



## LIST OF WITNESSES WRITTEN EVIDENCES

Report of the Auditor General – Performance Audit on Management of Traffic Congestion  
(Parliamentary Paper No. 11 of 2020)

<b>No.</b>	<b><i>Witnesses</i></b>	<b>Page No.</b>
1.	Ministry of Commerce, Tourism, Trade and Transport	2
2.	Land Transport Authority	20
3.	Fiji Police Force	24
4.	Fiji Roads Authority	29
5.	Ministry of Local Government	31
6.	Public Accounts Committee – Request for Supplementary Response: Ministry of Commerce, Tourism, Trade & Transport	33
7.	Public Accounts Committee – Request for Supplementary Response: Ministry of Local Government	34



19 August 2020

The Chairman  
Parliament Standing Committee on Public Accounts  
Parliament of Fiji  
PO Box 2352  
Government Buildings  
Suva

Dear Hon. Alvick Maharaj

**PAC Clarifications of Issues: Performance Audit Report on Management of Traffic Congestion  
(Parliamentary Paper No.11 of 2020)**

We acknowledge receipt of your letter dated 30 March 2020 which was addressed to the Permanent Secretary of Infrastructure, Transport, Disaster Management and Meteorological Services, Mr. Vakadravuyaca. A copy of the said correspondence has been forwarded to my office as the Permanent Secretary now responsible for Transport.

The Ministry of Commerce, Trade, Tourism and Transport (MCTTT) acknowledges the Committee's deliberations in the audit report and notes the issues that has been forwarded requiring a response. We do apologize for the late response to the issues.

However, please find attached the Ministry response to the issues raised by the Committee. MCTTT has been consulting with the Ministry of Infrastructure, Meteorological Services, Land and Mineral Resources (MOIMLMR) in regards to contributions from the Fiji Roads Authority which will be submitted through MOIMLMR.

For further clarifications, please do not hesitate to contact the Deputy Secretary of Transport, Mr. Lui Naisara on email [lui.naisara@moit.gov.fj](mailto:lui.naisara@moit.gov.fj) or mobile 9904282 or the Director of Transport, Ms. Faranisese Kinivuwai on email [Faranisese.Kinivuwai@govnet.gov.fj](mailto:Faranisese.Kinivuwai@govnet.gov.fj) or mobile 9983245.

Yours sincerely

Shaheen Ali  
Permanent Secretary for Commerce, Trade Tourism and Transport

## STANDING COMMITTEE ON PUBLIC ACCOUNTS – MINISTRY RESPONSE

### PAC CLARIFICATION OF ISSUES

#### PERFORMANCE AUDIT REPORT ON MANAGEMENT OF TRAFFIC CONGESTION (PARLIAMENTARY PAPER NO. 11 OF 2020)

---

## 1. INSTITUTIONAL FRAMEWORK

### 1.1 Legislative Framework

**Are there plans to review the Act to incorporate the differentiated role that needs to be taken up by the various transport agencies in order to avoid overlapping responsibilities that might be existing?**

The enforcement of land transport-related matters is undertaken by the Land Transport Authority, the Fiji Police Force and the municipal councils. These two agencies are already covered in the Land Transport Act. The Fiji Roads Authority is responsible for development of infrastructure, hence, they are covered by the Roads Act. The responsibility of Traffic Management Strategies is with the Land Transport Authority.

There is no overlapping of responsibilities between these agencies. However, there is a coordinating technical working group that looks at the wider scope of matching infrastructure development with the land transport needs of the country.

**With the bicycle lanes being provided (e.g. in the Suva – Nausori corridor), are there plans to review the Bicycles Act to make provision for the use of bicycles as an alternative means of transportation?**

The Bicycles Act will be reviewed and the Terms of Reference will be developed in the 2020-2021 financial year to look at provisions that will give bicycle owners/riders equal space, accessibility and rights to the usage of the road.

**What is the way forward in regards to having railways as one of the means of transportation in Fiji?**

The Ministry is looking at railways as an alternative means of transport. A pre-feasibility study has been undertaken in consultation with the experts from the Indian Railway. This report will form the basis of any future discussions with regards to considering railways as an alternative transportation mode.

### 1.2 Stakeholder Arrangement and Engagement

DOT confirmed to the audit that there were no formal agreements or MoUs between the DOT and the other agencies responsible for the transport sector. The absence of established formal agreements or MoUs may be a contributing factor in the weak coordination between relevant agencies which may lead to difficulty in achievement of common goals or

**objectives of these agencies.**

**Are there plans to introduce formal agreements or MoUs?**

There is a technical working group comprising of all the agencies dealing with land transport. The working group allows for coordination between the agencies. All agencies are governed by their respective legislations that allows for these agencies to coordinate amongst each other within the parameters of their legal requirements.

### **1.3 Policy Framework**

**The audit recommended that:**

- **DOT should review its Maritime and Transport Policy to incorporate implementation or action plans; and**
- **DOT should develop a policy or framework to guide their oversight role, including policy advice, planning, coordination and engagement with stakeholders, monitoring and evaluation of systems and processes.**

**By when do you intend to implement the above?**

The Maritime and Transport Policies have replaced the 20 year Fiji National Transport Sector Plan (1993 – 2013). The Maritime and Land Transport Policies will be reviewed along with the relevant Acts, in the 2020-2021 financial year. This Policy is for 20 years and was launched in 2014.

The Department of Transport's key role is to provide the Hon. Minister with policy advice, planning and coordination with stakeholders.

### **1.4 Integrated Transport Assessment**

**What is DOT's stand on the idea of the Integrated Transport Assessment? Have there been discussions with the relevant transport agencies on the implementation of this?**

The Ministry has begun work on an Integrated Transport Assessment, which will create an Integrated Transport Master Plan for Fiji. Integrated transport planning involves land use planning and transport planning to ensure connectivity in all three modes of transport.

A national exercise is being led by the Department of Town and Country Planning to develop an Integrated Development Master Plan along several corridors (e.g. Great Western Development Corridor etc.) around Fiji, to which the Department of Transport will contribute to.

On an operational scale, as an outcome of consultations in our technical working groups, Traffic Impact Assessments (TIA) before any development is made was proposed. The Fiji Roads Authority requires Traffic Impact Assessments (TIA) to be conducted prior to any major developments. The TIAs form part of the condition of an Integrated Transport Assessment as prerequisites for application to new development. The TIA process is a critical component of the building permits approval process.

## **1.5 National Transport Consultative Forum**

**The Department of Transport should consider:**

- **reviving the National Transport Consultative Committee (NTCC) so that this platform can be used by the heads of departments and ministries to discuss transport related issues at a strategic level and also conduct the TWG meetings to discuss matters at operational level; and**
- **Including Managing Traffic Congestion, especially the Transportation Demand Management in the agenda for the next NTCC meeting.**

**What are your views on the above recommendation?**

The Ministry will first establish the Integrated Transport Masterplan and will consider the NTCC to be the implementing arm to achieve the objectives of the Masterplan.

It should be noted that the Technical Working Group is providing the necessary coordination and consultation amongst all the relevant agencies.

## **1.6 Increased Number of Vehicles on Fiji's Road**

**What is the status of developing the scrapping policy?**

The Ministry has a draft scrapping policy and in order to have a coordinated approach, the policy will be consulted in conjunction with the Land Transport Act review. The combined consultation on the Policy and the Act will ensure that the de-registration of motor vehicles and the need to accredit agencies to process and export the scrap metal is adequately captured in the Policy and the Land Transport Act.

The Department will coordinate with the Department of Environment and all other relevant stakeholders on the implementation of Scrapping of motor vehicles in Fiji.

## **2 ADDRESSING THE TRANSPORTION DEMAND CAUSES OF CONGESTION**

### **2.1 Electronic Road Pricing Initiatives**

**Can LTA provide the total road user levied collected as of to date and how effective is this road user levy implemented to address traffic congestion?**

To be answered by LTA

**Has the Department considered other alternative electronic price initiatives that can ease traffic congestion?**

The Department is also working closely with its Korean partners on Intelligent Transport Systems (ITS), and a pre-feasibility study on the ITS (which includes the electronic road pricing system) has been completed. The intent of introducing ITS is to provide real time data, increase the efficiency

of existing roads, reduce traffic congestion and provide detour route information, improve the convenience of traffic use, prevents traffic accidents and improves traffic safety, allow efficient operation and management of the traffic system, enhances environmental conservation and energy reduction, and provides data that establishes and helps implements scientific traffic policies.

## **2.2 Public Transport Service Improvement**

**Can the Department update us on the progress of the discussions regarding the Bus Schedule Plan and National Journey Plan?**

In relation to the Bus Schedule Plan and National Journey Planner the first steps towards the delivery of this is the implementation of the Electronic Ticketing - tap in tap out for buses and minibuses.

The e-ticketing programme will provide real time information of bus location, that can be used to formulate the Bus Schedule Plan and National Journey Plan.

Furthermore, LTA has begun coordination with the Ministry of Lands on a mapping package to geo-fence every transport mode in Fiji.

**Is there any plan to work on a Transportation Demand Management Strategy to include all stakeholders where they come together to address Traffic Congestion?**

The work on the Transport Demand Management Strategy has begun through the TWG meetings and the two Phases of the Household Travel Surveys (HTS) conducted in 2015 and 2018. Also in 2015, a traffic survey on road congestion was conducted which involved the identification of travel vehicle occupancy.

The HTS is the largest and most comprehensive source of personal travel data ever collected in Fiji. It provides a comprehensive picture on the travel behavior and patterns of people surveyed in Fiji. The rationale of the HTS is to provide a 'snapshot' of how Fijians travel, the differences of travel pattern in the urban, rural and maritime areas. This information will support transport policy advice and strategic planning, and the Integrated Transport Master Plan.

## **2.3 Dedicated Bus Lane**

The audit appreciates the initiative of the **FRA** on the need to have dedicated bus lanes.

**Can **FRA** update us on the plans in place to implement these bus lanes and if there is enough resources available to carry out this exercise?**

To be answered by FRA.

## 2.4 Carpooling

**The audit noted that a survey by LTA noted that on average more than 75% of private vehicles commuting during critical times consist of either the driver only or one passenger. Can the LTA provide an update if there is any plan in place to consider Carpooling as an option to manage traffic congestion?**

Carpooling had been part of the discussions with other transport stakeholders during consultations in the Land Transport TWG meeting. However, Fiji's carpooling initiative has met strong objection from Fiji Bus Operators as they are of the view that the exchange of a fare for a service in a private vehicle is creating an illegal activity.

Carpooling is only effective when those travelling together each own a vehicle and provides a free service on a rotational basis over a period of time. It is discovered that most passengers involved in carpooling do not own vehicles. The Ministry and LTA will continue to look into how best carpooling can be implemented.

**Will the Department consider the "Park and Ride" concept?**

The Department is coordinating with FRA and LTA on the "Park and Ride" concept. FRA has identified two potential sites for mass parking, near Syria Park and the road Toga Naqavoka. In order to implement the "Park and Ride" concept. Whilst considering the sites, a number of other factors are being taken into account.

The Ministry in coordination with LTA and FRA, is working on a Best Practice Park and Ride Guide to assist with the implementation of the Park and Ride concept. This will also be included as part of the Integrated Transport Master Plan.

## 2.5 Cycling and Pedestrian

**The land transport stakeholders have identified some active low cost and environment friendly forms of travel such as cycling and walking. Can the FRA provide an update on the future plans in terms of infrastructure to support cycling and walking as a form of transportation?**

To be answered by FRA.

## 2.6 Leveraging Opportunities for transport demand management

**Can the Department confirm on the progress made regarding the strategies discussed in this Traffic Congestion Solution paper?**

The Traffic Congestion paper was developed in 2015, for a series of enforcement operations undertaken between the LTA and the Fiji Police. The paper was used as a guide in the immediate operations to address traffic congestions and a further guide to future actions in addressing Traffic Congestion. The Strategies are being continuously implemented in coordination with relevant transport sector stakeholders. Mindset change of road users is critical to address traffic congestion. This requires extensive awareness.

**What are the opportunities and progress of developing a Strategy that involves the co-operation of all stakeholders to address Traffic Congestion?**

The Ministry through the TWG will in the 2020-2021 financial year work on comprehensive strategies to address traffic congestion as well as the overall Integrated Transport Master Plan. The Ministry has available a number of policies and other reports like the Household Travel Survey that will enable better strategizing and planning.

## **2.7 Implications for Future Investment Decisions**

**Can the Department of Transport confirm on what actions are being taken to ensure that active co-ordination is undertaken between the transport stakeholders to address traffic congestion and if there is any demand management strategy being developed which involves all stakeholders?**

The Department provides a coordinating role over other Transport agencies. The establishment of TWG in Land and Maritime was to allow for coordination amongst transport agencies at the technical level. The TWG consists of both public sector officials and private sector representatives who deliberate on transport-related issues. The institutionalization of the NTCC as the implementation arm of the Integrated Transport Master Plan will lead to updated policy direction and regular update to the Cabinet on strategies for traffic management.

## **2.8 Duty of Traffic Police Officer on Public Roads**

**Are there any plans by the force to consider rostering traffic personnel's to coincide with peak travel hours?**

Should be answered by the Fiji Police Force

**Does the force study the data on travel patterns from Vodafone (e-ticketing) to help them harness their traffic congestion strategy?**

The information from Vodafone e-ticketing project is not readily available however the Ministry will write to Vodafone seeking the release of information only suitable for transport planning and policy purposes.

## **3. MONITORING, EVALUATION AND REPORTING STRATEGIES:**

### **3.1 Monitoring congestion management initiatives**

**Does the Department of Transport (DoT) plan to develop a monitoring system to carry out its monitoring task at a strategic level? How will the DOT ensure that the monitoring system will efficiently and effectively monitor the performance of the land transport sector?**



Yes, we will continue to improve our monitoring systems to ensure the effective and efficient performance of the Land Transport Sector. The Ministry's key outcomes highlighted in the National Development Plan, Ministries Strategic Development Plan, Cost Operating Plan and Budget will assist in mapping out our monitoring systems.

The Ministry will develop a monitoring tool to ensure the effective performance of the sector. Stakeholder consultations and coordination will need to be further strengthened from the existing TWG set up. The Ministry will continue to focus on monitoring its agency activities particularly conducting monthly reviews of its KPIs and activities in accordance to budgetary provisions.

Furthermore Government through the Ministry provides a quarterly grant to the Land Transport Authority. Upon signing a service level agreement, the authority is obligated to provide reports as contained in the Land Transport Act 1998. Prior to the replenishment of quarterly grants a reconciliation process is undertaken to ensure that all monies spent for operation and capital expenditure are within the government's procurement process and financial manual.

The LTA Board also has its own briefing sessions with the Hon Minister and the PS to discuss issues of national interest. In spite of this there is still room for improvement to ensure that the land transport sector is well managed.

**What is the status of this review process? What is the timeline for the review process? Does the review of the Transport Sector Master Plan include appropriate measurement systems such as specific outputs, outcomes and performance indicators to help gauge the performance of the transport sector?**

The Fiji National Transport Sector Plan 1993 has been replaced by the Land and Maritime Transport Policies 2014. As stated above the review of the strategies will on an annual basis. This will include a monitoring report on the implementation of the policies and strategies.

The review is relevant given the need to include the impacts of climate change issues, greenhouse gas emissions and most recently the effects of COVID-19. As a result of the review the Ministry also intends to formulate an Integrated Transport Master Plan.

The Master Plan will map out policies and strategies and provide a monitoring and evaluation mechanism and a comprehensive implementation plan, inclusive of timelines and agencies responsible. The review is expected to be completed in December 2020.

**Is this 20-year transport Infrastructure Investment Plan the same as the 1993 20-year Fiji National Transport Sector Plan (FNTSP)? If it is different, please elaborate on the differences and why the change from the former 1993 master plans? How has the Infrastructure Investment Plan been improved from the 1993 master plan?**

The 20-year Transport Infrastructure Investment Plan is a different from the FNTSP. The FNTSP was a 20-year transport sector policy, which expired in 2013. Whilst the investment plan is related to infrastructure development and possible partnership between investors and FRA.

The Ministry was involved in the establishment of the Infrastructure Investment Plan, however, the

coordinating role and responsibility lies with FRA. The infrastructure investment plan was more targeted on potential infrastructure investments.

In 2014, the FNTSP was replaced by the Land and Maritime Transport Policies, which was work done by the Ministry in consultation with ADB Technical Assistance. The policies are to guide transport sector planning and management and is to be reviewed at least every 5 years.

**Please explain on why the issue was eventuating in the DOT? Is there a problem of poor supervision etc. in the DOT in terms of monitoring and reporting expectations? How does the DOT plan to improve on this issue?**

Traffic congestion is closely related to socio-economic growth. The Fijian economy has continued to grow for the past decade. This has led to increase in economic activities and increase in disposable income of Fijians. Every country in the world, whether developing or developed deals with congestion.

The review of the FNTSP and development of the Land Transport Policy, which provides the policies to support the overarching national policies and strategies and provides:

- (i) overall transport sector policy direction;
- (ii) policy on cross-cutting issues including gender, climate change adaptation and mitigation, and good governance;
- (iii) policy on institutional roles and development including roles and functions of government transport agencies, delegation and outsourcing of functions, and public-private sector coordination; and
- (iv) technical policy direction for the land transport sub-sectors.

The above Policy is under review as per the review cycle. The merger of Department of Transport with the Commerce, Trade and Tourism, will enable a holistic review of the Policy, in terms of industry development, trade growth and tourism needs.

**Is the DOT aware of why the Committee was not approved? Was the Director of Transport formally advised of the non-approval of the revival of the NTCC?**

The TWG, which is a grouping of all transport sector stakeholders has been a workable solution to operationalise the resolutions of the communique. The TWG has been meeting and implementing strategies identified in the Land Transport Policy.

As the Policy, which is the guiding document is up for review, the TWG will need policy guidance from the NTCC. Hence, the NTCC will be activated in the 2020-2021 financial year to help and guide the Ministry and the TWG in the review process.

**Please explain the impact of this on the deliverables of the DOT as the NTCF has been one of the Department's main outputs every year? Is the DOT aware of why the NTCF has ceased in 2019? Is this cessation temporary?**

There has been no impact on the deliverable of the Department.

The Forum has not ceased, however, it was a policy decision in 2018, to have the Forum every 2

years. Due to the COVID-19 pandemic this year, the Forum was not held. As the Ministry is working on the review of Land and Maritime Transport Policies in the 2020-2021 financial year, the Forum can be called to obtain feedback and views of the wider group of stakeholders in the transport sector.

**How confident is the DOT that the TWG will be able to successfully achieve the same deliverables as the NTCF?**

The NTCF is dependent on the TWG to operationalize the outcomes and deliverables of the NTCF. The TWG is clustered into small groups of professional representing the industry and the public sector who have common objectives. The turnaround time of resolving issues in the TWG is much faster and more satisfying to those affected. Bureaucracy challenges are overcome through networking and roundtable '*talanoa session*'

TWG members openly participate and are appreciative when they are able to achieve satisfactory results that is beneficial to the industry and national objectives which are closely linked to the SDP and NDP.

As Chair to the TWG, the Ministry is confident of resolving most of our transport issues through the participation of selected important professionals who are influential in the transport sector. The TWG ensures that issues are dealt with and closed off whilst new transport issues are introduced. These issues of course align to the national issues as stated in the NTCF communiqués.

**How has the DOT improved the use of the TWGs as a monitoring and collaborative tool to assist in their work of planning, coordinating and monitoring activities at the strategic level? What is the process in resolving issues raised during the TWG meetings? Was the TWG appropriately captured in the Costed Operational Plan for MOIT in 2019, replacing the NTCF?**

The TWG has been a very effective tool to monitor the work at the strategic level, it takes into consideration an industry perspective. In terms of resolving issues, the private stakeholders have first-hand access to information from representatives of the Ministry, LTA, FRA, Fiji Police and other transport stakeholders, who are members of the TWGs.

The TWG does not replace the NTCF, as the TWG is not a consultative process but is an action oriented group. Purpose of the TWG is to provide an enabling framework for an efficient and affordable transportation system. The key focus is to provide appropriate policy advises and regulatory framework to create an investor friendly environment and satisfy the travelling needs of the community. This is to facilitate, promote and support trade and tourism, through transportation of goods and people.

The Cost Operational Plan adequately captures the work of the TWG.

**About the TWG**

TWG is established through invitation to relevant stakeholders. It comprises of agencies who have a national impact on the land transport sector with regards to safety systems, research,

management and technology, in collaboration with the community. For particular instances, additional stakeholders whose expertise may be required could also be in attendance upon invitation. Representatives from the following sectors may be encouraged to participate in the TWG, but not limited to:

- Identified transport stakeholders;
- Insurance companies;
- Suppliers, manufacturers and equipment; and
- Government agencies;
- Fiji Revenue and Customs;
- FCCC.

Representation of the TWG is reviewed annually or when required to ensure it continues to meet the Agenda. Members may resign from the TWG at any time by providing notice in writing to the Chair.

**The FRA, LTA and Department of Town and Country Planning agree that DOT is the lead agencies in the land transport sector have continued working in silos and that the DOT is responsible for monitoring the land transport sector at the strategic level.**

**How does the DOT plan to improve on this issue? How does the DOT and the MOIT as a whole plan to implement the recommendations specified on page 74 of the Auditor General's report?**

Currently, there is close coordination between the mentioned agencies and will continue to coordinate to ensure efficiency in the land transport sector. These agencies are part of the TWG and will continue to be part of the NTCC once the Ministry finalizes its review.

The Department will initiate in the 2020-2021 financial year the Integrated Transport Master Plan (ITMP), which will include the Land and Maritime Transport Policies and review of the respective Acts. This will be an inclusive Plan, which will include a detailed implementation matrix.

### **3.2 Governance Arrangements for monitoring and reporting**

**With the limited land space in Fiji, is expanding infrastructure still a sustainable option to ease the road congestion problem as many research studies suggest that addressing the demand side of congestion would be more sustainable and effective?**

The audit report noted that the DOT commented that they are currently working on two studies:

- (i) Sustainable Urban Transport Index project that deals with sustainability issues in the Transport Sector; and
- (ii) Study of electric vehicles project that was based on the Household Travel Survey which looks at electric vehicles as an alternative means of transport.

**What is the status of this study? Please elaborate on each of the studies? What is the timeline for the completion of each study? How will the results of the studies assist in improving the traffic congestion problem along the Suva-Nausori corridor?**

This initiative is the department taking a proactive approach to introduce best practices around the world. The SUTI is also the first in the Pacific. The Sustainable Urban Transport Index (SUTI) is based on ten indicators representing; transport system, social, economic, and environmental dimensions of sustainable urban transport. SUTI describes key aspects of sustainable urban transport for cities and help summarize, track and compare the performance of these cities with regard to sustainable urban transport systems and services.

The Sustainable Urban Transport Index (SUTI) has been completed and Cabinet submission is being prepared.

The Household Travel Survey (HTS) and the Study of Electric Vehicle (EV) are two separate projects.

HTS is the largest and most comprehensive source of personal travel data ever collected in Fiji, providing a comprehensive picture of trip making on travel patterns of people living in Fiji. The rationale of the HTS is to provide a 'snapshot' of how Fijians travel, the differences of travel between the urban, rural and maritime and the support for transport policy advice & strategic transport planning. This project is now completed and provides the Ministry with baseline data in regards to determining travel behavior patterns of the people of Fiji. From this information, further strategies will be developed to ease the Traffic Congestion.

The Study of Electric Vehicles is really the first in the Pacific to gauge whether Fiji is ready for the introduction of electric vehicles.

All the above studies are completed and will be presented to Cabinet.

**The audit report recommended that the Department of Transport, in consultation with stakeholders should:**

- (i) **Review its governance arrangements and establish mechanisms for systemic monitoring and reporting by agencies on the progress and outcomes of state-wide congestion management initiatives;**
- (ii) **Properly establish the Traffic Congestion Mitigating Committee and convene with its meetings as soon as possible; and**
- (iii) **Commit to congestion management and reduction through transportation demand management as a primary goal in the short or medium term congruent to achieving the long term vision of Sustainable Development.**

**What is the status of implementation?**

The Ministry notes the recommendations.

The review of the policies and the work on the ITMP will continue and improve the various governance structures in place to streamline and revise the mandate of the various groups.

### **3.3 Monitoring Congestion Patterns**

**According to the FRA Greater Suva Transport Strategy (GSTS), in order to assess performance, a continuous program of data collection and analysis will be required of**

**the recommended high priority projects (traffic counts, travel-time surveys, bus patronage). However, there is no data available to enable a full assessment of the holistic pattern of congestion, including volume of traffic and ratios of people to private cars.**

**How does the DOT plan to address this issue?**

The Department will continue to work toward phase 3 of the HTS and continue with SUTI, ERP project and E-vehicle feasibility study.

Meanwhile, FRA will continue with Traffic Count on Fijian roads which will support the HTS Findings.

**The audit report noted that traffic counts are conducted in isolation by the FRA and LTA.**

**Are there any plans to regularize traffic counts so that it is used to assess the overall pattern of congestion?**

To be answered by FRA and LTA

**According to the GSTS, some important data collection exercises were undertaken, including a Home Interview Survey, Journey-to-Work Survey, as well as sample vehicle occupancy surveys and vehicle counts. Unfortunately, none of these have been repeated on a regular basis since 2001, so the ability to analyze trends cannot be done formally.**

This is an incorrect observation, as the surveys mentioned above have been replaced by a single Household Travel Survey (HTS). The Home Interview Survey and the Journey-to-Work Survey were not able to provide the required information or data. The results of HTS provides the travel behavior, travel pattern and reason of travel for all surveyed household members at a given time.

**Did the DOT incorporate the results of the above mentioned studies in planning and coordinating initiatives in the land transport sector? How does the DOT plan to improve the consistencies and regularities of studies so that maximum value is achieved?**

The Department has incorporated the relevant information from the HTS in the planning and coordinating initiatives in the Land Transport Sector. We also plan to undertake Phase 3 of the HTS and other interventions like reports from e-ticketing.

**The audit report recommended that:**

- (i) Traffic counts should be conducted on a regular basis which includes the actual number of cars on the road during peak hours of the morning and afternoon; and**
- (ii) The LTA Act and FRA Act should be reviewed holistically so that responsibilities are properly demarcated in order to prevent overlapping of functions between FRA and LTA.**

**What is the status of implementation?**

Traffic count is the responsibility of FRA and LTA.

It should be noted that Traffic counts are not taken on an adhoc basis but needs to serve an

objective whether to put traffic management devices or infrastructure like bridges to better service traffic objectives.

As stated earlier the review of the Acts is part of the ITMP and will be initiated in the 2020-2021 financial year.

### **3.4 Monitoring Network Efficiency**

The audit report noted that the 2018 Household Travel Survey report revealed that Fiji has made limited use of decision-making support tools such as comparing savings in one area, for example travel times, with capital and operating costs and environmental impacts and recommend parameters and values to be used consistently for all transport projects.

Therefore, the Survey report pointed out that it was not surprising to see that there are no agreed guidelines on transport related parameters to use for modeling and evaluation purposes. The report further noted that some of these parameters such as trip generation rates by household type and region, vehicle ownership, vehicle occupancy, environmental impacts (externality unit cost per km), population growth rates, and expansion factors (i.e. peak hour today), can be extracted more or less from the Household Travel Survey results and other existing data. However, other key parameters require additional considerations and data collection except they were not part of the scope of work for the consultants who prepared the 2018 HTS report. Nevertheless, the consultants delivered some suggestions for these parameters which included:

- (i) Social Value of Travel Time Saving (business and leisure) for evaluation;
- (ii) Behavioral value of travel time savings (business and leisure) for modeling purposes;
- (iii) Value of access, transfer and wait times related to in Vehicle travel time;
- (iv) Vehicle operating costs for different modes;
- (v) Accident cost-fatalities, and injuries or varying severity;
- (vi) Transport elasticity's (including total demand mode-specific estimates for costs and times);
- (vii) Traffic growth rates; and
- (viii) Active transport parameters (benefits to society of walking and cycling).

**How does the DOT plan to address the above issue? Does the DOT have plans in place to incorporate the suggestions from the 2018 survey report in order to improve a third Household Travel Survey report, if any?**

The Department is working on a communications strategy with regards to the HTS and all issues pertaining to the results will be disseminated through the strategy. Yes, the HTS is a 3 Phased programme. The Department has completed 2 out of the 3 phases and there are plans for the 3<sup>rd</sup> Phase, which will give a holistic picture of the travel behavior pattern of the people of Fiji.

**The audit report recommended that the DOT should:**

- (i) **Make efforts to understand transport users need. An effective tool would be through running of surveys with which results are able to improve the road and transport**

system in ways that address these needs. In addition to measuring travel times which the 2015 and 2018 HTS has appropriately captured, future surveys should include a wide range of indicators, in consultation with stakeholders such as measuring delays and speeds, including the duration of peak periods, level of satisfaction, reliability and quality of road user information, etc.; and

- (ii) Ensure that key parameters identified by the Consultants of the HTS reports are considered and form part of future survey engagements.

#### **What is the status of implementation?**

The Ministry has completed 2 phases of the HTS, which is an important survey for the transport sector. And the 3<sup>rd</sup> phase of the survey will be undertaken to ensure complete and comprehensive data is available for the Ministry to work on appropriate policies. This is also in line with the holistic survey of the transportation policies and legislations.

### **3.5 Centralized System for Data Collection, Analysis and Sharing**

**The audit report noted that the National transport database has not been updated, pending license renewal. Please elaborate on the purpose of the database? What is the cause of the delay in license renewal?**

The license has been renewed annually, hence there are no delays in license renewal. The database captures all transport related data using information generated through Household Travel Survey (HTS) as its baseline, which is available for use for policy decisions.

**The audit report noted that there were various policy advices and decisions that were made as a result of reports published on the National Transport Database. This included the installation of streetlights as a result of the household travel survey phase 1 presenting a snapshot that more people used active modes of transportation such as walking. What other policy decisions and implementations eventuated as a result of analysis work done through the database.**

The HTS provides a number of recommendations that can be used for policy decision making. Some of the outcomes from the HTS, which assisted in policy decision include:

- (i) The creation of cycling paths as an alternative mode of transport.
- (ii) Encouraging the use of public transport over the use of private vehicles.
- (iii) Need to review the issue of public transport permits especially in the different provinces as provided in the report.

**The LTA has come up with a proposal to establish an Operational Control Centre (OCC) in Suva. The OCC will control the delivery of all Traffic Management Strategies, National Disaster Planning, working closely with partner agencies and the other key stakeholders such as Police, Fire, and Ambulance. The idea of the OCC came about due to the**



**significant absence of coordinated leadership in the transport sector in Fiji with many agencies focusing on their core role while not looking at the big picture. The OCC will become the Transport Management Office for Fiji where the LTA will take the lead role. What is the DOT's stand on the idea of the Operational Control Centre? Have there been any discussions between the LTA and DOT on the establishment of the OCC?**

It should be noted that the role of the Department of Transport is that of policy advice and decision. Agencies such as LTA are implementers of the policies developed at the Ministerial level. The Ministry had initially recommended the establishment of a National Transport Control Center, which is to be equivalent to an Operational Control Center. Hence, the Ministry supports the OCC and will work with LTA for the establishment.

**The audit report recommended that the DOT should:**

- (i) Given the urgency of policy directions and congestion management projects/programs, ensure that the national transport database is updated without delay; and**
- (ii) Being the agency responsible for maintaining and updating the national transport database, make efforts to properly coordinate and collate data.**

**What is the status of implementation?**

As stated that there is an existing database and the Ministry is working with partners to look at enhancing the database.

### **3.6 Monitoring into action responses/program modification**

The audit report noted that according to the 2005 Fiji transport country paper, it found that congestion had traditionally been measured through peak-hour volume/capacity ratios. It then suggested that standard measures of system performance should incorporate travel time reliability, trip length predictability, and customer satisfaction. Despite these suggestion, it was noted that there have been little to no efforts done to incorporate the above mentioned congestion measurements in any of the land transport sector's lead agencies planning documents.

**Why aren't performance indicators captured in the land transport sector lead agencies planning documents? Are officials of the lead agencies aware of performance indicators and its importance? How does the DOT plan to improve this aspect of reporting? Does the DOT plan to inform the lead agencies on the need to incorporate appropriate performance indicators in their planning documents so that activities are matched with the planned outputs and outcomes and reported successfully at regular intervals?**

The Audit Report has picked on outdated reports. Since the 2005 Fiji Transport Country Paper, there has been a number of plans and policies that have been developed. The 5-Year and 20-Year National Development Plan (NDP), sets the new platform in terms of national vision. This resulted in the Land and Maritime Policies being endorsed in 2016. All strategies with regards to performance indicators is properly prescribed in the NDP and the Land and Maritime Transport Policies. This is also filtered down to Strategic Development Plans for the different transport

agencies. This process has allowed for better traceability from the work of the transport agencies to the national vision.

**The audit report recommended that the DOT should:**

- (i) Manage traffic congestion through a system of measurable performance objectives;**
- (ii) Not merely measure and report performance findings but also to design them into action plans, prioritization and financial programming; and**
- (iii) Implement rewards and penalties into the process regarding success and failure. This might include bonuses or other financial rewards for successful programs and negative actions for failures.**

**What is the status of implementation?**

The Department coordinates at a strategic level with the relevant agencies for the implementation of measurable performance indicators.

**GENDER ANALYSIS** – This part will best be answered by FRA.

1. Regarding Sustainable Development Goal (SDG) No. 11, by 2030 achieve full Sustainable Cities and Communities. SDG 11.1 is making cities and human settlements inclusive, safe, resilient and sustainable.

**Advise what is the proportion of population by sex, age and persons living with disabilities that has access to public transport.**

2. **Please advise what was the allocated budget including aid in kind, direct payments (ADB, World Bank, etc. if any) that was provided to the entity specifically for capital projects since 2014 till to date?**
3. **In terms of rehabilitation and building new roads and managing traffic congestion in Fiji, does the agency publish its Annual Reports which includes information on gender or related expenditure and the impacts of budget policies on gender equality?**
4. The Fijian Government is driven by the establishment of a modern and inclusive Fijian Constitution, along with an unprecedented programme of administrative reforms across Government; substantial and consistent public investment in infrastructure, public utilities, education, health and social inclusion; and a concerted effort to position Fiji as the hub of economic activity and regional engagement in the Pacific. The National Development Plan portrays an inclusive socio-economic development and the strategies within are ultimately designed to empower every Fijian and widen the reach of programmes, services and networks of infrastructure to transform Fiji for every Fijian.

**At the pre-assessment or evaluation stage of the construction implemented, is there a gender impact analysis carried out following the conclusion of the project? How effective was the resource allocated in meeting the needs of both women and men? Is there an understanding of the gender patterns and their impact of achieving the overall goals?**

5. SDG Indicator 11.7 states that by 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, old persons and persons living with disabilities. SDG indicator 11.7 (b) further states that by 2020, substantially

increase the number of cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, resilience to disasters, and develop and implement, in line with Sendai Framework for Disaster Risk Reduction 2015-2030, holistic risk management at all levels.

**Please whether the agency has a Disaster Risk Reduction Management Policy that is in line with the Sendai Framework for Disaster Risk Reduction 2015-2030? If not, why not?**

The Department had earlier this year worked with the National Disaster Management Office (NDMO) on the linkages between the Sendai Framework and Transport. This will also be included as part of the review of the Maritime and Land Transport Policies.

6. Transformational Strategic Thrusts of the National Development Plan is transforming Fiji into a modern hub of the Pacific as a Centre for business, transport, communications and other services. Access to transportation through an efficient and sustainable transport network is NDP Indicator 3.2.1 Modernizing Land Transport. Furthermore, the implementation of the Green Growth Framework for Fiji crucial, in particular the „Way Forward“ as outlined in Thematic Area 8 on Sustainable Transport. The Fiji Roads Authority was to develop an Integrated Transport Assessment (ITA) policy and guidelines in consultation with the Transport Planning Unit and other stakeholders, such as the Ministry of Local Government and the municipal councils that will apply to any new developments or changes to development.

**Can the Committee be provided an update on this and also the various progress on the various programmes and projects listed on page 72 - 74 of the National Development Plan.**

Updates best provided by LTA and FRA.

30<sup>th</sup> March, 2020.

Parliament of the Republic of Fiji.  
PO Box 2352, Government Building,  
Suva, Fiji.



Dear Hon Chairperson Mr Alvick Maharaj,

**RE: Public Accounts Committee: Request for Written Response - Performance Audit on Management of Traffic Congestion (PP No. 11 of 2020)**

Thank you for your letter of 30<sup>th</sup> March addressed to the LTA seeking clarification of issues in relation to the Performance Audit Report on the Management of Traffic Congestion (Parliamentary Paper no.11 of 2020). The valuable work carried out by your committee enhances the effectiveness of good national government.

Having read through your letter most of the questions appear to have been misdirected to this Authority. I will respond where the matter raised is within the direct purview of the Land Transport Authority and I can provide helpful responses.

I have forwarded your letter to the Director of Transport at the Ministry of Infrastructure and Transport Disaster Management and Meteorological Services for her to respond on matters which are of their direct responsibility. Her contact is provided below:

**Faranisese C. Kinivuwai (Ms.)**  
**Director of Transport**  
Ministry of Infrastructure, Transport,  
Disaster Management & Meteorological Services  
Level 3 Nasilivata House Samabula  
Ph: 3384111 Ext 2509  
Email: [faranisese.kinivuwai@govnet.gov.fj](mailto:faranisese.kinivuwai@govnet.gov.fj)

My responses in relation to LTA specific issues are given below using your referencing:

- 1.1 Legislative Framework**  
MOIT area of responsibility
- 1.2 Stakeholder Arrangement & Engagement**  
MOIT area of responsibility
- 1.3 Policy Framework**  
MOIT area of Responsibility
- 1.4 Integrated Transport Assessment**  
MOIT area of responsibility
- 1.5 National Transport Consultative Forum**  
MOIT area of responsibility

## **1.6 Increased number of vehicles on Fiji Roads**

This is an MOIT area of responsibility – however the LTA does have a view. Before an age restriction can be introduced in Fiji there is an absolute pre-requisite to have a mandated “end of life” arrangements introduced by the Ministry of Environment. In not having this in place for the environmentally friendly mechanisms for the disposal and recycling of life expired vehicles will result in the Fijian countryside being turned into informal scrapyards.

## **2.1 Electronic Road Pricing Initiatives**

The LTA in the Financial year ended 31<sup>st</sup> July 2019 collected the total sum of \$13,920,619.90 in Road User Levy. The funds collected by the Authority go straight to the Ministry of Economy. There is no ring fencing of such funds for specific road maintenance or upgrade work.

The introduction of road user charging (RUC) through the mechanism of tolling or restricting access to specific areas for example by introducing a low emissions zone is a policy matter while lies wholly within the ambit of MOIT.

The Authority would certainly support such policy initiatives.

## **2.2 Public Transport Service Improvement**

This is essentially a policy matter however the Authority has done a lot of work in relation to the introduction of the National Journey Planner which is currently unfunded. The benefits from this are immense for the Fijian travellers and it would enable the Authority to better regulate bus services by exploiting the technology used to achieve the National Journey Planner.

## **2.3 Dedicated Bus Lane**

Again, this is a policy matter. However, any bus lane introduction in Fiji will require funding which is not currently available. Again, the Authority supports such initiatives.

## **2.4 Car Pooling**

Car-pooling is a policy matter for MOIT. It is unlikely to be successful in Fiji for cultural reasons and will require a very sophisticated app to manage it. This has also no funding.

## **2.5 Cycling and Pedestrian**

This is a matter for the Fiji Roads Authority. The Land Transport Authority supports dedicated cycle lanes and pedestrian only areas in town and city centres. Funding will be required to implement these initiatives.

## **2.6 Leveraging Opportunities for transport demand management.**

This is an MOIT area of responsibility. However, the LTA view is that rural communities would significantly benefit from the introduction of demand responsive transport. Effectively the Licenced Carriers already perform a service and with enhanced application of a nationwide scheme established on a formalised basis it would be far more effective. Again there is no funding for such a scheme.

## **2.7 Implication for Future Investment Decisions**

This is an area of MOIT responsibility.

**2.8 Duty of Traffic Police Officers on Public Roads**

This is an area of Responsibility for the Fiji Police Force. The LTA can say that no eTransport data is analysed by any agency other than the LTA who limit this information and analysis to establish trends in violations.

**3.1 Monitoring Congestion Management Initiatives**

This is an area of MOIT Responsibility

**3.2 Governance Arrangements for monitoring and reporting.**

This is an area of MOIT Responsibility

**3.3 Monitoring Congestion Patterns**

This is an area of MOIT responsibility. However, on a point of information the LTA fixed red light and speed camera network also serves as "traffic counters". This information is shared with the Fiji Roads Authority monthly.

**3.4 Monitoring Network Efficiency**

This is an MOIT area of Responsibility

**3.5 Centralised System for Data Collection, Analysis and Sharing**

This is an area of MOIT Responsibility

**3.6 Monitoring into Action responses/programme modification.**

This is an area of MOIT responsibility.

**Gender Analysis 1-6**

These are all areas of MOIT Responsibility.


In closing there are many powerful transport modelling tools available. In the past I have had experience with one such tool called Vissum which would if purchased provide Fiji with considerable transport planning power.

I have shown a link to the supplier below:

<https://www.ptvgroup.com/en/solutions/products/ptv-vissim/why-ptv-vissim/>

I trust the foregoing will be of assistance to the committee.

Yours sincerely,



**Sam Simpson**  
**Chief Executive**

Land Transport Authority

cc: Deputy Committee Clerk Public Accounts - Mateo W Lagimiri (Mr)

21<sup>st</sup> September, 2020



To: Hon Alvick Maharaj,  
Chairperson Public Accounts Standing Committee,  
PO Box 2352,  
Government Buildings,  
Suva.

Your Ref: 6/11

Dear Hon Chairperson,

**Re: Aged LTA Annual Reports.**

Thank you for your letter of the 15<sup>th</sup> September in relation to the above aged Annual Reports.

The background to the aged Annual Reports is that for several years there was no senior leadership at LTA. This resulted in an oversight in the production of the reports. Since assuming the position of Chief Executive Officer in 2019 I and my team have been engaged in the process of writing and compiling the reports afresh from what records are available. This process has taken a long time because of the manual effort it takes to trawl through the records and internal documentation going back to 2016.

I am pleased to be able to report that this process is almost complete. The exact position is that some PSV tables need to be inserted into the report together with some explanatory notes in relation to the Auditor General's comments on the Statutory Accounts.

I will be taking these final drafts to the LTA Board on the 25<sup>th</sup> September for approval and sign off. From there the reports will go to the Line Ministry for their comments before being bound prior to being sent to Cabinet for final approval.

I very much regret that the Authority has been tardy in submitting these reports and crave your indulgence and understanding of the exceptional circumstances surrounding the cause.

I am of course open to any further queries that you may have in this regard.

Yours sincerely

Samuel Simpson  
Chief Executive Officer

**OFFICE OF THE DIRECTOR TRAFFIC & TRANSPORT**  
*EFFECTIVE CONTRIBUTION TOWARDS ROAD SAFETY*

2<sup>ND</sup> FLOOR, VINOD PATEL BUILDING  
P.O.BOX 239, GOVERNMENT BUILDING, SUVA, FIJI  
TELEPHONE: 3348248 EXT: 325248 FAX: 3343377

**MEMORANDUM**

**FROM** : Commissioner of Police  
**TO** : Hon. Alvick Maharaj – Chairperson, Public Accounts Standing Committee  
**FILE** : D/4/6  
**DATE** : 27 Aug 20

**SUBJECT:** PAC Clarification of Issues – Performance Audit Report on Management of Traffic Congestion (Parliamentary Paper No. of 2020)

Sir,

In reference to the above issue, I forward herewith the Fiji Police response to address the current Traffic Congestion with its management.

Sir, in the attached write up it clearly states the commitment and effort the Fiji Police has made to combat the issue of Traffic Congestion.

Sir, the Fiji Police continue to endeavor its effort to ensure free flow of Traffic during peak hours and most critical time of Traffic Congestion.

Respectfully submitted, please.

  
Mitileli Divuana  
A/SSP



A/Director Traffic & Transport  
for Acting Commissioner of Police





**TRAFFIC & TRANSPORT DIVISION**

**PERFORMANCE  
AUDIT  
ON THE  
MANAGEMENT OF  
TRAFFIC  
CONGESTION**

## **FIJI POLICE FORCE RESPONSE REFERENCE GUIDELINES:**

- Police Act Cap 85
- Land Transport Act 35 of 1998
- Crimes Decree 2009 • Force Standing Orders
- Fiji Decade of Action for Road Safety 2011 – 2020
- Fiji Police Road Safety Action Plan 2020/21
- TCD Annual Business Plan 2020/21
- TCD Proactive Strategies 2020/21
- CP's Directive on Traffic Congestion coverage during peak hours morning and afternoon around the Country

## **ACTIONS BY FIJI POLICE FORCE**

The Fiji Police Force has adopted various means and ways of combating the issue of Traffic Congestion by increasing the number of manpower to control the situation. With the growing number of motor vehicles on our roads, traffic congestion is now a major issue all throughout the Nation. There are now a total of 341 Officers in the Traffic Unit and a total of 130 Motorcycles are distributed throughout the Nation for Traffic Units in order to address the issue of Traffic Congestion with the resources still being increased on all critical aspects of Traffic. Officers from all Police Stations and Police Post are deployed during peak hours to control the Traffic Congestions at all critical choke points on their respective Area of Operations. The designated Managers and Supervisors are directed to monitor the Traffic Congestion Coverage and Traffic Control Duties. The Traffic Congestion is caused by sudden influx of vehicles which comes onto the road at a particular moment including the mass movement of pedestrians and school children along crossing areas.

**COMPOL's Mandatory Directive - Clearly Spells that all officers are to assist in times of Traffic Congestion.**

## **STRUCTURE**

The Fiji Police Traffic Control Units has presented its new Traffic Structure after its analysis, which is currently under implementation through the approval of the Government from 3,000 Police officers to 7,000 officers. However, the unit currently operates with the maximum use of its current allocation of manpower with the other units for smart deployment of personnel's on critical junctions and locations to ensure smooth flow of traffic

## **DEPLOYMENT CAPABILITIES WITH STRENGTH/EQUIPMENT**

341 Officers from all 4 Policing Division

163 - Motorcycles with Qualified Riders

30 - Traffic Fleets

## **CRITICAL CHALLENGES**

Heavy Volume of Traffic coming onto the roads at a particular time with number of pedestrian crossing.

Pedestrian Crossing on major road coming from side roads is unavoidable

School crossing major road

Large Number of Buses with limited Bus Stopping Bays causing obstructions to one lane of traffic.

Also consideration of High volume of vehicles coming from the side roads on main roads.

Large number of vehicles passing by at same time.

Breakdowns

Inconsiderate Drivers [Driving too slowly].

Unforeseen circumstances, activities and incidents

Major Bottle Neck junctions with no options of diversion. These Key junctions are well identified by Relevant Stakeholders with continuous submission for Traffic Management but with no improvement. These junctions are major buildup of Traffic Congestion.

## **RECOMMENDATIONS**

The FRA and LTA need to revisit the Road Network Plan with Volume of Vehicles and Pedestrian with necessary restrictions during Peak Hours to assist in smooth flow of Traffic Ministry of Transport to take lead Role to address the Challenges and Development Holistically to Address Traffic Congestion with all Relevant Stakeholders.

## **CONCLUSION**

The Fiji Police Force is totally committed in addressing the issue of Traffic Congestion through Regular consultation and coordination with relevant key stakeholders such as LTA and FRA. In Depth Analysis shows that the Regulators, Road Infrastructure, Town and Country Planning to join and work collectively at ease the congestion issues. Traffic Congestion is a preceding issue and needs everyone's collective attention & input to address the issue as this will be a future dilemma on all road users.



16 June 2020

File Ref: FRA D-600-052/SL

**Hon. Alvick Maharaj**  
Chairperson  
Public Accounts Committee  
Parliament of Fiji  
Government Buildings  
**SUVA.**

Via email to: [savenaca.koro@govnet.gov.fj](mailto:savenaca.koro@govnet.gov.fj)  
[mateo.lagimiri@parliament.gov.fj](mailto:mateo.lagimiri@parliament.gov.fj)  
[priya.chand01@parliament.gov.fj](mailto:priya.chand01@parliament.gov.fj)

Dear Hon. Maharaj,

**Re: PAC Clarifications of Issues – Performance Audit Report on Management of Traffic Congestion (Parliamentary Paper No. 11 of 2020)**

---

We refer to your letter of 20 March 2020 regarding the above subject.

Our response to the questions are addressed below:

**1. INSTITUTIONAL FRAMEWORK**

**1.1 Legislative Framework**

Are there plans to review the Act to incorporate the differentiated role that needs to be taken up by the various transport agencies in order to avoid overlapping responsibilities that might be existing?

There is no overlap in role between the FRA Act and the LTA Act. The one overlap that existed in the FRA Act was FRA's powers to enforce vehicle load limits; which conflicted with similar powers granted to LTA under the LTA Act (which is an earlier legislation). The FRA Act was then amended in 2014 to remove this enforcement power from FRA so that all manner of enforcement over transport on land now exclusively falls in LTA's domain. The legislative framework of both organisations is quite sufficient as it clearly demarcates what the role of each organisation is. One entity (FRA) constructs the infrastructure for land transport; whilst the other entity (LTA) deals with registration of land transport, enforcement for breaches on the road, and enforcement of damage to infrastructure. Currently, no overlap exists so no amendment to the FRA Act is required. Insofar as coordination between the two entities is concerned, the challenges jointly faced by both entities is mostly resource allocation to allow for adequate protection of road assets and lack of manpower for enforcing the law against those who damage the infrastructure.

With the bicycle lanes being provided (e.g. in the Suva – Nausori corridor), are there plans to review the Bicycles Act to make provision for the use of bicycles as an alternative means of transportation?

- DOT should develop a policy or framework to guide their oversight role, including policy advice, planning, coordination and engagement with stakeholders, monitoring and evaluation of systems and processes.

By when do you intend to implement the above?

This is for DOT to confirm

#### 1.4 Integrated Transport Assessment

What is DOT's stand on the idea of the Integrated Transport Assessment? Have there been discussions with the relevant transport agencies on the implementation of this?

This is for DOT to confirm

#### 1.5 National Transport Consultative Forum

The Department of Transport should consider:

- reviving the National Transport Consultative Committee (NTCC) so that this platform can be used by the heads of departments and ministries to discuss transport related issues related at a strategic level and also conduct the TWG meetings to discuss matters at operational level; and
- Including Managing Traffic Congestion especially the Transportation Demand Management in the agenda for the next NTCC meeting.

What are your views on the above recommendation?

This is for DOT to confirm

#### 1.6 Increased Number of Vehicles on Fiji's Road

What is the status of developing the scrapping policy?

This is for LTA to confirm

Should you need further information please do not hesitate to contact our office.

Yours sincerely



Jonathan Moore  
Chief Executive Officer

## Ministry of Local Government



Level 3, FFA House  
4 Gladstone Road  
Box 2131, Government Buildings, Suva, Fiji

Telephone: (679) 3304-364

Facsimile : (679) 3303-515

28<sup>th</sup> of August, 2020

Our Ref: 748/1

Hon. Alvick Maharaj  
Chairperson  
Public Accounts Standing Committee  
P.O. Box 2352  
Government Buildings

Dear Chair,

**RE: PAC Clarification of Issues – Performance Audit Report on Management of Traffic Congestion (Parliamentary Paper No 11 of 2020)**

We refer to the letter dated 18 August 2020 with respect to the above.

The Ministry would like to reinforce that the traffic congestion along the Suva – Nausori corridor is a major concern affecting the residents living in the Central Division.

The Ministry of Local Government's Town and Country Planning Department is working with the Singapore Cooperation Enterprises Team on a Master Plan for the greater Suva area. This Master Plan is designed to be the principle planning document guiding the integration of land use and transport planning considerations. Using best practice planning principles, the Master Plan will then be implemented thorough the review of the Town Planning Schemes for the Municipal Councils in the Greater Suva, Nadi & Lautoka areas.

The transportation principle of having expressways linking strategic locations, and in particular, traversing Industrial and Commercial zoned land is paramount. The promotion of public transport and better connectivity between neighborhood centers such as Nasinu & Nausori, Suva & Lami is another mid-long term consideration that will of course need to be realized through proper feasibility studies. The construction of the by-pass Road is anticipated to ease the traffic congestion. The provision of the bypass is part of the 2050 Master Plan recommendation for the Greater Suva, Nadi & Lautoka. The by-pass road will be subject to feasibility studies and acquisition of land/properties. Discussions are ongoing with the Singapore Master Planning Team on the same.

We note that the traffic congestion is confined to the mornings and the afternoons. The traffic congestion needs a collaborative approach between key stakeholders such as the Fiji Roads, Land Transport Authority, and the Fiji Police. Regular data is or be collected to inform evidence based decisions on future options including dedicated bus lanes, increased Clear Way and Tow Away Zones,

Further, the ongoing monitoring of the enforcement of Municipal Councils on the removal of derelict vehicles and the towing of illegal vehicles is essential. The Council are usually faced with issues of abandoned vehicles on road sides and road reserves that normally cause congestion along the areas. The Enforcement Officers based at the Councils are required to issue notice and remove these vehicles and ensure a safe environment for the public. The timely removal of the dilapidated vehicles will ease the traffic congestion.

I hope the above suffices your request for the Ministry's response.

As always, please do not hesitate to contact the undersigned should you need any clarification and/or further information.

Yours sincerely,



.....  
**Dimity Fifer (Ms)**  
**Permanent Secretary of Local Government**

**SIGN &**





Parliament of Fiji  
P.O. Box 2352  
Government Buildings

# PARLIAMENT

REPUBLIC OF FIJI

## STANDING COMMITTEE ON PUBLIC ACCOUNTS



Tel: 679 3305 811  
Fax: 679 3305 325  
[www.parliament.gov.fj](http://www.parliament.gov.fj)

Parl File Ref No: 6/11- 7/03

15 September 2020

**The Permanent Secretary  
Ministry of Commerce, Trade, Tourism and Transport  
Level 3, Civic Towers  
Suva.**

Dear Mr. Shaheen Ali,

**RE: Request for Supplementary Response – Performance Audit Report on Management of Traffic Congestion (Parliamentary Paper No. 11 of 2020)**

Reference is made to the above and letter correspondence dated 19<sup>th</sup> August 2020.

The Standing Committee on Public Accounts wishes to acknowledge receipt of the Ministry's written response on the role of the Ministry in addressing the issue of Traffic Congestion.

Upon reviewing the written response provided, the Committee wishes to seek further clarification from your office on the following matter that was raised:–

*Can the Transport Planning Unit advise what has happened to the Orion Report recommendations and its status of implementation?*

The Committee would be grateful for your supplementary written response to be submitted to the Committee Secretariat by **Friday 25 September 2020**.

A copy of the Auditor General's Report can be retrieved from the Fiji Parliament website using the following link: <http://www.parliament.gov.fj/auditor-generals-report/>

For any further information or clarification, please contact our Committee Secretariat, Mr. Savenaca Koro, on Tel: 9907356 (m) or email: [savenaca.koro@govnet.gov.fj](mailto:savenaca.koro@govnet.gov.fj)

Hon. Alvick Maharaj  
Chairperson, Public Accounts Standing Committee



Parliament of Fiji  
P.O. Box 2352  
Government Buildings

# PARLIAMENT

REPUBLIC OF FIJI

## STANDING COMMITTEE ON PUBLIC ACCOUNTS



Tel: 679 3305 811  
Fax: 679 3305 325  
[www.parliament.gov.fj](http://www.parliament.gov.fj)

Parl File Ref No: 6/11

15 September 2020

**The Permanent Secretary  
Ministry of Local Government  
2<sup>nd</sup> Floor Fiji FA House  
4 Gladstone Road  
SUVA.**

Attention: Miss Dimity Fifer

Dear PS,

**RE: Request for Supplementary Response – Performance Audit Report on Management of Traffic Congestion (Parliamentary Paper No. 11 of 2020)**

Reference is made to the above and letter correspondence dated 28<sup>th</sup> August 2020 (Your File Ref: 748/1).

The Standing Committee on Public Accounts wishes to acknowledge receipt of the Ministry's written response on the role of the Ministry in addressing the issue of Traffic Congestion.

Upon reviewing the written response provided, the Committee wishes to seek further clarification from your office on the following matters that were raised:–

1. *What has happened to the 2050 Master Plan?*
2. *Please shed some light or clarify what the Ministry meant by “dilapidated vehicles in order to ease the traffic congestion”. How can the vehicle be dilapidated and what is the progress on this?*
3. *On the issue of Regular Data, who/which agency collates all this data?*
4. *Regarding clearway, Tow Way Zones, Bicycle Lane and Dedicated Bus Lane, when do you intent to put this into practice?*
5. *Please advise who are the Singapore Master Planning Team that has been engaged by the Ministry?*

The Committee would be grateful for your supplementary written response to be submitted to the Committee Secretariat by **Friday 25 September 2020**.

For any further information or clarification, please contact our Committee Secretariat, Mr. Savenaca Koro, on Tel: 9907356 (m) or email: [savenaca.koro@govnet.gov.fj](mailto:savenaca.koro@govnet.gov.fj)

Hon. Alvick Maharaj  
Chairperson, Public Accounts Standing Committee