



# DEPARTMENT OF WORKS

*“Building the Nation for You”*

**THE WORLD BANK UNDER ITS ROAD MAINTENANCE AND REHABILITATION PROJECTS HAS FUNDED THE RECONSTRUCTION OF EAST-WEST HIGHWAY BETWEEN TINGOU AND MUNDRAU ON MANUS ISLAND.**

## “WAY FORWARD FOR RMRP FORCE ACCOUNT IN MANUS”

Department of Works is considering readopting one of the old methods of carrying out construction and maintenance works on roads in Papua New Guinea.

The method is called **“FORCE ACCOUNT”** or **“DAY LABOR”** which means using FF3, FF4 or purchase order to acquire fuel, labor, plant hire and other equipment. Department of Works in Manus Province has been the first province to use this method of construction and maintenance since the Government, under its privatization policy de-capacitated the **“Plant and Transport Division (PTD)”** of Department of Works. The World Bank and even other Donor Agencies were also not too keen on reviving the Force Account, because according to their understanding, it was too expensive, but Department of Works managed to convince the World Bank to have it implemented on trial basis on a section of the highway; and if it turned out to be successful, the World Bank will give its no objection to reconstruct the rest of the sections. As a result of this understanding between the World Bank and the Department of Works, this method has been used for the reconstruction of the East-West (or Somare) Highway between Tingou and Mundrau.

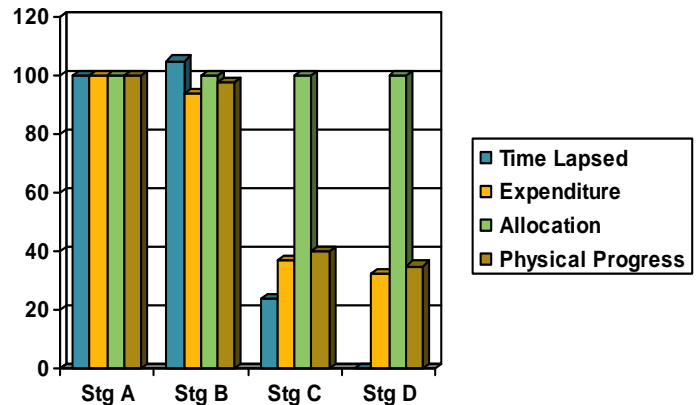


The East-West Highway reconstruction is funded by World Bank under its RMRP programmes at the value of K4.6million. The contract, No.SL/RMRP/FA/01/2010, was awarded to DoW Manus and also supervised by the Department with Cardno Acil (PNG) Limited as Project Managers. A time frame of twelve months was given. Related works commenced back in May 2010 and expected to be completed this June.

Reconstruction works has been done in four stages and as follows;

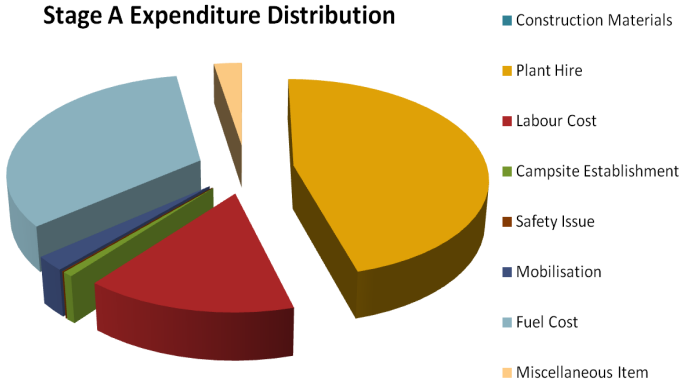
- Stage A is from Ndrulau Gravel Pit to Kawaliap, with a length of 10.6km and a duration of three months, costing K1, 098,332.00. Physical progress is 100% complete up to end of September 2010.
- Stage B is from Ndrulau Gravel Pit to Buyang village is 5.6km long with another-three month duration, costing K849, 799.00. Physical progress is 98% complete up to end of February 2011.
- Stage C is from Buyang village to Kawaliap Primary School. The length is 5.0km, also for three months duration costing K744, 432.00. Physical progress is 80% complete up to end of February 2011.
- Stage D is from Ndrulau Gravel Pit to Mundrau, a total of 6.0km. The duration is 4 months with an estimated cost of K948, 889.00. Physical progress is 35% complete up to end of February 2011.

All work requirements in each stage is basically the same which includes earth works, the installation of Gabion Retaining wall, Lined Drains, gravelling with capping layer and installing of culverts.

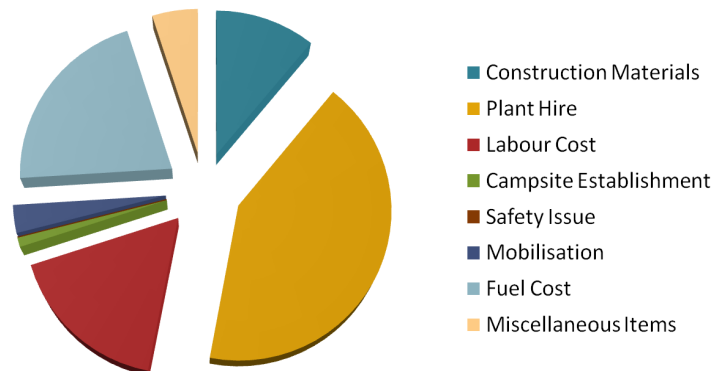


Above Left: Map of general Road Network in Manus Province, Chart showing four stages against time, expenditure, allocation and physical progress, and below is stages A & B expenditure distributions.

### Stage A Expenditure Distribution

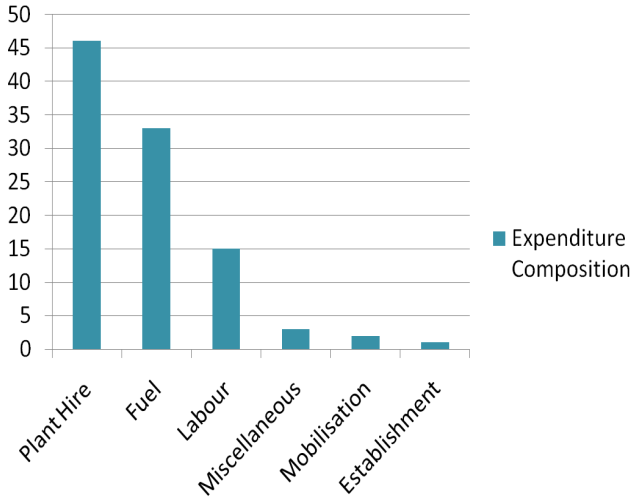


### Stage B Expenditure Distribution

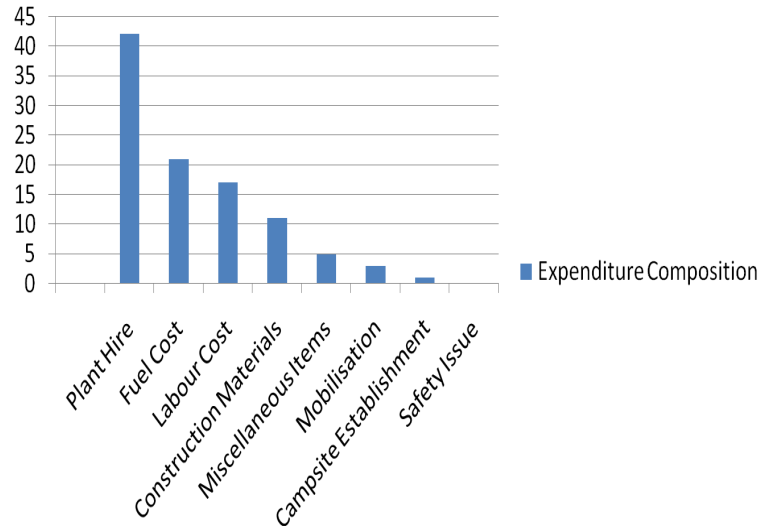


## Leading Expenditure Commitments in Stages A & B

Expenditure Composition



Expenditure Composition



“This project has made way for the roadside communities, an opportunity now to access the markets and social services such as schools and aid posts,” said Provincial Works Manager, Martin Warek.

Mr. Warek also acknowledged the participation of all Divisions of Department of Works, such as Plant & Transport, Design Services, Contract Management and Finance & Information Technology as well as Project Director (World Bank) and other stakeholders, on behalf of Works Secretary, Mr. Joel Luma. “Lastly but not the least, I would like to thank the World Bank on behalf of the road side community of Manus Province for their timely contribution to the development of road network in Manus Province” he said.

Success, failure, progress, regress, acceleration, deceleration of Force Account depend on the Provincial Accountant, Provincial Civil Engineer and Provincial Works Manager

### Matters of Significance in successfully executing Force Account

- Realistically planning all methods of execution for all tasks that will be involved.
- Based on the above, it is important to get your budget estimate close to accuracy.
- Remain focus and make sure all work is carried out as planned and estimated initially.

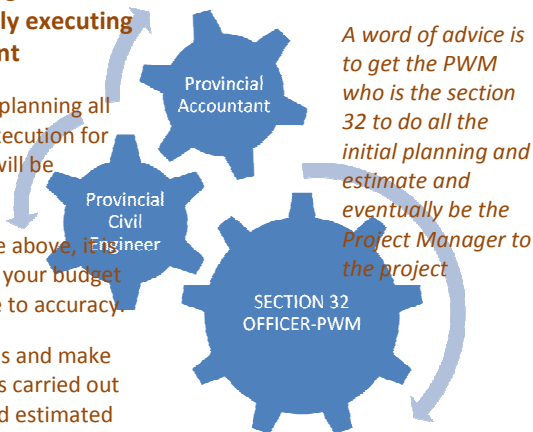


Table containing total cost for each stage against commitment and percentage completion

	Stage A	Stage B	Stage C	Stage D
Est. Cost	1,098,332.00	849,799.00	744,432.00	948,889.00
Commitment	1,099,098.08	798,809.94	276,527.78	300,551.88
Balance	(-766.08)	50,989.06	467,904.22	648,337.12
% Expended	100	94	37	32
% Completion	100	98	40	35

### Funding Reconciliation

