



Vanuatu Infrastructure Reconstruction and Improvement Project (VIRIP)

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Ranwadi Road

Ranwadi Road Improvement: Steel Reinforced Concrete Cantilever Retaining Wall

The Penama Small Scale Contractors (SCC) (formerly known as Island Based Contractors): Pentecost Construction, Lerana Construction and Ure

Constructions were directly awarded under W2-08-17 Ranwadi Point Road Improvements on 6 June 2018 for a total VT14,700,000. Works started early September to be complete by mid October 2018. There was a small delay to the start as a result of shipping construction materials.



The three SCC Contractors were previously trained by PWD under the Roads for Development (R4D) program. They were directly awarded in accordance with systems established under R4D in 2011 and approved by the World Bank for implementation under VIRIP. The total value of these three SCC Contracts is much less in comparison to a National Bidding Contractor engaged through the normal request for tender (RFT) process. This reduction increasingly demonstrates the continued effectiveness of SCCs and the need to preserve this rare resource for future works.



Justification

Ranwadi Point is on a key economic route with strong social importance and the only key link for the airport, the main harbour and other key social infrastructure. The route is the only access which connects North, Central and South Pentecost and several tourism investments on this part of the island including; Land Diving and Waterfall (longest waterfall in Vanuatu). The alignment of the route is just 10 – 80 meters from the coastline, which during storm surges in cyclone seasons, have hindered people from using this section of road to access essential services located elsewhere on Pentecost Island. Ranwadi Point is notoriously the most dangerous and vulnerable section along the entire route. This 60m section restricts access for vehicular traffic. Widths along this precarious section vary from 2.2m to 2.5m. Historically, minor repairs for coastal erosion and coastal protection have repeatedly failed.



Works description

Design was undertaken by the PWD Penama Province Engineers. The works involved construction of 60m Cantilever Reinforced Concrete Retaining Wall with integrated Steel Reinforced Concrete Pavements, including 40m timber guard rails.



Works had been completed very quickly, after a slow start with good quality of work achieved. This occurred with good supervision by Site Inspectors provided by PWD and BI Consulting. There were minor problems on site however together with the SCC Contractors, these issues were managed and resolved.

All round this was a successful activity from concept to design to implementation, representing good value for money for the Government with the completed works resolving a critical and dangerous access constraint along a key economic and social route.

Summary

100% Completed



Duration 130 days

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