** Regular dredging of the facility's marine infrastructure will be required to maintain safe operating conditions.
- ❖ **Marine and Road Traffic:** The port will accommodate traffic from passenger ferries, fishing boats, light cargo vessels, pleasure craft, and other marine vessels. The port area will generate increased road traffic both as a result of the regular operations of the facility (goods and equipment delivery, worker commuting), and due to induced economic activities (e.g. increased tourism, increased agriculture and fisheries trade).
- ❖ **Wastewater Generation:** Up to 30,000 gallons per day of domestic wastewater and 16,000 gallons per day of wastewater from the processing of fish will be treated at the facility's wastewater treatment plant. Treated effluent will be tested to ensure conformance with applicable standards before discharge.

- ❖ **Workers:** Approximately 50 workers will be required for operation of the new facilities. It is expected that activities at the facilities will also induce additional employment in the tourism, transportation, and other service sectors.

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### *Project Schedule*

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