APPENDICES

Appendix One

Written Response by the Ministry of Infrastructure and Transport

MINISTRY OF
COMMERCE, TRADE,
TOURISM AND
TRANSPORT

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30 March 2021

The Chairperson
Parliament Standing Committee on Social Affairs
Government Buildings
Suva

Attention: Hon. Viam Pillay

Dear Sir

2016/2017 Consolidated Annual Report of the Ministry of Infrastructure and Transport

We acknowledge receipt of your correspondence dated 9 March 2021 and request for clarifications on pertinent issues from the Standing Committee deliberations. Please find below are the response to the clarifications sought by the Standing Committee.

1. Brief the committee on the roles and responsibilities of the Department of Transport.

The Department of Transport (DoT) strengthens the capability of Government to better co-ordinate transport planning and monitor policy and developments in the transport sector. DoT is mandated to advice on strategic planning issues and foster co-ordination as guided by the inputs from the external reference group comprising of key representatives in the transport sector.

The role of the DoT is to offer policy advice for the enhancement of investment programme assistance and guides the overall National Transport direction activities by inputs from external reference group comprising representatives of key stakeholders in the transport sector, primarily through the Technical working Groups and National Transport Consultative Forum (NTCF). Since its inception in 2000, the Transport Planning Unit (TPU), now known as DoT, has established itself as the premier transport policy and planning advisors to Government and all stakeholders in the Transport Sector.

DoT coordinates and monitors its Statutory Agencies such as the Land Transport Authority (LTA) and Maritime Safety Authority of Fiji (MSAF). Its budgetary provision and its Key Performance Indicators stemmed from the National Development Plan and other national policies is also monitored by the Department.

2. Inform the committee of the key challenges the Department of Transport faces whilst trying to achieve its strategic objectives and how it is planning to overcome these challenges.

The only challenge was the filling in of the vacant managerial position within the DoT. The Principal Transport Planner (PTP) position and Senior Transport Planner (STP) are key positions to achieving the Department's roles and objectives. However, in trying to mitigate this, the DoT Officers were

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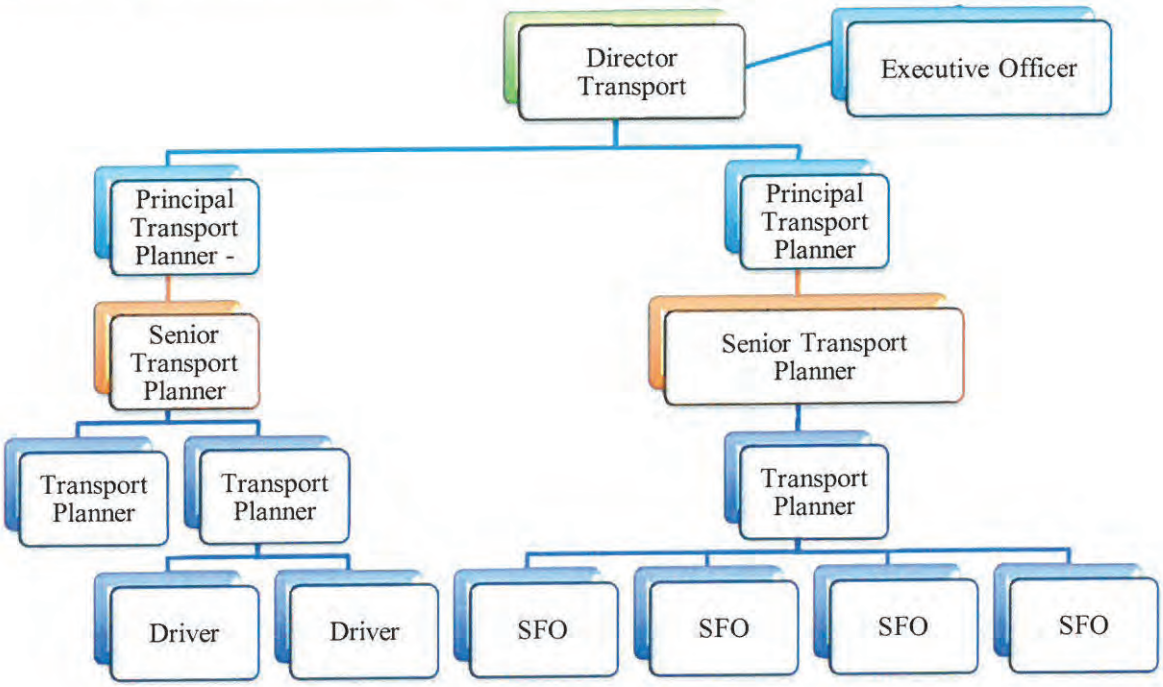
tasked to look at both maritime and land transport issues instead of the usual practice of streamlining the positions in accordance with the two transport sectors which are Land and Maritime. The positions are now filled.

3. Provide a breakdown of the staff complement in the Department from 2015 to 2017 and the percentage of women who were in managerial positions.

Illustrated below is the organisation structure for the Department of Transport. In totality, the % of women who were in managerial position was approximately 15%.



4. Update the committee on the Department's future plans and initiatives.

The Department's future plans and initiatives are listed below:

i. Formulation of a Maritime Travellers Rights Policy;
ii. Completion of Study on Sustainable Urban Transport Index (SUTI) in Fiji;
iii. Formulation of an Intelligent Transport System (ITS) Policy;
iv. Review of the Fiji Decade of Action for Road Safety;
v. National policy on greening of all public transport vehicles;
vi. Electric vehicle policy / Electric charging station model;
vii. Implementation of Sea Route Licensing (SRL);

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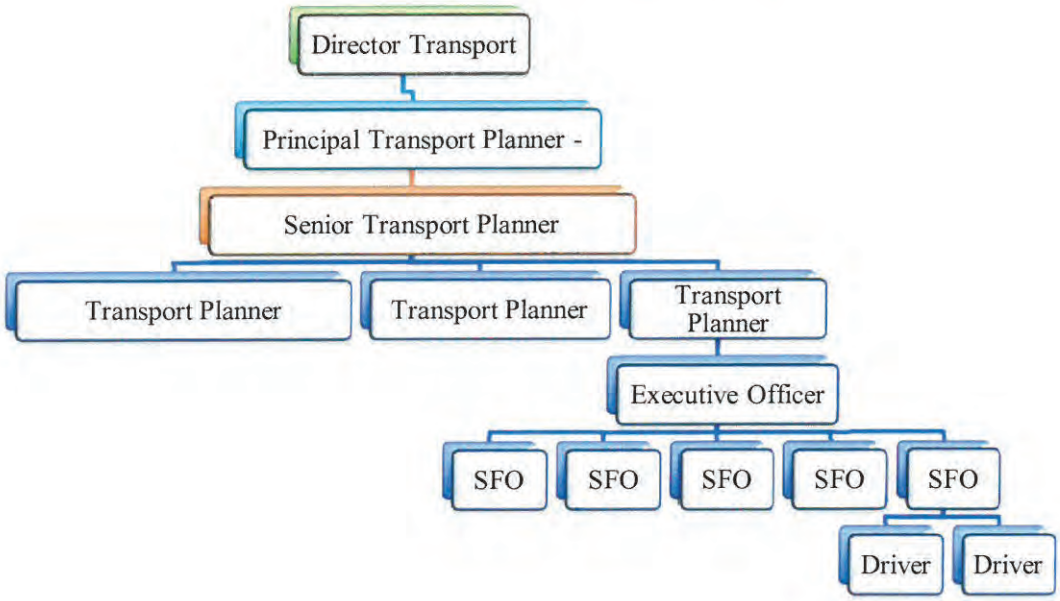
viii. Review of the Maritime Transport Act 2013 and Ships Registration Act 2013;
ix. Feasibility study & pilot project on commercial hub;
x. Decarbonisation of Domestic Shipping;
xi. IMO Convention Monitoring;
xii. Government Shipping Franchise Scheme (GSFS);
xiii. Good Governance & monitoring for Statutory Agencies;
xiv. Coordination of industry stakeholders;
xv. Reduction in Traffic Congestion;
xvi. Maritime Insurance;
xvii. Review of Transport Policy.

5. What was the rate of unplanned staff turnover at the Department in each of the years from 2015 to 2017? The rate of unplanned staff turnover at the Department is approximately 17%.

6. Provide the staffing complement of the Department of Transport and confirm whether all positions have been substantively filled. Staff complement is 13 and all positions filled.



7. How does the Department of Transport monitor and evaluate the performance and the implementation of policies of the various statutory authorities under its ambit?

The DoT monitors and evaluates the performance of the statutory authorities through the Operational Level Agreement (OLA) and also the Service Level Agreement (SLA).

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8. Inform us on whether any Cabinet paper submissions have been made by the Department of Transport and Government Shipping Service, on behalf of the Land Transport Authority, to address the issue of traffic congestion around the country.

The Cabinet Paper on Road Safety with Traffic Congestion as an issue was tabled in 2011 and 2020. Traffic Congestion issues were addressed the Performance Audit on Traffic Congestion. There were exercises undertaken by the DoT in trying to minimize travel time during peak and non-peak periods accordingly. These exercises included the survey at various choke points to try and ascertain the type and number of vehicles at various choke points.

9. National Transport Consultative Forum:

a. Provide a progress update on the 2013, 2014, and 2016 National Transport Consultative Forum Communiqués and their implementation.

A copy of the NTCF Communique update is attached as *Annex 1.*

b. *Pages 12 and 13 of Annual Report* - How have the various Technical Working Groups within the Ministry, in collaboration with relevant stakeholders, addressed each of the issues/activities highlighted with respect to our infrastructure, maritime and public transport sectors, and road safety.

The Technical Working Groups (TWG) that within the Ministry were as follows:

i. Land Transport TWG;

   a. Bus Operators Sub-Working Group
   b. Infrastructure Sub-Working Group
   c. Public Service Vehicle (PSV) Sub-Working Group
   d. Legislation Sub-working group.

ii. Maritime Transport TWG
   a. Industry Sub-working group
   b. Legislation Sub-Working Group

iii. Overloading TWG.

iv. TWG for Fiji Decade of Action for Road Safety

These TWGs have been instrumental in achieving the following:

i. Land Transport TWG – PSV Allocation Formulae, Review of the RRL Guideline, Contingency Plan for Bus Services, etc.

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ii. Maritime Transport TWG – Identification of certain regulations in the Maritime Transport Act that are not conducive to the maritime or vessel operations in Fiji.
iii. Overloading – identification of ways the DoT can work together with the Industry to maintain business continuity and at the same time adhering to laws and regulations of the state.

c. *Page 13 of Annual Report* - We note that the Technical Working Group on Fiji Decade of Action for Road Safety 2011-2020 formulated four possible solutions in efforts to reduce the number of road fatalities in the country. Explain the impact that they have had in reducing road fatalities.

Fiji achieved the international targets established in the period. In 2009, road fatalities significantly decreased to 5.83 per 10,000 vehicles compared to 2008. Furthermore Fiji's road fatalities also significantly decreased in 2012 to 4.90 incidents per 10,000 vehicles.

In assessing the correlation between road fatality rates and the increasing vehicle registrations, it should be noted that fatality rates improved in 2018 in comparison to previous years. In 2018, 126,719 vehicles were registered while the fatality rate was 5.52 per 10,000 vehicles. However in 2008, with 82,756 registered vehicles Fiji had a fatality rate of 7.98 incidents per 10,000 vehicles.

Therefore the 4 possible solutions and the coordination between the agencies with their efforts to reduce road fatalities were not futile. These solutions also enabled road users to change their behaviour whilst on public roads.

d. What was the composition of the four Technical Working Groups?

The composition of the Technical Working Groups are listed below:

i. **Maritime Transport TWG** – Vessel Operators, MSAF, FPCL, FCCC, FRCS, Fiji Seafarers Association, Department of Transport, GSS.
ii. **Land Transport TWG** - Bus Operators, Taxi Operators, Minibus, LTA, FRA, FRCS, FCCC, Various association, Department of Transport and other agencies;
iii. **Overloading TWG** – Road Haulage Association (RHA), LTA, FRA, Department Of Transport.
iv. **TWG for Fiji Decade of Action for Road Safety** – National Fire Authority (NFA), St. John Ambulance, Fiji Police Force, Ministry of Health and Medical Services, Ministry of Education, FRA, LTA.

e. How often is this Forum held?

Every 2 years depending on Budget

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10. Sea Route Licensing:

a. In conjunction with the implementation of the Sea Route Licensing initiative, how has the Ministry sought to upgrade jetties and passenger shelters through the relevant entities under its ambit?

The upgrade of jetties and passenger shelters currently fall within the ambit of the Fiji Roads Authority who is mandated the Fiji roads Authority Act 2012. Prior to the Ministerial Assignment, Legal Notice 39 of 2020, the Fiji Roads Authority reported to the Minister responsible for Public Enterprise. However, Legal Notice 96 of 2018 mandated that the Fiji Roads Authority report to the Ministry of Infrastructure and Transport.

The work of the Department is policy and planning whereas the FRA, LTA and MSAF was the operational and implementing agencies. In terms of jetties, FRA that ensured the proper operational plans and implementation of upgrades and maintenance of the jetties and passenger shelters.

The Department through the period worked closely with the Fiji Roads Authority with regards the upgrades of jetties and passenger shelters. However, all planning and operational activities were carried out by the FRA.

Jetties around Fiji have a service-life expectancy of only 32 years, this being the result of decades of under-investment and inadequate maintenance. FRA in consultation with the Ministry had developed new Standards and Specifications for Jetties, finalizing the periodic maintenance programme for Jetties that, in combination, will ensure that all new and upgraded Jetties around Fiji will have a Service-life of at least 60 years. In 2016, 4 jetties were prioritized and these included Nabouwalu Jetty (Construction), Savusavu Jetty (Renewal), Vunisea Jetty 2 (Renewal), Natovi Jetty.

The Ministry held Technical Working Group (TWG) meetings with the Statutory Authorities to monitor the FRA particularly with the priority jetties and shelters. This was in addition to the monitoring of budget activities. In its TWG meetings in 2016, the maintenance for Lakeba, Cicia and Lomaloma jetties were requested and this was to be prioritised in the 2017/2018 budget. The Ministry later on used an Operational Level Agreement (OLA) to further plan and monitor its agencies.

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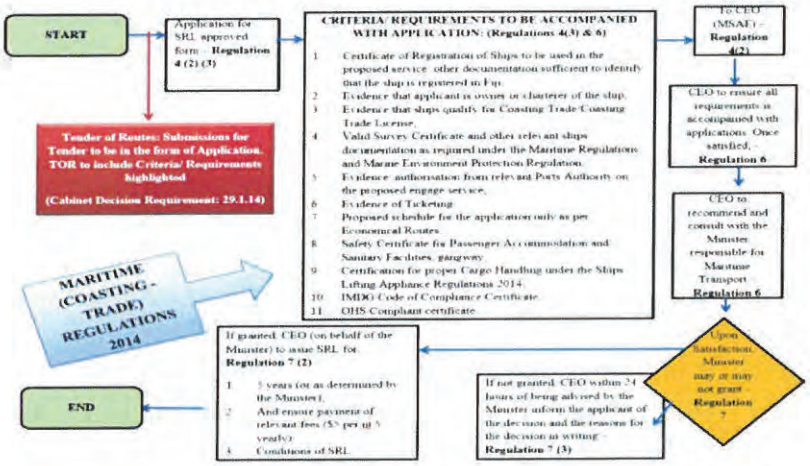
b. Elaborate on the license issuance procedure.



The above is the Sea Route License procedure as stipulated in the Maritime (Coasting Trade) Regulations 2014. The Application is submitted on the approved form and may be made through a Tender process. The 11 requirements to accompany the application is as stated in Regulation 4(3) and 6 of the said Regulations. Once the application and the requirements are submitted and undergone a verification process, it is submitted to the CEO. The CEO than recommends the Minister responsible for Transport. The Minister responsible for Transport, in regulation 6, will make a decision and advise the CEO who will further notify the applicant of the decision.

c. Provide a list of the routes that require licenses and whether each route is limited to a certain number of service providers.

The law provides that the "Minister in consultation with the Chief Executive Officer (MSAF) may consider restricting the number of licenses or Sea Route Licenses issued under the regulation, to ship owners and operators to 2 or 3 licenses after considering the volume of trade, the adequacy of facilities and existing licensed services to provide the proposed service." The below route have recently been published in the gazette as routes to be determined in the Sea Route License

- Route 1: Natovi/ Savusavu/ Natovi;
- Route 2: Suva/ Koro/ Suva;
- Route 3: Suva/Vunisea/Kavala/Suva;
- Route 4: Suva/ Savusavu/ Suva;
- Route 5: Buresala/Natovi/Nabouwalu/Natovi /Buresala;
- Route 6: Natovi/ Nabouwalu/Natovi;
- Route 7: Natovi/Levuka/Natovi;

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- Route 8: Natovi/Savusavu/Taveuni/Savusavu/Natovi;
- Route 9: Natovi/Koro/Natovi;
- Route 10: Natovi/Savusavu/Lautoka;
- Route 11: Taveuni/Natuvu/Taveuni;
- Route 12: Suva/ Koro/ Savusavu/Suva;
- Route 13: Ellington/Natovi/Nabouwalu/Ellington

d. Provide information on the maritime uneconomical routes that the Ministry, through the Government Shipping Franchise Scheme, provides shipping services to; fee structure; and the process followed by the Department of Transport Planning (TPU) to determine trips.

The Government Shipping Franchise Scheme was first established in 1997 and set up based on the recommendations of the 1993 Fiji National Transport Sector Plan prepared by the Asian Development Bank (ADB). This plan covered policy framework and investment plans for both Land and Maritime transport sectors. The Plan than later evolved into the National Land and Maritime Transport Policy. The Scheme has evolved over the years in terms of its vessel scheduling and routes.

The routes are determined through Cabinet approval which is at present 10 approved routes as follows. The subsidies are determined through a Performance Review Analysis undertaken by the Department and collectively consulted with Fiji Consumer Competition Commission (FCCC), MSAF, Ministry of Economy, Ministry of Rural and Maritime Development and Office of the Solicitor General.

Shipping Services Subsidy			
No.	**Route**	**Frequency**	**Current Subsidy Rates**
1	Kadavu	Fortnightly	9,000.00
2	Yasawa	Monthly	7,000.00
3	Yasayasa Moala	Fortnightly	11,000.00
4	Upper Southern Lau	Fortnightly	13,000.00
5	Northern Lau	Fortnightly	18,000.00
6	Lomaiviti	Fortnightly	11,000.00
7	North East Vanualevu - Cikobia	Monthly	13,500.00
8	Rotuma	Monthly	25,000.00
9	Lower Southern Lau	Monthly	18,000.00
10	Beqa/Vatulele/Yanuca	Monthly	5,812.00

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e. Provide details of the economical routes that are serviced by shipping operators and the names of these shipping companies.

- Route 1: Natovi/ Savusavu/ Natovi;
- Route 2: Suva/ Koro/ Suva;
- Route 3: Suva/Vunisea/Kavala/Suva;
- Route 4: Suva/ Savusavu/ Suva;
- Route 5: Buresala/Natovi/Nabouwalu/Natovi /Buresala;
- Route 6: Natovi/ Nabouwalu/Natovi;
- Route 7: Natovi/Levuka/Natovi;
- Route 8: Natovi/Savusavu/Taveuni/Savusavu/Natovi;
- Route 9: Natovi/Koro/Natovi;
- Route 10: Natovi/Savusavu/Lautoka;
- Route 11: Taveuni/Natuvu/Taveuni;
- Route 12: Suva/ Koro/ Savusavu/Suva;
- Route 13: Ellington/Natovi/Nabouwalu/Ellington

Some of these routes are being serviced by Goundar Shipping Limited, Patterson Brothers, Interlink Shipping Line Limited

11. On the franchise scheme cargo movement, provide reasons for the reduction in Cargo Inwards and Outwards numbers for 2016/2017 as compared to 2015.

The impact of Tropical Cyclone Winston saw the reduction in cargos in 2016 and 2017.

12. How have the findings from the Fiji Household Travel Survey undertaken in 2016/2017 impacted the transport reforms of the Ministry?

The reports were disseminated to our Transport agencies for their planning. An example of the use of the survey is the installation of footpaths and streetlights by the FRA. In the report, it was reflected that the most common method of travel by strata (Rural, Urban, and Maritime) was walking of 5km or less.

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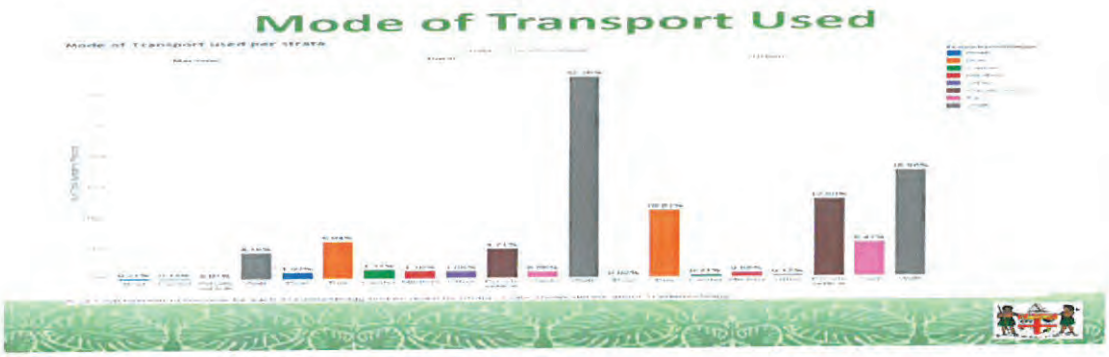

13. Department of Transport and Government Shipping Services:

a. How often are all of the lighthouses serviced?

This is dependent on the advice from MSAF and the number of lighthouses requiring servicing. However for GSS, lighthouses are serviced every year. The following lighthouses were serviced during the period 2015-2017;

i.	Savusavu Lighthouse	xi.	Levuka Lead	xix.	Beqa Frigate (SW Reef)
ii.	Yadua Lighthouse	xii.	Vatu I ra/ Vatu I cake light house	xx.	Vio lighthouse
iii.	Kia Lighthouse	xiii.	Viwa light house	xxi.	Vomo Lighthouse
iv.	Udu Lighthouse	xiv.	Pinder light house	xxii.	Viwa Lighthouse
v.	Naqelelevu Lighthouse	xv.	Vio red	xxiii.	Vatoa lighthouse
vi.	Welaqilala Lighthouse	xvi.	Curacoa light house	xxiv.	Vatoa lighthouse
vii.	Nulkutolu Lighthouse	xvii.	Navula red/green light house	xxv.	Yaciwa lighthouse
viii.	Koro Lighthouse	xviii.	Beqa light house (Nawamati Point)		
ix.	Makogai Lighthouse				
x.	Nailobolobo Lighthouse				

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b. Inform us of the current vessels that the Department has, their condition, docking area, and whether there are plans to increase the number of vessels.

The Ministry is currently ensuring that all vessels is in a 90% state of readiness at all times. The National Development Plan prescribes the purchase 2 additional vessels.

c. What were some of the challenges faced by the Department in the delivery of supplies to islands affected by TC Winston and how were these challenges addressed?

- Accessing island ports and villages when the weather is unfavourable;
- Infrastructure damage for berthing and Aids to Navigation during the services right the tropical cyclone;
- Some operational issues as and when the need arise.

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14. Inter-island shipping services issues:

a. We note that a National Steering Committee has been formed to address issues relating to inter-island shipping services. Inform us of the membership of this committee and outcomes of its deliberations.

This maybe a reference to the Technical Working Group (TWG) on Maritime. The TWG consisted of all Government Agencies, Statutory Authorities, Private Vessel Operators and other relevant stakeholders depending on the issues raised in the meetings.

Committee consisted the Ministry, Fiji Roads Authority, Maritime Safety Authority of Fiji, Fiji Consumer Competition Commission, Fiji Ports Corporation Limited, Fiji Revenue Customs Services, Government Shipping Services, Fiji Ship Owners & Agents Association, Goundar Shipping, Patterson shipping, Interlink, Cruz Holdings, Venu Shipping, Victoria Marine, Valesasa, Fiji Ships and Heavy Industries Limited, Fiji Ports and Terminal Services. This is to name some of the members of the TWG.

There were 10 TWGs meetings in the course of the period 2016 to 2017. There was a TWG and 1 Technical Committee on Legislation Review. The following are some issues that were deliberated in the last TWG.

a) Outsourcing of MSAF Technical Roles;
b) Dangerous Goods
c) Review of Maritime Transport Decree (MTD)
d) Mooring Buoys
e) Dry docking
f) Review of Fiji Maritime Academy
g) Servicing of Life raft
h) Review of FPCL Tariff
i) Damaged Lighthouse after TC Winston
j) Trans-shipment Hub In the Maritime Zone
k) National Aids To Navigations (ATONS)
l) Maritime Labour Convention (MLC)
m) Port Congestion
n) Savusavu/ Nabouwalu/ Natovi Jetty
o) Deck Watch Rating (DWR) and Engine Watch Rating (EWR)
p) Other Issues

b. Are there plans to amend the Maritime Safety Act to protect the interest of consumers as beneficiaries of these shipping services? Is so, please elaborate on the amendments sought.

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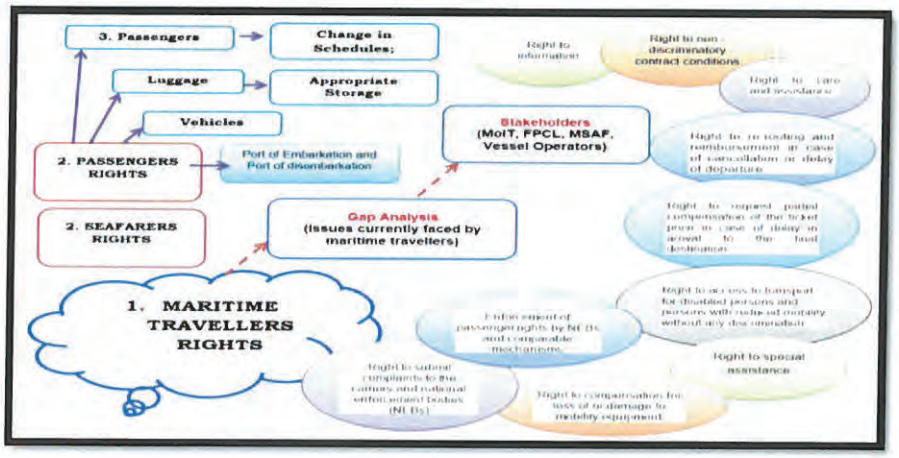
Yes. The Maritime Safety Authority of Fiji (MSAF) will be conducting a comprehensive review of the Maritime Transport Act and its 34 Regulations. The process of suggested amendments have begun particularly with amendments relating to seafarers.

c. What has been the progress in developing the Maritime Travellers Rights Policy and what does this policy constitute?

The Steering Committee on the Maritime Travellers rights has set twice in November 2020 and February 2021. The Ministry will be conducting a nation-wide consultation starting in April. A draft policy is in place looking at the different rights of maritime travellers. This is benchmarked to mostly countries in the European Union but tailor made to Fiji. Below is a mind map of the anticipated policy.



15. Outline the Ministry's natural disaster recovery and monitoring framework, including measures to address constraints and implementation bottlenecks, in efforts to repair, maintain, and restore roads, airstrips, jetties and bridges, and clear farm access roads post natural disasters.

The Ministry is aligned to the Sendai framework for Disaster Risk Reduction which is acknowledged and adopted through the Fijian Government: National Disaster Risk Reduction Policy 2018-2030. It aims to substantially reduce disaster risks and losses with regard to lives, livelihood and health and economic, physical, social, cultural and environmental assets of persons, businesses, communities and countries.

i. Policy Strategy-1: Mainstreaming Disaster Risk Reduction
ii. Policy Strategy-2: Disaster Risk Governance
iii. Policy Strategy-3: Financing and Investing
iv. Policy Strategy-4: Preparedness
v. Policy Strategy-5: Emergency Response

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vi. Policy Strategy-6: Recovery and Reconstruction
vii. Policy Strategy-7: Knowledge and Information

2015 Annual Report of the Ministry of Infrastructure and Transport

1. *Page 10 of Annual Report* - We note that the annual target for Policy papers was reduced from 65 in 2014 to 10 in 2015. Elaborate on the reasons for the change in focus for the implementation of policies passed by cabinet in 2014.

The Policy papers were initiated through the Departments and the number was in accordance to the number of policies per department. Most of the policies were under review and were ongoing. The 10 policies were the new policies to be developed. Ongoing policies include the National energy Policy, National Water and Waste Water Policy, Architects Bill, Fiji Biofuel Policy to name a few.

2. *Page 10 of Annual Report* - Explain how the decline in staff establishment of the Ministry (for both established staff and Government Wage Earners) in 2015 affected its operations and performance. How has the Ministry sought to retain its technical skilled staff?

This will best be answered by the Department of Corporate Services at Ministry of Infrastructure and Meteorological Services.

3. We note the high number of vacant positions in the Ministry under SEG 1 and 2 as outlined on page 11 of the Annual Report. Inform us of the causes of these vacancies and how the Ministry has sought to fill these vacant positions.

This will best be answered by the Department of Corporate Services at Ministry of Infrastructure and Meteorological Services.

4. Provide details of the 29 Communiqués that emanated from the Fiji National Transport Consultative Forum held in 2014 and confirm whether they have been addressed.

Please find attached. Most of these are ongoing issues.

5. Update us on the implementation of the National Transport Planning Database.

The Transport Planning Database emanated from the Household Travel Surveys Phase 1 and Phase 2. This includes the baseline data that is further analysed by a software called Tableau. The result analysis is then transferred to the Transport Planning Database. The Database is still in place and is accessible by transport stakeholders. This was established to answer any policy questions relating to Land Transport. Now the Department is working towards transitioning to Maritime.

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For further clarifications, please do not hesitate to contact the Director of Transport, Faranisese Kinivuwai, on email Faranisese.Kinivuwai@govnet.gov.fj or call 9983245

Shaheen Ali
Permanent Secretary of Commerce, Trade, Tourism and Transport

QUESTIONS

2016/2017 Consolidated Annual Report of the Ministry of Infrastructure and Transport

Department of Corporate Services

1. Brief the committee on the roles and responsibilities of the Ministry of Infrastructure & Meteorological Services.

DEPARTMENTS	SERVICES
Department of Energy	Energy technical, planning and policy advice Management of the Rural Electrification Schemes Energy Conservation and Efficiency Advisory services Renewable Energy Resources Assessment Bio Fuel Implementation Bio Gas Development Program
Department of Works	Maintenance and Operations of Public buildings Civil works, Building construction services, and Electrical Services Trade and Manufacturing Account - Mechanical, Plant & Vehicle Services, Joinery, Plumbing, Freight and Handling Costing and estimating Project implementation and supervision Operations of Rural Government Station Power supplies in Vunisea, Lakeba, Rotuma and Nabouwalu
Department of Building & Government Architects	Design and Costing Services Supervisory and Monitoring of maintenance of Govt. Owned Offices. Project supervision Policy Advice on constructions Hotel inspections
Fiji Meteorological Service	Providing a timely and reliable weather, hydrological and climate information directly to the public and region to improve overall preparedness before a disaster strikes Hosting of National Weather Forecasting Centre (NWFC), National Flood Forecasting Centre and National Climate Centre. Serving as a Meteorological Watch Authority (MWA) and Meteorological Watch Office (MWO) for Nadi Flight Information Region (FIR) and other specified areas as per

	International Civil Aviation Organization (ICAO) for safe International Air Navigation (IAN) Providing basic Meteorological, Hydrological, Quality Management System (QMS) and Competency training to Fiji and the Pacific Island countries to ensure capacity is developed across the Southwest Pacific for effective and efficient service delivery for neighbouring island countries.
Department of Water and Sewerage	Formulate Rural Water and Sanitation Policy Water and Wastewater Monitoring and Advisory Services Collation of Water Statistics Research and Development Community Awareness and Training Management and Analysis of National Water and Wastewater Data and Information; National Water Statistics Database, National Water Resource and Sanitation Database; Monitoring and Compliance of Rural Water and Wastewater Schemes; Monitoring and Compliance of Urban Water and Wastewater Schemes; Monitoring and Assessment of WAF's EPS Projects;
Corporate Services	Provision of administrative and financial advice to Executive Management Learning and Development Financial Management Human Resources Management Registry Services & vehicle Control/Support Recruitment and Selection Information Technology Discipline Media
Strategic Planning, Performance Monitoring and Evaluation Unit	Provision of Strategic advice to Executive Management Coordination of planning activities with CSA's Monitoring of targets and outputs Evaluation of COP achievements
Policy Unit	Formulation, analysis and review of current and proposed policies relating to infrastructure and meteorological sectors Cabinet and parliamentary processes Ministerial support and facilitation Facilitate contracts, MOUs and MOAs

2. Inform the committee of the key challenges the Ministry faces whilst trying to achieve its strategic objectives and how it is planning to overcome these challenges.

- Loss of senior & experienced officers
- Lack of understanding of the strategic intent of the Ministry
- Overambitious annual targets
- Money – budgetary Constraints
- Unplanned and ad hoc Projects/Works
- Unclear objectives

3. How does the Ministry ensure that both male and female employees are treated equally in recruitment, training, hiring and promotion?

- OMRS process is gender neutral; the selection panel is balanced and engagement and promotion is sole based on 'meritocracy'

4. Provide a breakdown of the staff complement in the Ministry from 2015 to 2017 and the percentage of women who were in managerial positions.

- staff complement from 2015 to 2017

Staffing	**2015**	**2016**	**2017**
Total	878	990	930
Managerial Staff - **Female** - **Male**	14 3 (21.5%) 11 (78.5%)	14 3 (21.5%) 11 (78.5%)	12 2 (16.6%) 10 (83.4%)

5. Update the committee on the Ministry's future plans and initiatives.

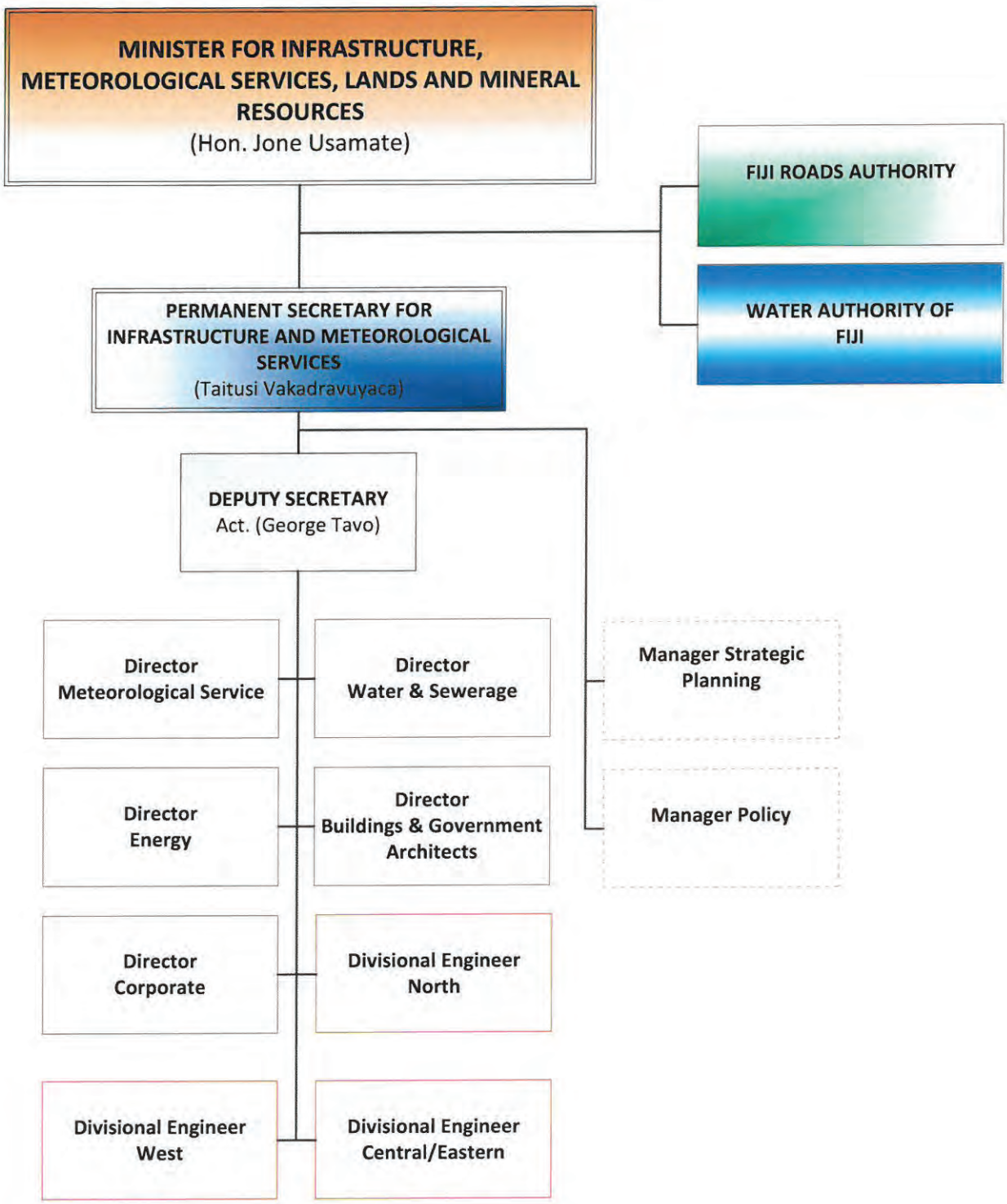
- *Strengthen the hydrological services; Ministry has sought JICA assistance for technical training;*
- *Government community partnership programs for rural infrastructure development;*
- *To facilitate projects to meet national targets for renewable energy and accessibility;*
- *To facilitate projects to meet national targets for clean and safe water and access to sanitation;*
- *To further develop Government's plans to support creation of SMEs for New Business Initiative for the Department of Works technical officers;*
- *To review relevant policies and legislations; especially the National Building Code, Architect's Act, Meteorology and Hydrology Act, National Energy Policy, Fiji Electrification Policy, National Water Resource Management and Sanitation Policy;*
- *Work with the Central Agencies (MoEco and MCS) on the Department of Works 'New Business Initiative'.*

6. What was the rate of unplanned staff turnover at the Ministry in each of the years from 2015 to 2017?

	2015	**2016**	**2017**
Resignations/Deemed Resignations	16 (1.8%)	12 (1.2%)	5 (0.5%)
Terminations	37 (4.21%)	7 (0.7%)	5 (0.5%)

7. Provide us with the current organization structure of the Ministry and confirm whether all positions have been substantively filled. Provide the staffing complement of all the Departments within the Ministry.

ORGANIZATION STRUCTURE



MINISTRY STAFFING COMPLIMENT

Department	**Established Staff**	**Government Wage Earners**	**Vacant(Inclusive)**	**Total**
Corporate Services	54	11	3	**65**
Meteorological Services	124	10	8	**134**
Works (DEWW, DEWN & DEWCE	122	88	21	**210**
DBGA	37	4	2	**41**
Energy	48	6	1	**54**
Water	16	1	2	**17**
Total	**401**	**120**	**37**	**521**

8. How does the Ministry monitor and evaluate the performance and the implementation of policies of the various statutory authorities under its portfolio?

CSA	Monitoring strategies
1. FRA	- Transport Planning Unit (Moved to MCTTT)
2. WAF	- Department of Water & Sewerage
3. LTA	- Transport Planning Unit (Moved to MCTTT)
4. MSAF	- Transport Planning Unit (Moved to MCTTT)

9. Elaborate on the impact of the civil service reforms and the introduction of the Open Merit Selection and Recruitment guidelines on the Ministry's performance, considering its Annual Reports for the period from 2015 to 2017 was only recently tabled in parliament.

- Serves to provide equal opportunities for all, though these also adversely impacted high performers within the Ministry have left for greener pastures.
- The OMRS guideline provides greater opportunities to all individuals with merits and to some extent, the loyalty to the civil service has diminished.

Department of Buildings and Government Architects

10. *Page 16 of Annual Report* – Provide a breakdown of how funds allocated for the Maintenance and Operation of Public Building projects were utilized in the period from January – July 2016 and 2016/2017.

… financial team to update breakdown;

- Repair and Upgrading
- Routine Maintenance and upgrading
- Water and Sewer relining

Department of Energy

11. Provide details of the waiver of all community contributions on Rural Electrification Program and the communities that have benefited as a result. Confirm whether refund has been completed to all the communities that had initially made contributions towards this program.

The Wavier of community contribution was announced in 2017. Since then 19,875 customers have been assisted. All the community contribution since then has been refunded. The list below is the Grid extension program completed per year;

Grid Extension

Year	Number of House holds
2020	1031
2019	2213
2018	2,600
2017	4,071
Total	**9,915**

The community list is attached as ***DOE Annex 1: Grid extension.***

Please note there is also **3,569** customers for which grid is under construction. The community list is attached as ***DOE Annex 1b: pending Grid Construction***

Solar Home Systems

Year	Number of House holds
2019	1,357
2018	2,502
2017	2,532
Total	**6,391**

The community list is attached as Annex; ***DoE Annex 2: SHS***

12. What has been the progress of the review of the 2013 National Energy Policy?

National Energy Policy (NEP) is currently under review. There has been a Technical Working Group formed and meeting has been on going on the review of the NEP and also the Sustainable Development Goal (SDG) 7 Roadmap for Fiji. One to one consultation between energy and government stakeholders was done and data has been collected and sent to UNESCAP for their analysis (***elaborate UNESCAP role/how they got involved…***).

The 2nd Stakeholder consultation workshop that was conducted on 2nd of December 2020, UNESCAP was able to analyze the data and present it to the stakeholders that were present at the consultation. The SDG 7 Roadmap has been drafted and TWG meeting was on 09/03/21 to deliberate on SDG7 comments from DOE, UNDP, EFL, Ministry of Finance and other energy stakeholders. UNESCAP is currently incorporating all comments from the meeting & energy stakeholders before it finalizes the SDG 7 Roadmap for Fiji document. GGGI has advertised for a consultant for the drafting of the NEP that will be finalized by 12/03/21. The consultant will draft the National Energy Policy and will have to provide the first draft by end of April to Mid-May.

13. Provide a breakdown of the Duel Fuel Kits installed in each village from 2017 to date. What are some of the challenges faced in the operation of these Duel Fuel Kits and how have they been addressed?

Please find the list of community installed with duel fuel kit.

Number	Village	Island
1	Tarakua	Cicia
2	Lomaji	Cicia
3	Cicia Biofuel Mill	Cicia
4	Malowai	Gau
5	Nacavanadi Pri Sch, Gau	Gau
6	Sawaieke, Gau	Gau
7	Vadravadra	Gau
8	Gau Biofuel Mill	Gau
9	Koro Biofuel Mill	Koro
10	Rotuma Biofuel Mill	Rotuma
11	Juju District	Rotuma
12	Maftoa	Rotuma
13	Vakano	Lakeba
14	Waciwaci	Lakeba
15	Waitabu	Lakeba
16	Lakeba Biofuel Mill	Lakeba
17	Rabi Biofuel Mill	Rabi
18	Bokonikai	Rabi
19	Kesukesu	Rabi
20	Tabwewa	Rabi
21	Farm settlement	Rabi
22	Vanuabalavu Biofuel Mill	Vanuabalavu
23	Mualevu	VanuaBalavu

Main Challenges

The main challenge of the operation of DFK is the availability of coconut oil in the islands to sustain usage. The maritime mills had to be operated intermittently due to high operation cost on remote islands. Climate change and natural disasters also have impacts for example, TC Winston destroyed Vanuabalavu and Koro Biofuel mill including the coconut trees. For this reason, coconut oil supply was also disrupted. Fortunately, the DFKs can switch back and forth between coconut oil and diesel hence there are no effects on the communities.

Accounts

14. *Page 22 of Annual Report* (Graph 5.1 - Budget Utilization): Explain the reasons for budget underutilization for each of the years shown.

The underutilization of the Budget was due to vacant post with the Department Water whereby our utilization for Seg 1 was only 68 % out of a budget of $ 647 217 and also Seg 4 where utilization was only 50 % and also $ 686 420.00 not being utilized which consisted under Seg 7 for:

1) Review Water Legislation $ 336 420
2) Collation of Water Statistics $ 350 000

15. Department of Water and Sewerage:

a. Enlighten us on the reasons for the withdrawal of the National Water and Sanitation Policy from Cabinet. In this regard, what is the progress of consultations with SG's Office on the formulation of law for water and sewerage services in Fiji?

Cabinet Decision 161/2017 informed that with the concurrence of Cabinet, the Honorable Minister for Local Government, Housing, Infrastructure and Transport had withdrawn the memorandum for National Water and Sanitation Policy. There was no other reasons mentioned in the Cabinet decision.

The Department of Water and Sewerage through UNICEF funding has been engaged a consultant for the formulation of law for water and sewerage services in Fiji. The consultant is based in France and has not been able to travel to Fiji due to COVID-19 restrictions. SG's Office has been involved in the vetting and approval of the Consultant and is currently advising the Department on draft documents submitted by the consultant.

b. Enlighten us on the Rural Water and Sanitation Policy and its implementation status, considering the poor quality of water in some rural areas. For example, the committee notes the issue of murky tap water in certain areas of the Bua province after heavy rainfall which is unconducive for drinking.

The implementation of the Rural Water and Sanitation Policy approved by Cabinet in 2012 has seen a lot of improvement in the way rural water and sanitation projects are implemented. We have noted compliance to the policy and the practical guidelines for water supply management plan by implementing agencies. Implementing Agencies like Water Authority of Fiji, Government Departments, donors and NGO's as per the policy and guidelines are required to submit Water Supply Management Plan to the Department for approval before they can implement the projects in rural areas.
The Department under its monitoring role also inspects the project to ensure that it is implemented in accordance to the approved plans and standards.

The murky water during floods would require some form of treatment to make water clear and clean. As we are all aware that most rural water schemes do not have any form of treatment therefore the colored water during floods.

c. Engagement of Ben Gully Consultant put on hold:

 Why was the submission to SG's Office for approval to engage Bell Gully Consultant from New Zealand for consultancy works put on hold, considering approval had been given by Government Tenders Board for his engagement?

The Ministry had received a memorandum from Cabinet Office informing us that we did provide relevant documents to SG's Office for vetting. The Solicitor General's Office was only engaged after the tender was called and only two tender applications were received. Upon vetting, it was found that only one of them possessed the legal criteria required for the work and such a minimal response to tender would render it difficult to take a decision on the appointment of a consultant for the review. The memorandum further stated that the Prime Minster has directed that the review be not made priority given Government's focus on the urgent drafting of other priority during that time. The Prime Minister agreed that the legislative review project on water and sewerage project can be retendered, he has directed that this is undertaken at a later stage and in accordance to established procedures.

 Provide details of the consultant's scope of work in relation to the review of existing legislations and the formulation of new Water and Sewerage Acts and Standards/Codes of Practice for Fiji.

Scope of Works

(i) Review of all legislations and laws in Fiji relevant to water supply and sewerage services to ensure that they meet modern day requirements for adequate water supply delivery and sewerage services.

(ii) Review similar legislations which are aligned to international jurisdictions, identifying aspects relevant to Fiji, including direct contact with the international agencies concerned.

(iii) Review the current approach to the regulation of service provision across Government, including relevant legislation in other sectors and its implementation, drawing out lessons for the water and sewerage sector.

(iv) Review regional approaches to Water and Sewerage Regulations and draw out lessons for Fiji.

(v) Liaise with relevant water and sewerage stakeholders and service providers and discuss their views on the form and extent of regulation.

(vi) In consultation with Government, review the current regulatory responsibilities and functions of the Department of Water and Sewerage.

(vii) Establish a legal framework for regular monitoring and evaluation of national water and effluent quality.

(viii) Establish legal framework for the Department of Water & Sewerage to carry out responsibilities under the new Act for policy advice and formulation, data collection, resources and demand surveys, monitoring, evaluation and coordinating of water supply and sewerage development and management studies, research and development including the following;

a) To develop Code of Practice for Water and Sewerage Works;
b) Formulation of a monitoring system for testing of water and effluent quality;
c) Management of database on water supply and sewerage facilities;
d) Formulation of licensing procedures and requirements for Waterworks Fitters Licence and Sanitary Drain Layers Licence
e) Coordinate national and international funding and technical support;

f) Promote other collaborative activities by other Government and Non-governmental agencies in the sector;
g) Provide technical and professional support on water and Sewerage related activities to the State and Local Government and the community water supply and sewerage committees;
h) Creation of an enabling environment for meaningful private sector participation in the sector. Provision of a framework for the regulation of private sector participation in water supply and sewerage projects. Formulate laws for private initiatives in the water supply industry;
i) Implementation of the provisions of the Rural Water and Sanitation Policy.

(ix) Establish legal framework to reaffirm the fundamental policy making and regulatory role of the Department of Water and Sewerage as a facilitator, setting macroeconomic and sector policies that create an enabling environment, ensuring coordination among stakeholders and overseeing the performance of utilities, to accomplish its social and economic development objectives.

(x) Assist in drafting the proposed technical content of the legislation. (xi) Liaise with the Solicitor General's Office on matters of legal drafting and processes for introducing the legislation.

(xi) Prepare a report on the form and extent of regulation of the water and sewerage service provision and stakeholder consultations.

(xii) Develop a time frame for preparation and introduction of the legislation in consultation with relevant Government agencies. (xiv) Prepare a cabinet paper and draft legislation for the regulation of the water and sewerage service provision and stakeholder consultations.

(xiii) Finalize the Legislation after approval of the Cabinet Paper by Government.

(xiv) Identify the appropriate staff structure, operational budget and identify capacity training needs in the Department of Water and Sewerage for effective implementation of the new legislations.

d. How often does the Department conduct water quality testing for rural areas to check if safe water is provided to the communities?

The Department carries out Data collection and verification exercise in rural villages and during that time also collects water sample to be tested in DWS Laboratory of if the location is far and samples cannot reach lab on time, field tests are done on site. The Department also carries out EPS inspection and rural project inspection where the water samples are also collected and tested. The outcome of the water quality analysis is relayed back to the village headman with recommendations to improve their water system to get safe water. High risk areas are also referred back to Ministry of Health to conduct with further testing and village consultation and awareness.

e. Elaborate on the process followed by the Department in conducting stakeholder consultations on issues relating to the water and sewerage sector, particularly in rural areas, and the frequency of these consultations.

f. How has the Department strived to improve its monitoring of the Water Authority of Fiji (WAF) in light of the intermittent water cuts and water quality issues faced around the country?

There is hardly complains on water quality unless there is a main burst and cross contamination occurs or when there is a heavy rain ,turbidity becomes an issue so far there has been no cases where a population is affected by bacterial contamination and having health effects. Department receives complaints from customers and the Department liaises with WAF to resolve the issue.

g. Inform us of the status of the following policies, the progress of their implementation and any challenges faced in the implementation process:

- Liquid Trade Waste Policy

Water Authority of Fiji is responsible for the implementation of this policy. Below is the update from WAF for trade waste.

1. Total Permits issued – 660 businesses
2. Commercial Customers Compliance – 25.5%
3. Industrial Customers Compliance – 64.5%
4. WAF is issuing the abatement notices to all non-compliant customers

Issues faced by WAF in implementing the policy are listed below.

1. There is a lot of non-compliant commercial customers especially restaurants.
2. They are not able to impose penalties for non-compliance as they are awaiting the gazetting of WAF fees and Charges
3. Fees and charges have been endorsed by the Minister and SG's Office has been instructed to make amendments to WAF Act and By Laws to incorporate new fees and charges. WAF is to provide details of relevant clauses of Act and By Laws to SG's Office for that needs to be amended.

- National Water Resources Management and Sanitation Policy

h. Confirm whether the National Water and Sanitation Database has been developed and if so, provide water and sanitation data collected from rural communities till to date. Also explain how this data has been used for policy and planning purposes.

The National Water and Sanitation Database was developed and handed over to DWS in 2017.All the data till 2017 was updated. In 2018 and 2019 the Database crushed twice and the data was lost and could not be retrieved by ITC since it was not backed up on their server. In 2019, the DWS team worked together with the ITC to setup the database and manually updated the database till to date and ITC extracts quarterly report for the Department. The Data from Database is attached herewith for your reference. The ITC has met with the Department in December 2020 and requested to get the existing Database redeveloped as current database is a very old application and changes cannot be done therefore the analysis part of data cannot take place.

i. Desalination Plants for Maritime Regions:

- Inform us on the desalination plants dedicated to supply water to islands where there is no viable source of fresh water and how these desalination systems are powered.

- How have the Department of Water and Sewerage, Department of Energy, and WAF worked with research institutions and academia to develop renewable energy based desalination technologies where financially and economically viable?

j. Provide us with a list of schools located in remote and maritime regions that do not have access to running water and how the Department of Water and Sewerage, in collaboration with WAF, has sought to address this issue.

k. Inform us on the progress made in creating advanced septic tanks in rural areas and any associated challenges.

l. Ultrafiltration (UF) Water Treatment System:

□ We note that the UF system was installed in Tubalevu Village in Tailevu with monitoring of the project done by the DWS. What was the Department's findings during the monitoring of the project including the water quality and how were any issues arising from the project addressed?

□ Outline the plans of the Department of Water and Sewerage to install the UF system in other areas around the country.

Works

16. Confirm whether the following Trading & Manufacturing Entities of the Department of Works are still in operation:

- Joinery Workshop
- Plumber shop
- Plant Hire
- Fuel & Oil
- Mechanical Workshop
- Lube Bay (Suva)
- Block Shed (Labasa)

Yes, they are still in operation.

17. *Page 29 of Annual Report* – Department of Works Outputs and Performance Targets:

Output 2: Constructions, Building Services and Improvements
a. Elaborate on the Navua Hospital Kitchen Renovation project and whether this is in relation to the old Navua hospital or the new one.

...

b. Inform us on the cost of the following projects and how they were funded:

- Construction of Lab & Classroom at St Francis College, Ra
- Construction of classroom block & qtrs., Vatubalavu, Navosa

Project	Cost	Funding Agency
St. Francis College	$731,098 (*Accounts to update on Monday 15/3*)	Ministry of Education
Vatubalavu Infant School		Ministry of Education

18. *Page 32 of Annual Report* – Fiji Meteorological Services:

a. **Output 10: Meteorological and Hydrological Products and Services** – Explain the overachievement of the *Hydrological Flood Forecast* output indicator by 710%.
This output is weather dependent. In 2016-2017 financial year, we observed more rainfall events than anticipated. Thus, the high percentage of achievement.

b. **Output 11: Meteorological and Hydrological Reporting Networks to WMO and ICAO Standards** – Provide reasons for the underachievement of all the output indicators and whether the projects have been completed.

- The upgrade of Nadi Radar antenna was completed in 2019. The delays were due to processes involved in overseas purchases and non-availability of Vaisala Engineers.

- The upgrade of Nadi International Airport Automatic Weather Observing System (AWOS) was completed in 2019. The delays were due to processes involved in overseas purchases and non-availability of Vaisala Engineers.

- The upgrade of Nausori AWOS was incomplete. This was due to the delay (until today) in the upgrade of Nausori Runway by Fiji Airports Limited, a factor that is beyond Fiji Meteorological Service's control.

19. Has the draft National Policy and the Action Plan for Drowning prevention and Water safety been finalized and implemented?
This is part of Ministry of Health & Medical Services activities and not FMS. Consultation was extended to FMS.

20. Outline the Ministry's natural disaster recovery and monitoring framework, including measures to address constraints and implementation bottlenecks, in efforts to repair and strengthen critical infrastructure post natural disasters.
Not part of FMS activities.

Audited Financial Statements of the Ministry for the Seven Months Ended 31 July 2016
21. *Page 38 of Annual Report* - We note that the auditor issued a qualified audit opinion on the accounts of the Ministry for the seven months period ended 31 July 2016 on the two grounds provided. Inform us on whether the two issues have been rectified and the control measures that the Ministry has put in place to prevent the recurrence of these issues.

22. Provide us with the financial statement notes for the seven months period ended 31 July 2016 and the year ended 31 July 2017 and explain why they were not included in the 2015 and 2016/2017 Annual Reports of the Ministry.

Audited Financial Statements for the Year Ended 31 July 2017
23. Page 48 of Annual Report:

a. We note that the auditor issued a qualified audit opinion on the accounts of the Ministry for the year ended 31 July 2017 on the two grounds provided. Inform us on whether the two issues have been rectified and the control measures that the Ministry has put in place to prevent the recurrence of these issues.
For the two issues the responses are shown below;

Issue 1; this could not be rectified due to the open case with FICAC in progress at Court.

Issue 2: this has been rectified. Documents have been submitted to Auditor General's Office.

The two issues above, were due to the pending FICAC case, it was a one off event and due measures have been put in place to prevent future chances. Measures include;

- Centralized purchasing
- Restrict access to accounting officers for FMIS
- Staff rotation

b. Confirm whether internal controls over Plumber shop inventory and TMA sales for Plumbing and Joinery have been strengthened to avoid material misstatements and possible financial losses.

Internal controls have been strengthened through;

- Proper maintenance of sales records and source documents
- JRS is issued for all funds received, supported by relevant sources
- Sales records are reconciled monthly with the GL and any discrepancies are identified and rectified
- All JVs are attached with relevant supporting documents
- Head of Accounts in each division are responsible for vetting and ensuring that source documents are attached to payment and journal vouchers

c. The Ministry disclosed its 17 Trading and Manufacturing Accounts (TMA) in the financial statements Note 7 by consolidating it according to the divisions. The auditor highlighted that this change in the format of the presentation resulted in limited information being disclosed in the financial statements for each type of TMA in respect of their performance and cash flows.

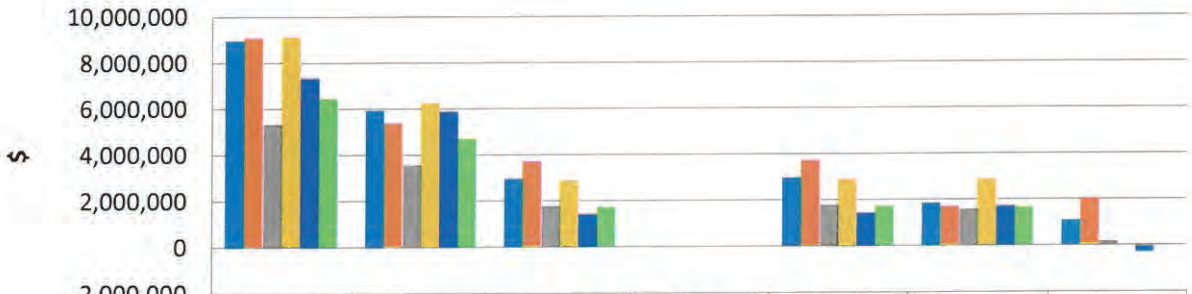
Since there are only four (4) TMA Operation Bank Accounts and GL Cash at Bank Allocations, it was practical to present only four TMA AFS as advised and agreed by Ministry of Economy.

The Ministry maintains the cashbook for the 17 Entities to keep record of the Cash at Bank for individual entities. If individual TMA statement of Assets and Liabilities for each 17 TMAs were presented then Cash could not be distributed and Balance Sheet of some entities would not have Cash at Bank.

The Financial Instructions under section 71(1)(d) states that "Each agency must include in its annual financial statements - a statement of assets and liabilities for each trading and manufacturing activity (where applicable)". The key word here is "where applicable".

Explain whether the Ministry has changed its reporting to disclose sufficient information on each of its TMA. Additionally, provide details of the performance and cash flow for each TMA in the period from January – July 2016 and 2016 – 2017.

We have not changed the reporting format since then and we still submit annually as per the approved format provided by Ministry of Economy.



	Sales	COGS	Gross Profit	Other Income	Total Income	Expenses	Net Profit
2014	9,004,949	5,990,325	3,014,624	1,115	3,015,739	1,883,178	1,132,561
2015	9,070,829	5,369,923	3,700,906	616	3,701,522	1,684,220	2,017,302
2016 7 months	5,337,334	3,560,613	1,776,721	277	1,776,998	1,587,423	189,575
2016 2017	9,127,580	6,233,764	2,893,816	1,364	2,895,180	2,881,847	13,333
2017 2018	7,381,645	5,923,607	1,458,038	3,135	1,461,173	1,733,534	-272,361
2018 2019	6506456	4745274	1761182	2944	1764126	1699109	65017

d. We note that the Ministry did not maintain appropriate details of the Energy Trust Account which had a balance of $2,232,312 as at 31/7/17. Explain why this was the case and whether this issue has been rectified.

The trust account comprises of EFL (FEA) Grid and housewiring performance bond from contractors, as well as revenue bills collected from the Solar Home Systems. The current data is maintained by the Ministry; details of receipts and payments can be substantiated.

However, (prior to 2017) records of revenue collected by other agencies on behalf of DOE such as Ministry of Rural Development (DO's Office), PM's Office & Post Offices are not all available. Records for revenue collected by DOs office were destroyed during flooding of their storage area at Rural Development HQ in Knolly Street, hence revenue collected & payee details could not be established/substantiated.

In view of the events mentioned above, the Ministry is unable to substantiate the records for the $2,232,312. The Ministry is currently rectifying the unsubstantiated balances and will be advising the Office of the Auditor General on the progress.

2015 Annual Report of the Ministry of Infrastructure and Transport

1. *Page 10 of Annual Report* - We note that the annual target for Policy papers was reduced from 65 in 2014 to 10 in 2015. Elaborate on the reasons for the change in focus for the implementation of policies passed by cabinet in 2014.

2. *Page 10 of Annual Report* - Explain how the decline in staff establishment of the Ministry (for both established staff and Government Wage Earners) in 2015 affected its operations and performance. How has the Ministry sought to retain its technical skilled staff?

3. We note the high number of vacant positions in the Ministry under SEG 1 and 2 as outlined on page 11 of the Annual Report. Inform us of the causes of these vacancies and how the Ministry has sought to fill these vacant positions.

4. Provide a list and status of the depots around Fiji which are managed by the Fiji Roads Authority, how they are utilized, and whether they are cleaned and repaired in a timely manner.

5. Confirm whether rehabilitation works to the Muana Hydro in Natewa, Vanualevu have been completed and is in operation.

6. Inform us of the outstanding applications for rural electrification that are currently with the Rural Electrification Unit of the Department of Energy.

7. *Page 23 of Annual Report* (Graph 7.4 Monitoring and Compliance Achievements) – Explain the reasons for the underachievement of targets for the following activities:

- Vetting Water Supply Management Plans
- Monitoring the implementation of EPS in Rural Water Schemes
- Monitor Rural Water and Sanitation Projects

8. We note that, in 2015, the Department of Water and Sewerage installed 39 Ecological Purification System projects in various rural areas around the country. Identify the rural communities who benefited from this initiative.

Audited Special Purpose Financial Statements of the Ministry for the Year Ended 31 December 2015

9. Pages 31 & 32 of Annual Report:

a. We note that the auditor issued a qualified audit opinion on the accounts of the Ministry for the year ended 31 December 2015 on the three grounds provided in respect of the Ministry's consolidated TMA balance sheet. Inform us on whether the three issues have been rectified and the control measures that the Ministry has put in place to prevent the recurrence of these issues.

-END-

Appendix Two

Supplementary Response

Supplementary Questions

2016/2017 Consolidated Annual Report of the Ministry of Infrastructure and Transport

1. **Response to Q2 – The Committee notes the list of challenges, further elaborate more on how the Ministry is addressing or plans to address the challenges mentioned.**

   a. **Loss of senior & experienced officers**

      - *the Ministry is strengthening and reviewing its succession and training plans to be more outcome focused and staff specific*

   b. Lack of understanding of the strategic intent of the Ministry

      - *The Ministry has reviewed its vision and mission, is focusing on achieving its specific goals as per the NDP and SDP; taking into consideration the current COVID conditions and financial situation. Staff are made aware of these developments through internal circular memorandums, meetings and informal discussions.*

   c. Overambitious annual targets

   d. Money – budgetary Constraints

   e. Unplanned and ad hoc Projects/Works

   f. Unclear objectives

      - *In addition to the above, our annual targets are focused on key need areas in accordance with budgetary provisions. The budgetary constraints have led to very lean, streamlined goals and activities for operational and capital commitments.*
      - *Some of our services are client dependent, which cannot be planned/budgeted in advance. Therefore, the respective departments are on standby to provide our services as and when needed.*

2. **Response to Q15 (h)(i) – Is the water quality from these desalination plants safe for human consumption or is it only used for household chores and convenience? How often does WAF assess and test for water quality in ensuring that it is safe for human consumption?**

   WAF has confirmed that the water from the Desalination plants is safe for consumption (E-copy of confirmation by WAF is attached for information). The Water Authority of Fiji carries out the testing of its water quality based on the National Drinking Water Standard set by the Ministry of Health. Testing frequency as per the requirement under the National Drinking Water Standard is carried out for the following parameters:

Frequency	*Determinants*	*Populations*
Weekly	*Chlorine, Turbidity, pH, Temperature, Coliform*	*>100,000*
Fortnightly	*Chlorine, Turbidity, pH, Temperature, Coliform*	*50,00-100,000*
Monthly	*Chlorine, Turbidity, pH, Temperature, Coliform*	*<5000*
6 monthly	*Chlorine, Turbidity, pH, Temperature, Coliform*	

3. **Response to Q15 (h)(ii) – Please explain why the removal of Principal Engineer Regulatory post. What was the role of this position?**

   The Ministry of Economy had removed the post in the 2020-2021 Financial Year. The Principal Engineer Regulatory post is a professional post in the Department and the

importance of this post was also highlighted to the MOE Desk Officer during Budget discussions however, it was still removed. The Principal Engineer Regulatory was responsible for coordinating works related to the management of water and sewerage sector in compliance to standards and regulations in Fiji. The position's duties included the following:

1. *Actively manage, monitor and assess staff performance to enable business continuity, and delivery of quality outcomes aligned with individual and business objectives*
2. *Research, develop, implement and monitor policies, regulations and guidelines aligned with national and strategic plans.*
3. *Assessment of Water Supply Management Plans for approval and monitoring of the implementation of rural water and sanitation projects.*
4. *Performance Monitoring of WAF's capital projects, expenditure, and inspection WAF's water and sewerage facilities.*
5. *Coordinate stakeholders' consultation and forums on water and sanitation policies and guidelines and provide technical advice to stakeholders on water and sanitation issues;*
6. *Actively contribute to the Ministry and corporate requirements, including planning, budgeting and human resource activities.*

2015 Annual Report of the Ministry of Infrastructure and Transport

4. ***Page 10 of Annual Report* - We note that the annual target for Policy papers was reduced from 65 in 2014 to 10 in 2015. Elaborate on the reasons for the change in focus for the implementation of policies passed by Cabinet in 2014?**

The aim was to reduce to an achievable number of key policy papers, and also to focus on 'more research' required for the papers.

5. **Response to Q4: Inform us on how the Ministry is planning to use the vacant depots and when renovation works will be completed to those depots stated in your response?**

The Depots are part of the list of assets that were transferred during the reform of the Department of National Roads to Fiji Roads Authority (FRA) which is under the responsibility of the Board for the management of these depots.