

CEC6309/2021

The Establishment of an 88m long Guide Jetty as an Extension to the Existing Jetty to allow for the safe berthing and mooring of the Inter-Island Fast Ferry at the Scarborough Port, Scarborough, Tobago

PROJECT BRIEF

3rd March 2023



Employer :

National Infrastructure Development Company Limited



Lead Consultant:

C.E.P. Limited



THE ESTABLISHMENT OF AN 88M LONG GUIDE JETTY AS AN EXTENSION TO THE EXISTING JETTY TO ALLOW FOR THE SAFE BERTHING AND MOORING OF THE INTER-ISLAND FAST FERRY AT THE SCARBOROUGH PORT, SCARBOROUGH, TOBAGO

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INTRODUCTION

- The Government of the Republic of Trinidad and Tobago through the Ministry of Works and Transport (MOWT) is desirous of constructing a guide jetty at the Port of Scarborough, Tobago in an effort to increase the berthing infrastructure at the Port. The NIDCO was appointed by the MOWT to act as the Employer.
- CEP was engaged by the NIDCO to provide all the necessary engineering design services for the development of the conceptual designs for the Guide Jetty at the Port of Scarborough, Tobago.

OBJECTIVE

- The Project Objective is to develop Conceptual Designs for a Guide Jetty at Scarborough Port, Tobago in an effort to increase the berthing infrastructure at the Port.

LOCATION

- The proposed site is located at the southern end of the existing quay wall at the Port of Scarborough, due east of the cruise ship jetty.



Figure 1: The location of the proposed Guide Jetty

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PROJECT GOALS

The goals of the project are to:

- To increase the berthing infrastructure at the Port;
- To provide a conceptual design for a guide jetty at Scarborough Port;
- To provide an assessment of all the potential environmental impacts that may occur as a result of the proposed guide jetty.

STAKEHOLDER CONSULTATION PROCESS

- Stakeholders are being engaged via an online platform to reduce physical contact and gathering as a result of the current Covid-19 pandemic.
- In fulfilling the Environmental Management Authority's (EMA) requirement as per Item 5 of the Request for Further Additional Information dated November 19th, 2022, at least two (2) Public consultations, utilizing social media and online conferencing as well as two (2) Focus group meetings, one of which will be the fisherfolk. All current regulations and rules shall be adhered to in conducting the public consultations in accordance with the Public Health Regulations Legal Notice No. 56 stipulated by the Government of the Republic of Trinidad and Tobago via the Ministry of Health.
- The strategy entailed an initial scoping and ground truthing exercise, onsite in Tobago to determine the current users of the area of the proposed project as stated in the Project outline and background, who will be impacted in the immediate area in terms of businesses, traditional users and fisherfolk.
- A survey document was utilized to obtain feedback and discussions and/or comments noted. The comments/questions or stakeholder concerns are being gathered and documented to be submitted with all other requirements in the Stakeholder Engagement Report to the NIDCO.
- There shall be two (2) public consultations as follows:
 - Public Consultation No. 1 – 21st March 2023 at 5:00p.m.
 - Public Consultation No. 2 – 5th April 2023 at 5:00p.m.
- The meeting shall be via virtual conferencing through Microsoft Teams. See the meeting ID and password below:

Meeting ID: 231 923 329 002

Passcode: RNYCsp

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It shall also be broadcasted on social media platforms as follows:

- <https://www.youtube.com/@nidcotrinidad2829>
- <https://www.facebook.com/nidcoltd/>

- Feedback can be provided by emailing or contacting as follows:

Ms. Della Harripaul- Ganesh

Email address: jettyfeedback@gmail.com

Contact: 868- 465-4785

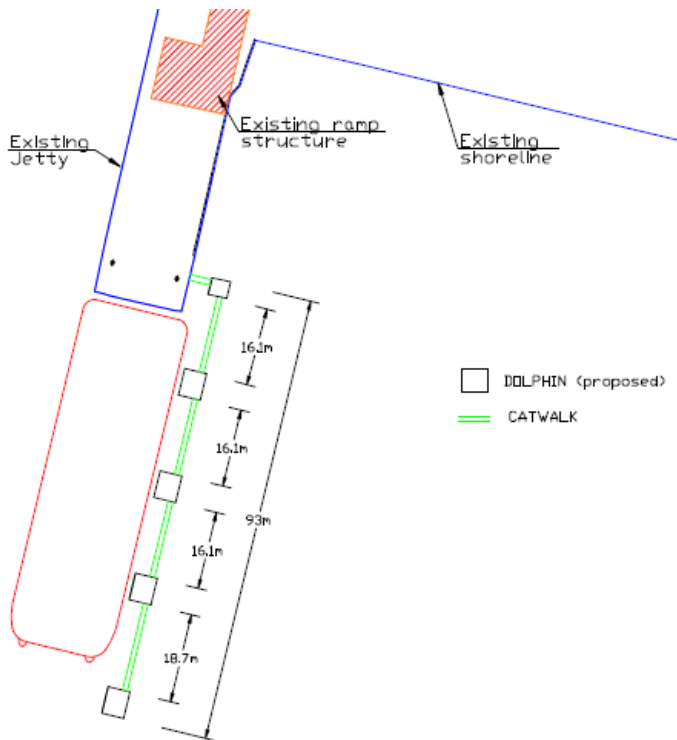
CONCEPTUAL DESIGN

- The proposed Guide Jetty will be an open-piled structure with berthing / mooring dolphins and intermediate walkways for access to the Port Authority linesmen and other staff
- Passenger boarding / disembarking will be from the stern of the vessel via the ferry ramp
- The open-piled structure has the advantage of having minimal negative impact on the marine hydrodynamic environment, i.e. the open-piled structure will allow for the free movement of waves and current without inhibiting any existing sediment transport pathways
- No dredging required as there is sufficient water depth



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- Overall length approx. 93m (305 ft)
- Four (4) dolphin structures with intermediate catwalks for Port Authority staff
- Pole-mounted lighting on each dolphin
- Fenders / bollards

BOUNDARIES OF THE PROJECT

- The location of the laydown areas is subject to approval by the Port Authority and shall be in accordance with the directives of the Port Authority such that their operations will not be affected during the Construction Phase



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CONSTRUCTION CONSIDERATIONS

- The majority of the project will be executed using floating plant and equipment (crane barge)
- On-site storage of piles and other components either within the Port Authority compound or on barge (or both)
- Major items:
 - Site surveys & positioning
 - Install piles to dolphin structures
 - Formwork and pour concrete (concrete trucks and pump to be loaded onto barge)
- Off-site prefabrication of steel catwalks and transported to site via land or sea for lifting into position once the dolphin structures are completed
- Install fenders and bollards
- The Design-Builder will be required to submit a detailed Methodology and Work Schedule prior to commencement of work
- Estimated timelines:
 - Procurement and off-site prep works / prefabrication: 2 months
 - Onsite installation of piles to dolphins: 3 weeks (per dolphin);
 - Formwork and concrete (per dolphin): 2 weeks
- Total estimated onsite construction: 6 months

POTENTIAL IMPACTS

The potential environmental impacts during the construction phase are:

- Piling/Foundation Work for the Jetty Extension: Minor sediment plumes may be created during foundation works which have no immediate impact on benthic communities or marine life within Rockly Bay.
- Generation and disposal of waste material during construction of the jetty (sub-structure and main deck components).

No direct impacts are expected during the operational phase of the project mainly because of the open piled sub-structure which will not impede general circulation/flow patterns and would not lead to any wave reflection off the new extension.

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PROPOSED MITIGATION MEASURES

- **Turbidity** - Implementation of turbidity screens or silt curtains around the work zone will limit the amount of entrained sediments in the nearshore zone and reduce the impacts of suspended sediments on the receiving marine environment. As such, turbidity will be controlled and monitored and will not negatively impact any Port operations.
- **Waste Management** - A detailed Waste Management Plan will be implemented by the main contractor during the construction phase to ensure waste is appropriately disposed of in the receiving marine environment. Certain guidelines will be published before construction commences and all involved parties will be made aware of procedures to be observed to properly dispose of any dangerous materials, chemicals, hazardous waste and general garbage.

During operations, the Port will be responsible for all waste disposal on the jetty.