

Progress:

- Embankment Construction—Hawkins have completed coralline fill bunds to define the terminal area for the South Paray terminal and wharf and which will become the foundation to the new wharf.
- Coral from the wharf and channel footprint area have been relocated to west of Iririki Island, under the supervision of the Vanuatu Fisheries Department.

Program:

- There has been some changes in the work programme due to design issues. This has resulted in equipment in Santo now relocating to Vila so works can commence in South Paray.
- Currently the equipment barge is being set up in Santo
- Early June—Mobilization of equipment barge from Santo to Vila
- June—Construction of South Paray Wharf commences
- August— Cutter suction dredge to arrive at South Paray Wharf and begin dredging operation.
- 30 to 60 days dredging proposed depending on amount of rock.

Traffic Impact:

- The local community should expect an upturn in the volume of traffic around the South Paray/Lapetasi Wharf. The reason for this is due to the numbers of construction vehicles (mainly 6 wheel trucks) bringing rock fill to the site.
- Traffic management signage has been installed and should be adhered to.
- Community should be aware that there may be some vehicles exiting the site at the eastern Gate (adjacent to wharf road) and merging with traffic at this point.

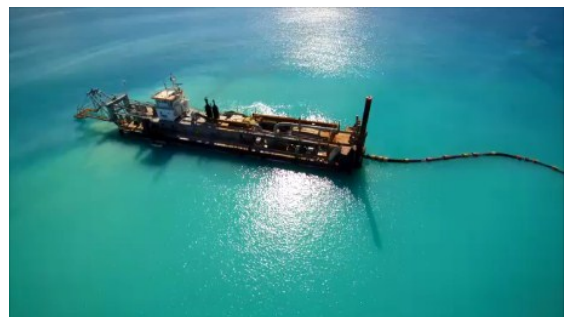
Restricted Areas:

- **Notice to Mariners** - For safety, mariners are asked to observe notices issued by the Department of Ports and Harbour and navigation aids placed around the work areas
- **Notice to Bus Drivers** - No parking is allowed at the entrance way to the site by the eastern gate (under Banyan Tree). Any fenced off area and signage put up by Hawkins must be observed and respected.
- The local community should be aware that St.Paray Wharf is now live work site and that access is restricted to fully inducted members of the site team and escorted visitors.
- There will be a number of hazards present on this work site, e.g trucks, excavators, cranes and pile driving machinery working over water and the public should not enter the work site.



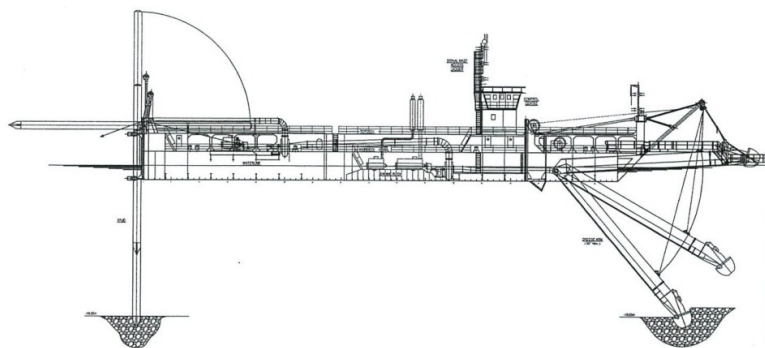
Dredging:

- A cutter suction dredge called “Amity” from Australia will be used to fill the terminal area starting on a date to be confirmed for 30 to 60 days. This dredge will be used to cut the newly proposed shipping channel at the end of the new terminal and wharf area.
- The dredge is nearly 80 metres long
- Floating pipeline of around 200 metres long will connect from the aft and of the dredge to the newly constructed outer bund.
- After the bulk of the sediments have settle out in the bund, water will be released back into the sea through a weir gate. This water may also still carry very fine suspended sediments.



Anticipated Impacts and Mitigation:

- A plume of milky-coloured water will be expected from the reclamation bund during dredging
- The milky-coloured water is fine sediments that are suspended in the water column
- The plume will be managed by a weir gate and silt curtains
- A significant plume of milky-coloured water will also be seen coming from the cutter-suction head underwater. This will be monitored closely so that sensitive sites are not affected
- A water quality monitoring plan approved by the Department of Water Resources will be implemented
- All coral identified by the Vanuatu Fisheries Department that are within the wharf and channel footprint have been relocated to the west of Iririki Island.



Asian Development Bank



The Vanuatu Inter-Island Shipping Support Project (VISSP) is jointly funded by the Asian Development Bank, the New Zealand Government and the Vanuatu Government. The project will involve construction and improving domestic wharfs and shipping services around the islands of Vanuatu. For general information regarding the project contact the Vanuatu Project Management Unit on 33240 or email vpmu@vanuatu.gov.vu. For information regarding project implementation, contact the Public Works Department on 22888.