

BETTER ROADS, BETTER ACCESS, BETTER BUSINESS

ISSUE 9

THE OFFICIAL NEWSLETTER OF FIJI ROADS AUTHORITY

Safety signage sets new standards



Nine dangerous curves on the Coral Coast have had curve advisory and safe speed signage installed.

MOTORISTS driving between Nadi and Suva are noticing a new standard of safety signage along the Coral Coast, between Talenua Village and Navutulevu Village near Sigatoka.

This is the Coral Coast Project, part of the Decade of Action for Road Safety and covering a distance of 15 kilometres that has been identified as having some of the most dangerous curves along the Queens Highway.

These dangerous or 'out of context' curves occur when a horizontal curve combines with a vertical curve at the end of a straight stretch of the road and there are no visual cues to alert the motorist to the need to take the curve at a reduced speed.

There are nine such dangerous bends within the safety project limits that now have curve advisory and safe speed signage installed. All signage is of a high intensity grade so that it will provide long term reflectivity and durability.

Large, 1.7metre x 1.2metre signage has also been installed to announce the start and finish of the safety project, and there is now a highly visible centreline along the 15 kilometre stretch of highway.

Work on the \$250,000 safety project has been carried out by Higgins Ltd.

Welcome to new Minister

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Honourable Pio Tikoduadua.

THE Fiji Roads Authority congratulates the newly appointed Minister for Infrastructure and Transport, Honourable Pio Tikoduadua, and looks forward to working closely with him and his Ministry.

New footpaths for Nasinu residents

PEDESTRIANS in Nasinu are experiencing improved safety as a result of the Nasinu Area Footpath Contract. This has seen footpaths constructed on Beaumont and Nawanawa Roads, a footpath currently under construction on Kanace Road and another soon to be completed on Kinoya Road.

Combined with a separate Fiji Roads Authority (FRA) project to upgrade 73 streetlights as identified by the Nasinu Town Council, the new footpaths are essential in an area where the majority of people walk or are dependent on public transport in order to access goods and services.

The footpaths are being constructed by



Smoothing the way for pedestrians on Kanace Road. (Inset) The Rehoboth Infrastructure Ltd team conducts a concrete pour.

local contracting company Rehoboth Infrastructure Limited owned by Managing Director Mr Sekaia Ragata, at a combined value of \$500,000, funded by the Ministry of Local Government, Urban Development, Housing and Environment.

A qualified Civil Engineer, Mr Ragata returned to Fiji after 20 years in the roading industry in New Zealand and, after a short time working with other contractors, decided to open his own contracting business.

An important aspect of his business is safety. Mr Ragata is qualified both as a New

Zealand Transport Agency

(NZTA) trainer for Level One traffic Control and a Site Traffic Management Supervisor (STMS).

He also has an employee who is a qualified civil engineer.

"We do Health and Safety in-house. We do induction for the new employees and we 'buddy' on-site to follow through normal procedures," said Mr Ragata.

Of his local workforce of 15, Mr Ragata said, " I am glad that God has given me the opportunity to open the door for these young Fijian guys to work. I am creating employment and passing on the knowledge and skills that I have got, up-skilling them to an acceptable level."

CEO's Message

Safety is paramount in everything we do and it is important to ensure that Utility companies that work on the road adopt the same approach.

A road is not just the pavement that we travel over from point A to point B, it is a 'corridor of public land' that other service providers have access to.

Fiji Roads Authority is the custodian of the service corridor, working closely with the other essential service providers Fiji Electricity Authority, Water Authority of Fiji and Telecom Fiji, as all of us have infrastructure above, beside, on and under the road. Since FRA was established, we have had some good success in imparting the safety message and are particularly pleased with improvements in traffic management. We still have some way to go, but the coming together of all utilities providers to commit to improvement is heartening.

One example of the industry working together is in the development of a Utilities Code of Practice, which we are developing with the support of the other utilities providers.

The Code of Practice will standardise practices so that working in the road corridor is easier and safer for all making for all parties that work in the road corridor. By improving practices and processes across the board, we can ensure that the practices of one service provider do not hinder the progress of others.

Working together to improve practices will mean less waste, greater efficiency, and ultimately, better and more cost effective services for Fiji - services that are delivered safely.

Signs slow motorists past Tamavua school



Motorists observe the newly installed school signs and slow down at Tamavua Primary School.

FROM Kindergarten to Class Eight, every school day as many as 1,037 children arrive and leave the grounds at Tamavua Primary School on Khalsa Road. Head Teacher Ms Hamidan Hamiz said

that now that school bus signs have been installed, motorists are taking more

Sump covers replaced in Lami



The new steel grates are hinged, allowing for easier access.

AS part of the pavement and culvert installation work taking place on Queens Road, damaged concrete sump covers are being replaced with a more durable, steel grate design of an improved standard.

Operations Supervisor Mr Steve Trappit of Fulton Hogan Hiways Joint Venture (FHHJV), said the old sump covers had deteriorated over time because of the constant flow of vehicles.

Sump covers are part of the storm water drainage system infrastructure that carries the excess water from footpaths and roads. They cover the drains and prevent people and debris from falling in but when damaged, compromise proper drainage and people's safety.

"If there are problems with drainage on the roads, we need to check these drain inlets in case there is a blockage. The concrete sump covers were heavier to lift. These new steel grates are designed with hinges allowing easier access," said Mr Trappit.

care and are slowing down before they get to the school.

"We also have the assistance of a policeman from Tamavua Police Post to help children crossing the road in the morning when it is busiest on the road.

"Before, vehicles would ignore the lollipop STOP signs and the school patrols," said Ms Hamiz.

FRA CEO Mr Neil Cook.

"It was very dangerous. The crossing is just in front of the school gate and any child could run down the driveway and onto the road. We are so grateful that the new signs help our students arrive safely at school and home again."

Nabouwalu-Dreketi progresses





Excavation and clearing work is complete and 14 bridges are being built.

WITH 51% of the 70 kilometre Nabouwalu-Dreketi Road Project completed by early October this year, the \$228 million project that had its official ground breaking ceremony in March 2013 is making excellent progress.

Fiji Roads Authority (FRA) Capital Works Manager, Mr Ian Hunter said that this significant project for Fiji will make a huge difference to transport from the South of Vanua Levu to Labasa and other parts of the island.

"It is really pleasing to see the progress on this job. The benefits are already becoming obvious to those who live alongside this road or use it to transport goods down to the ferries at Nabouwalu," said Mr Hunter. Onsite the excavation and clearing work is now complete with the contractors, China Railway First Group, laying the sub grade, sub base and base course, and completing 98% of the culvert work along the highway.

In addition, 14 new bridges are being built, coastal protection work is nearly complete, the construction of new bus stops will soon begin and sealing work is expected to start before the year's end.

"The local users of the route are already noticing the huge difference from the road that was there before and over the next 12 months they will notice further gains as seal starts to be laid and bridges are completed," said Mr Hunter.

FIJI ROADS AUTHORITY

Vanuabalavu jetty to be repaired Rural and



The damaged Vanuabalavu jetty is unsafe and needs to be removed and replaced.

AS inter-island shipping services to Fiji's remote islands is one of the main means of communication and travel, maintaining jetties at a suitable standard of safety is an on-going concern for Fiji Roads Authority (FRA).

Amongst FRA plans for jetty upgrade projects is the damaged jetty head structure on Vanuabalavu Island.

FRA Program Manager Mr Apisai Ketenilagi said the jetty the more than 40 year old jetty had deteriorated over time and had been exposed to further structural damage caused by the berthing and ramming action of the large, heavy roll-on roll-off (Ro-ro) vessels that now service the island.

"The strength of the jetty has been compromised and its life cycle reduced," said Mr Ketenilagi.

He said people have been advised by the Maritime Safety Authority of Fiji (MSAF)

and via the media of the potential dangers of using the jetty. Despite this, people and ship operators are continuing to use the jetty, risking serious harm to people and vessels should the jetty collapse.

While the Vanuabalavu project has yet to be tendered Mr. Ketenilagi said that he would like to see a safe, temporary landing in place during the construction of the new safe, reliable, sustainable jetty to accommodate the considerable service provided by the shipping industry.

"The existing jetty needs to be removed so vessels can berth at a temporary jetty head at the end of the existing causeway and if necessary, sand dredged to accommodate their draft. Two mooring buoys would also be installed on either side of the causeway to assist ships in berthing," said Mr Ketenilagi.

Similar upgrades are also being carried out at Yasawa-i-Rara and Qarani.

Safer bus stand after Labasa upgrade



Clearing the way for greater passengers and vehicles safety at the Labasa bus stand.

AS safety is a key priority, the new layout of the soon-to-be upgraded Labasa bus stand will see a separation of pedestrian areas from the bus channels.

This will allow buses to line up and operate in an orderly fashion without endangering the lives of pedestrians.

After assessing the safety of the existing bus stand Fiji Roads Authority Maintenance Works Manager, Mr Dale Nicholls, said the existing layout of the bus stand was a risk to pedestrians and bus drivers. "Because of poor management, buses entering and exiting the bus stand did not follow any proper order and they stopped in different areas at random," he said.

As well as assessing and addressing the bus stand's safety issues

FRA has been requested by the Labasa Town Council to oversee the resurfacing of the existing bus stand.

Mr. Nicholls said that while the construction could cause short-term inconveniences for the traveling public, the newly sealed bus stand and improved, safe layout was a worthy benefit.

The upgrade is underway and until it is completed, buses will operate from the temporary bus stand situated along Jaduram Street in Labasa.





Mr Apisai Ketenilagi, FRA Programme Manager. WITH a career spanning over twenty years, Mr Apisai Ketenilagi is now the Program Manager at the Fiji Road Authority (FRA) responsible for prioritising maintenance work for rural and maritime areas.

"Part of my job is to assess which road needs upgrading or construction depending on the needs of the people in villages and rural communities so they have access to health services, education and transport," he said.

Mr Ketenilagi began his career at what was then called the Public Works Department (PWD) after graduating with a Diploma in Civil Engineering from the Fiji Institute of Technology (now Fiji National University). Subsequently, he has held senior management positions in both the PWD and the Ministry for Works.

While others call him "highly qualified," the Vatulele native says his qualifications are "reasonable and appropriate."

"I decided early on, that roads were going to be my career and during my time at PWD, I went abroad for further studies," said Mr. Ketenilagi who travelled to China and the UK to acquire his Bachelor's Degree in Civil Engineering, a Masters Degree in Science for Highway Management Engineering and a Masters Degree in Public Administration and Policy.

"A lot of my colleagues stayed back in the UK because of the demand there for specialist engineers but I returned to Fiji because the skills were needed here," he said.

Just starting his fourth month with FRA, Mr. Ketenilagi is enthusiastic about the challenge ahead.

"Access to rural and maritime areas is key to the country's development. Better infrastructure allows access for education and economic development," said Mr Ketenilagi.

Lomaloma repairs restore full access in the North



Full access has been restored at the Lomaloma slip site.

WITH the completion of repairs to the Lomaloma slip site, including newly installed guard rails, full two-lane access has been restored to the Transinsular Road that connects Savusavu with Labasa and the rest of Vanua Levu. This important road link that is vital for people to travel and transport their goods and services in the

North was reduced to a single lane road following a landslide in 2009.

"From an engineering perspective the repair of the Lomaloma slip was very difficult. There was no option but to rebuild the road where it is because it sits on a very steep ridge line and there was nowhere else that the road could be built," said Mr Ian Hunter, Fiji Roads Authority (FRA) Capital Works Manager.

This \$5.4 million contract project was carried out by China Railway First Group, whose engineers, Mr Hunter said, had to prepare a base on solid ground and build back up to the road level with engineered fill retained by fabric that is able to stand much steeper than an ordinary fill.

While the land stabilisation at Lomaloma presented its own unique set of challenges, Donald Singh, China Railway First Group Spokesman and Manager Public Relations said that high safety standards were maintained at the site throughout the construction period, including the "patient and understanding" road users who observed caution at all times.

The project was an Emergency Flood Recovery (Sector) Project, financed by the Asian Development Bank and the Government of Fiji.

Safety the priority at Davuilevu school

SAFETY has been a major concern for Davuilevu Methodist Primary School, situated on Adi Lady Davila Ganilau Rd in Nakasi, a road previously frequented by speeding motorists.

But all this has changed since Fiji Roads Authority (FRA) installed two school crossing signs several metres from the school, reminding motorists to drive carefully.

Head Teacher Mr Paiata Faga said he had been at the school for only a month but had already experienced an incident. "When I arrived there was a near accident involving a class one student almost hit by a car. Drivers had no warning



New signage reminds motorists to drive carefully at Davuilevu Methodist Primary so children can cross safely with the School Patrol.

that there was a school here and drove carelessly and oblivious drivers tried to overtake buses that stopped for students to board," he said.

Approximately 50% of the

308 students travel by bus. Now the new signage is in place, motorists slow their pace so students don't have to hurry into a run when crossing the road.

"The new signs really help

us to escort the children safely across the road in the mornings and afternoons. As important as education is, the students' safety is top priority. We are grateful for the assistance from FRA," said Mr Faga.

Fenderer's attribute information

This is the third article clarifying details covered in the FRA Contracts Industry Workshop held earlier in the year. Here we outline what is required in Tenderer's Attribute Information.

Tenderer's Attribute Information

This is important, even for Lowest Price Conforming evaluations and must be relevant and not exceed the page limits given in the Request For Tender (RFT).

Relevant Experience

If the details of how this will be scored is not specified in the RFT, relevance is scored on the following:

- How recent was the experience?
- Was it the same type of work ?
- Was it roughly the same sized project?
- Was it in the same geographic area?

Tenderer's Track Record

If the details of how this attribute will be scored is not given in the RFT, usually the track record is scored using the same projects submitted for relevant experience, as follows:

- How successful were the jobs technically and financially?
- What do your referees say about your performance?

• What does the Tender Evaluation Team know about your performance?

Financial Analysis

The financial viability of contractors undertaking work for FRA is important. A contractor's ability to complete a contract can depend on:

• How large the contract is in relation to recently completed contracts and

• The turnover of the company.

Resources

These include:

• Plant and equipment

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• Aggregates and other material

and

- Management
- Staff skills and experience

• Use of local personnel

Methodology

This attribute is usually given the greatest weighting in Attribute scoring. What the tenderer says in this statement will demonstrate their understanding of the important aspects of the project and their ability to complete successfully.

If details are not given in the RFT, the tenderer should describe how they would deal with what would be the important risks for FRA.

Programme

The tenderer's proposed programme must:

- Fit the stated contract period
- Be consistent with Methodology
- Demonstrate a logical approach to completing the project.

The final article will address The Scoring System and The Evaluation Process.