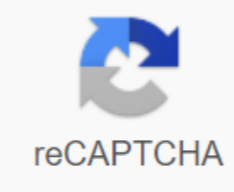




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Other companies were included in the list of companies proficenter Negocios em Infraestrutur a – Brazil; WSP Caribbean Ltd – Trinidad & Tobago; COWI A/S associated with Lagoon Design Consulting – Denmark/Guyana; Politecnica Ingegneria e Architettura Soc. Coop. in cooperation with Marcel Gaskin & Associates Ltd. – Italy/Guyana; Ballast Nedam from Netherlands; LievenseCSO Infrastructure & Environment with Econovision and Ace Consultancy – Netherlands/Suriname; Mott MacDonald Ltd. & SRKN'gineering – United Kingdom/Guyana; Egis International from France; China Harbour Engineering Co. Ltd – China and RITES LTD – India. In the meantime, those companies that have not been nominated included: Stunning Nissi Inc. of naim land sdn bhd and Naim Engineering Sdn Bhd – Guyana/Malaysia; CITE in cooperation with RNV RUSTWIJK & RUSTWIJK – Suriname; Vicar Enterprises Ltd – Trinidad & Tobago; WSP Caribbean Ltd – Trinidad & Tobago; Stantec International Ltd in cooperation with Pedelta and Ground Structures Engineering Consultants – Canada/Guyana; CBCL Ltd and Dynamic Engineering Co. Ltd – Canada/Guyana; Stuart Consulting Group of Rahman & Associates Inc., C.B. Associates and BBFL Caribbean Ltd. – USA/Guyana/Trinidad & Tobago; COWI A/S associated with Lagoon Design Consulting – Denmark/Guyana; IPRO Consult GmbH of Saikaam International Ltd – Germany; Zhejiang Provincial Institute for Communication Planning, Design & Research – China and China Shandong INTL Economic & Technical Cooperation Group Ltd – China/USA. After reviewing two proposals, the evaluation committee found one of the two specific proposals to be incompatible with what was required and the other well above budget, even after negotiations with the tenderer. Therefore, with the consent of NPTAB, mpi cancelled the tender process - added in a statement. This move reportedly left the government and the ministry in the most peculiar situation that they faithfully and conscientiously performed the outlined public procurement process and yielded zero result for a project that has national significance. Accordingly, the Ministry of Public Infrastructure requested an amendment to the budget allocation programme for the feasibility study of the River Bridge Demerara. This request was granted by the Ministry of Finance. It was then that an unwanted proposal was received from a Dutch company, one of the companies on the shortlist. This proposal reportedly provided a full package of professional services required for the feasibility study. In full transparency and transparency, the company, which had considerable technical knowledge and capabilities, was invited to present the presentation to a group of many stakeholders, including representatives of mpi, ministry of finance and other agencies. This stakeholder group considered the presentation to be consistent with the in the case of complex, technical and at a reasonable and competitive price which would ensure value for money. Given that this was an unsolicited proposal in a case where the relevant candidate was not found after a rigorous and lengthy tendering process, and there are no established rules for the award of public contracts in relation to unsolicited proposals, a cabinet document on the matter was prepared on 18 November 2016 and submitted for consideration by the Cabinet Office, the MPI statement reads. On 22 November 2016 The Cabinet Office has decided to approve the \$103,978,580 used by Demerara Harbour Bridge Corporation (DHBC) to fund Stage 1 and \$57,535,740 used by DHBC to fund Stage 2. Mpi reiterates that long procurement procedures have been faithfully followed and have not produced adequate results. It subsequently received a proposal which met the government's requirements for this project of national importance and, taking into account the relevant time constraints, it was considered in Guyana's interest to use the application. It was for this and other reasons that the cabinet's approval was requested,' the statement said. INCONVENIENCE FOR COMMUTERS The Ministry of Public Infrastructure recalled that a number of measures should be put in place to take account of the high volume of traffic at the Port Demerara Bridge (DHB) in order to reduce inconvenience for commuters. Evidence of this was seen when westbound traffic on DHB on weekday mornings, is stopped to accommodate two lanes in the West Bank and West Coast demerara, and it is the opposite in the afternoon. There is and urgently needed the construction of a new bridge across the River Demerara, and the government is aware of this and has taken all decisions, within the framework of the law, to ensure that the implementation of the new bridge is not unduly delayed. The people of Guyana deserve nothing less, the statement added. The MPI described opposition leader Bharrat Jagdeo's move to publish the report as part of an unfortunate and vicious campaign. ... this government remains committed to serving and improving the lives of the Goujan population with the utmost transparency and the highest level of responsibility, the statement concluded. According to the PPC report, only MMM Group (Canada) in conjunction with CEMCO has achieved a minimum technical score of 80 points set as a requirement to undergo a technical assessment. Their bid price was \$848,950, which exceeded the \$800,000 budget set for the project. The report notes that since the bid price exceeded the budget, a recommendation was made that the contracting entity involve the consultant in direct negotiations in order to determine the appropriate price. Therefore, on 27 July 2016, the President of nptab wrote to the Permanent Secretary of the Ministry, supported by a MPI entered into negotiations with the company concerned, but the process failed and NPTAB was informed of its decision to cancel the tender and recast the needs of the project in order to restore it at a later stage. On 3 November 2016, the Permanent Secretary wrote to the Ministry of Finance asking for permission to amend the appropriations approved for the project under the ministry's work programme for that financial year. Approval has thus been granted. The Chairman of NPTAB on 21 November 2016 wrote to the Permanent Secretary expressing the support of the entity in the recommendation of the evaluation committee to cancel the tender procedure and gave consent to the MPI to retender the project. The draft has not been re-announced, according to the report. The report also states that Public Infrastructure Minister David Patterson, in a memorandum of 18 November 2016, called on the Cabinet Office to consider and approve the use of funds from Demerara Harbour Bridge Corporation (DHBC) (Asphalt Plant Accounts) to examine the feasibility and launch of an agreement with LievenseCSO from 1 January 2017. The cabinet considered the memorandum and on November 25, 2016 approved \$161.5 million to be used with DHBC (Asphalt Plant Accounts) to cover the cost of a feasibility study for a new bridge across the Demerara River. CB & Associates is a civil engineering, consulting and project management company that provides strategic advice and innovative solutions at all stages of development, design and construction. At CB & Associates Inc. we are; Consultants At CB & Associates Inc. we are consultants who provide our clients with strategic advice, design and procedural direction at all stages of Learn More Engineers CB & Associates Inc. Providing professional civil engineering services at all stages of land use, from due diligence to design. Learn More Project Managers At CB & Associates specialize in planning, coordinating and executing projects according to specific requirements and limitations. 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