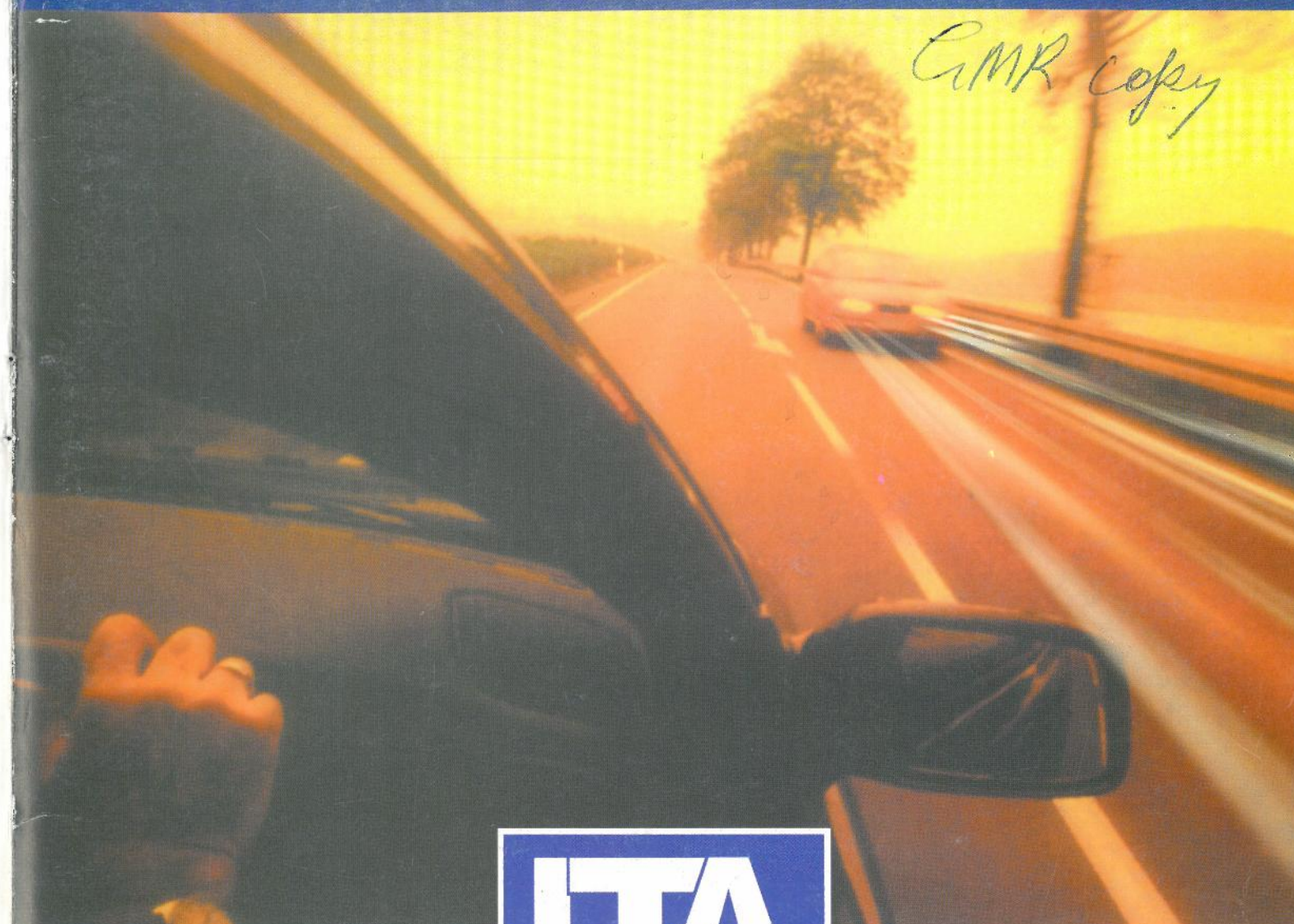


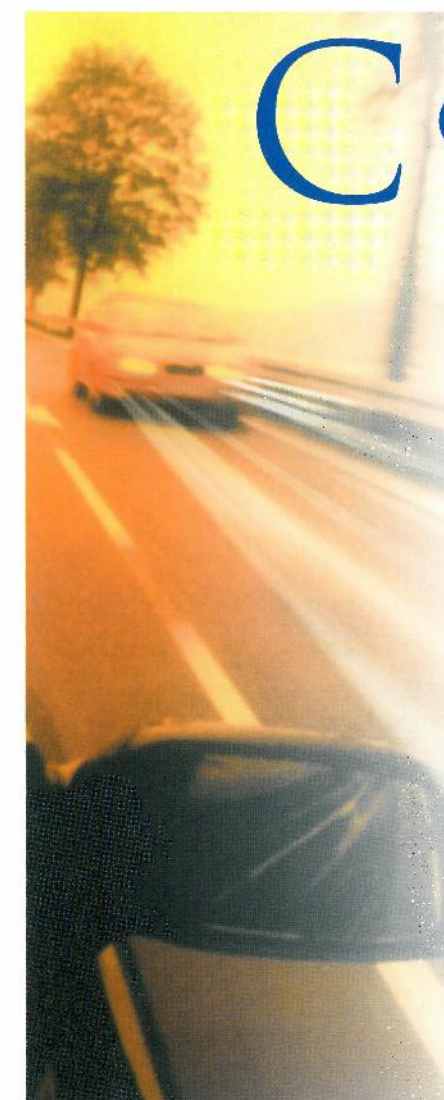
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**LAND TRANSPORT AUTHORITY**

2000 Annual Report





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## WHAT THE LTA STANDS FOR

"The LTA will work towards being recognised by our customers as a highly professional organisation which provides safe, quality land transportation services for the Fiji Islands.

The LTA will plan, manage and deliver, in partnership with the Road and Land Transport industries, an effective, efficient and safe Land Transport system for Fiji Islands in harmony with communication needs and expectations with commitment to economic, environmental and continuous improvement goals.

In order to achieve this the LTA will depend on its people, as its greatest resource, and clearly define their responsibilities and improve their capabilities and opportunities through performance assessment, training and skills development.

Aligned with this we will value our customers and shall continuously strive to respond to their needs, by continuously striving for improvement in all that we do to deliver quality services.

This will be possible through LTA's commitment to delivering its services efficiently and effectively, in the pursuance of these ideals, we will be honest and trustworthy in our dealings with people and accept responsibility for our actions."

## LETTER TO THE MINISTER



### LAND TRANSPORT AUTHORITY

**Mr Konisi Yabaki,**  
Minister for Tourism, Transport & Civil Aviation,  
Civic Towers Building,  
G.P.O. Box 1260,  
Suva.

31st May, 2001

Dear Minister,

#### Land Transport Authority 2000 Annual Report

I have much pleasure in submitting to you the Annual Report of the Land Transport Authority for the period 1 July 2000 to 31 December 2000.

Yours sincerely,

**Manunivavalagi D. Korovulavula**  
Chief Executive



## INTRODUCTION

After the Second World War, in 1945, many military surplus vehicles were abandoned in Fiji by the Allied troops when they returned to their home countries. Some of these vehicles were modified locally to carry passengers or merchandise.

The Transport Control Board (TCB) was established in 1955 to control, regulate and administer the issuance of road service licences to operate bus services. This is the beginning of road public service in Fiji. The TCB consisted of a Chairman and four members who are appointed by the Governor.

The beginning of this new transport industry necessitated the release of functions and responsibilities for registration,



and licensing of motor vehicles and drivers of the Principal Licensing Authority in 1962, by the Commissioner of Police, to the Controller of Transport & Civil Aviation. This formed the basis of the establishment of the Department of Transport and Civil Aviation, the latter, being the responsibility of the Colonial Secretary up to that point in time.

Another change came about in 1975 when the Controller of Road Transport (Manunivalagi D. Korovulavula) was directed by the Minister to create the Department of Road Transport (DoRT), separating it from Civil Aviation. This set the stage for major changes within the road transport industry, especially in the treatment of the licensing and registration of motor vehicles and drivers.

Towards the end of 1977, as part of the restructure, construction of the main buildings and a weigh bridge began at Valelevu, Nasinu. The Department of Road Transport relocated there later, and established the departmental Headquarters.



Over time the Department of Road Transport (DoRT) progressed from looking primarily at the bus and taxi industries to one that has evolved into looking after other types of public services, computerised registration of all forms of motorised vehicle moving on public roads, licensing of nine classes of driver licences, and the licensing of the sale of these vehicles through Authorised Motor Vehicle Dealers.

Parliament began debating the Land Transport Bill in 1997 and passed it in 1998 and subsequently, the President assented the Land Transport Act 1998.

The Act is divided into nine parts. Section 1(3) of the Act gives the Minister the power to appoint different dates for the coming into force of different provisions of the Act. Parts 1 and 2 were activated in 1999. After the General Election, the same year, new Administration decided that the Chief Executive of the Land Transport Authority should be a local citizen, hence the post was re-advertised and subsequently, towards the end of 1999, Manunivalagi D. Korovulavula was appointed Chief Executive.

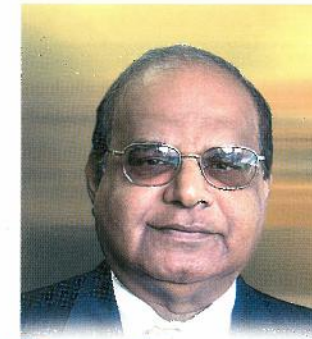
The six LTA Regulations 2000 were gazetted and came into force in mid-July 2000. Those Regulations have been the main weapon in the LTA arsenal in its efforts to combat lawlessness on our roads, not only against motorists and motor vehicle owners, but also looking at the attitudes and conduct of passengers and pedestrians.

This is the latest development within the department, taking into account the fact that it has been in operation for almost half a century, having started as the Transport Control Board (TCB) in 1945 at the end of the second world war.

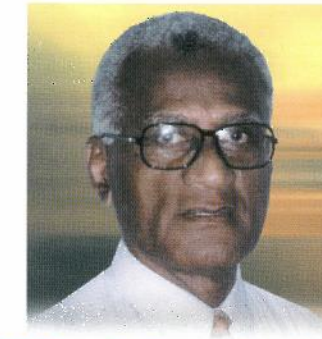
## LTA AUTHORITY MEMBERS



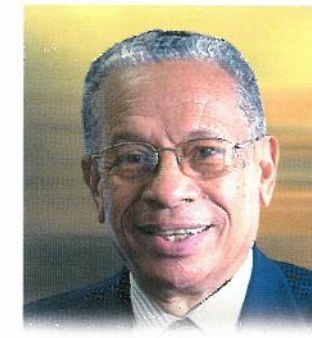
Mr Robert D. Dods  
Chairman



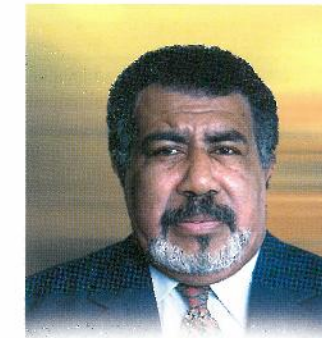
Mr Thomas Raju



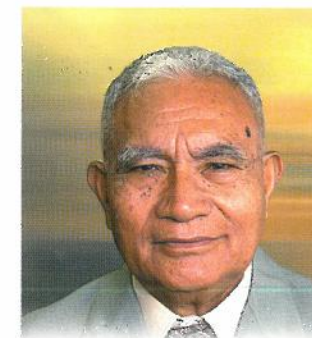
Mr Manu D. Korovulavula



Mr Archie Seeto



Mr Napolioni Masirewa



Mr Marika Tukituku



Ms Anjish Jokhan



## CHAIRMAN'S REPORT



**Mr. Robert D. Dods**  
Chairman  
Land Transport Authority

### INTRODUCTION:

I am pleased to be able to make this contribution to this first Annual Report on the first six months of operation of the Land Transport Authority

### ESTABLISHMENT OF THE AUTHORITY:

The Authority was established under Part II - Land Transport Authority, Division 1 - Establishment and Functions of the Authority of the Land Transport Act 1998.

Section 6(2) reads:

"The Authority shall be a body corporate with perpetual succession and a common seal and may enter into contracts and sue and be sued in its corporate name and shall have the power to acquire, hold and dispose of property both real and personal and generally do such acts and things that are necessary for or incidental to the performance of its functions under this Act or any other written law."

The above establishes the Authority and came into effect when the then, Minister for Tourism & Transport, Hon Adi Koila Nailatikau activated Parts I and II of the Act on 6/12/1999 (Legal Notice 145 of 2000), as provided for in Part 1, Section 1(3) of the principal Act.

As per the precepts of Section 7(1) and (2) of the Act, the Authority consists of seven members comprising of a Chairman and five other members appointed by the Minister including the Permanent Secretary for Tourism and Transport. The Chief Executive of the LTA is an ex-officio member with no voting rights.

The Authority is a good mixture of professionals and seasoned people who come to the Authority with a lot of experience. They are:

- i. Archie Seeto,
- ii. Ratu Nacanieli Uluiviti,
- iii. Marika Tukituku,
- iv. Thomas Raju,
- v. Aruna Prasad

Ms Aruna Prasad resigned in August and was replaced by Ms Anjnish Jokhan.

### TASKS:

The Authority has been charged with making decisions on the issuance or non issuance of permits and licences to Public Service Vehicles applications for Taxis, Minibus, Rental Cars, Hire Cars and Omnibuses, which is a huge development from the era where our responsibilities was being carried out by four separate organisations, namely Transport Control Board, Principal Licensing Authority, Central Traffic Authority and the Department of Road Transport.

The first six months of the LTA was fraught with much staff activity against, not so much the Authority, but the introduction of contracted officers into the corporate structure during the transition period from 1 - 10 July 2000, resulting in discussions which, were ably handled by the Chief Executive, between various interested parties including staff, unions, PSC and Landowners.

### APPLICATIONS:

The freeze on applications for Taxis, Minibus and Omnibus, which had been imposed in 1999 was lifted in August 2000. The response was an overwhelming spate of new applications, prompting the Authority to set the freeze again on the 17<sup>th</sup> of November 2000. This would also enable the LTA to get rid of backlog that accumulated over the previous 2 to 3 years.

### BLUEPRINT:

The Authority was given a directive on 10/11/2000, to give effect to the concept expressed in the Blueprint, which called for a 50% quota of all PSV permits to be set aside expressly for Fijians and Rotumans. This has been implemented, but has revealed that implementation of the directive, in its entirety, would be impractical and will necessitate further discussion with the Ministry.

Meetings with stakeholders in the Transport Industry have been conducted in an atmosphere of goodwill and cordiality.

In order to cope with the work load the authority has had to meet on an average of three consecutive days every month.

It would be appropriate that I express my thanks to members of the Authority and management for their dedication and long hours worked in these formative six months of operation.

Robert Dods  
Chairman

## CHIEF EXECUTIVE'S REPORT



**Mr. Manu D. Korovulavula**  
Chief Executive  
Land Transport Authority

### Introduction

While the period in review is from 1st July to 31st December 2000, my report will have to go back to when I assumed this position in October 1999.

I was appointed by the Authority as Chief Executive, in accordance with Section 17 of the Land Transport Act 1998. I had to perform solo from the time of my appointment to the full implementation of the LTA on 1/7/2000, after the contracting of General Managers, Regional Managers and Managers.

Contract Managers who were in place by 10/7/2000 were:

- i. Chief Executive,
- ii. General Manager Operations,
- iii. General Manager Corporate Services,
- iv. General Manager Regulations,
- v. Financial Controller,
- vi. Regional Manager Central Eastern,
- vii. Regional Manager Western,
- viii. Regional Manager Northern,
- ix. Manager Human Resource & Administration
- x. Manager Registration & Licensing, Policy & Practices,
- xi. Manager Public Service Vehicle Regulations,
- xii. Manager Enforcement Policy & Practices,
- xiii. Manager Management Information Systems and
- xiv. Manager Media & Community Relations.

This number increased by three as at 31/12/2000 with the inclusion of:

- i. Manager Audit,
- ii. Manager Legal Service and
- iii. Manager Technical Services.

### Staff

The period immediately preceding the establishment of LTA, and also after, was a hectic one, made more so by staff action in revolt against my appointment as CE over the, then, Controller of Road Transport, Inia Tamani and also over the appointment of the LTA management team.

My thanks to the PS Tourism & Transport Kolinio Meo for assisting and backing me in my quest to formalise the status of the LTA, after 30th June 2000. We visited the RFMF Headquarters on Saturday 1/7/2000 and managed to persuade the Commander, Commodore Voreqe Bainimarama, who was

vested with the Executive Authority at that time, to invoke a Decree, to repeal an earlier one which had effectively delayed the start date of the LTA by two months.

### Memorandum of Agreement (MOA)

We had to take proactive measures together with the PSC and the three Trade Unions with members in the Authority, namely Fiji Public Service Association (FPSA), Viti National Union of Taukei Workers (VNUTW) and the Public Employees Union (PEU), and draft MOA was put together. This was later ratified and formed the basis for the negotiations on the Collective Agreement which was to have been formalised on 31st December 2000. The gist of the MOA was the absorption of all DoRT staff into the LTA at levels and conditions similar to or better than that with the PSC and the compensation of all leave accrued by staff while in the employ of the DoRT. It was felt that a quick resolution to the Collective Agreement would be beneficial to both staff and the Authority.

### Revenue

There was a marked increase in revenue collection during the period under review, when taken against the first six months of the year. This was due, by and large, to the collection of Wheeltax revenue, since we had put in place a Wheeltax Amnesty from 1/7/2000 - 31/12/2000 and other associated costs, as the LTA machinery started to pick up momentum.

### Tours

I toured the Western and Northern regions during the period under review in which I spoke to staff on developments within the Authority and also inspected new office sites for several district offices, notably, Scaqaqa, Nabouwalu, Savusavu, Taveuni, Navua, Lami and Rakiraki. I have decided to resite several offices to make it more accessible to the public, with adequate parking space.

### Authority Meetings

By virtue of my position as CE I am an ex-officio member of the Authority with no voting right. I have noticed a disturbing trend in two of the Authority meetings I have attended, especially in the non-transparency of one of the members. As the Authority, it is vested with the powers prescribed in Section 9(1)(a)-(d) of the Land Transport Act 1998.

### Conclusion

LTA, as an entity, will continue to perform at optimum level if management was given the chance to run the organisation. There is a very bright future for the organisation, but it must be approached in a professional manner with due regard to the reasons for its establishment and its capacity to earn revenue for Government.



## CHIEF EXECUTIVE'S DIVISION

### Manager Audit

**Keva Cakau**

**BA Acctg & Fin Mngmt. (USP) Dip. Bus. Stud (FIT)**

The Internal Audit Services is a new department within the Land Transport Authority (LTA) established on 1 August 2000. It is an independent appraisal activity, which is directly accountable and responsible to the Chief Executive.

Primarily, Internal Audit Services aims to assist the Chief Executive and all levels of LTA management in the effective discharge of their responsibilities by furnishing them with analyses, appraisals, recommendations, counsel, and information concerning the activities reviewed and to promote effective control at reasonable cost.

From its inception on 1 August 2000 to December 2000, the Audit Services Division produced the following:

- Internal Audit Services Charter, which is a Statement of Purpose, Authority and Responsibility of Internal Audit Services.
- Internal Audit Services Policy and Procedure Manual, which outlines the nature of audit work the Internal Audit staff shall carry out.
- Work Plan for September to December 2000.
- Strategic Plan (2001–2005) and Annual Plan for 2001.
- Report on Full Audit of Vehicle Annual Registration and Renewal of Licence for July to December 2000.
- Contributed to LTA savings of about \$100,000 from the 2000 Leave Compensation Budget, due partly to Internal Audit Services Pre-Audit of 194 claims of leave compensation for staff of Road Transport Department absorbed into the LTA establishment.
- Reported to the Police Fraud of \$4,000 and allegation of corruption by a Vehicle Examiner. Police investigation yet to be completed.



### Manager Legal Services

**Anuleshni Neelta**

**LLB PDLP USP**

This Department has been functioning since 1<sup>st</sup> August 2000, providing legal services and advice to the LTA. The key function of the department is to respond to issues concerning the legal authority of the LTA, such as:

- legal advice to the Authority,
- assist in development of changes/amendments of the Act and Regulations,
- legal advice to other divisions within the LTA,
- advice/respond to issues raised from the Ministry of Tourism, Transport & Civil Aviation,
- training of LTA Enforcement and Prosecuting officers,
- appearing and managing complex court cases, and
- representing the LTA in discussions with the Parliamentary legal Counsel.

The department reports directly to the Chief Executive.



## EXECUTIVE LINE MANAGERS REPORT

### Manager Traffic Management

This department did not have a Manager during the reporting period and the task was handled by GMCS.

Responsibilities and functions, as per Part VII of the Act are:

- general traffic management matters,
- liaison with Municipal councils on traffic system,
- liaison with the NRSC.

A major objective of the LTA, through the work of MTM, is to promote safety on roads through better and safer vehicles, drivers and effective enforcement. As at 31/12/2000 there were positive results in the reduction in road fatalities and the licensing of a large number of unlicensed vehicles.

The Traffic Management department was heavily involved in discussions with Local Government, Rural Local Authorities and other Government departments on the issues of:

- parking metres
- road signage
- traffic flow at bus stations, taxi and minibus stands,
- pedestrian crossings,
- road humps,
- gazetting process of amendments and municipal Traffic Orders.

### Manager Technical Services

**Etuate Koroi**

**BSc (Hons) Eng & Mangt (UK),**

**Dip Mech & Elect. (UK),**

**M Inst TA (UK)**

Since the inception of the LTA the technical section has experienced an increase in the number of vehicles coming in for inspection. In addition, applications for excess permits, exemption on height, width and length was also on the rise during the period under review.

#### Objectives

- to ensure all motor vehicles are mechanically sound and safe,
- to ensure all motor vehicles in the country comply with the law,
- to ensure no alteration, or modification is done on a motor vehicle without the prior approval of LTA.

#### Activities

- vehicle inspection daily,
- technical investigations,
- dealing with complaints from the public,
- certification on new vehicle body plans,
- certification of new vehicle standard.

#### Staff

- 29 technical officers Fiji wide

#### MQR

- Completion of five year apprenticeship through FNTC plus an acquired Certificate in Automotive Engineering, or equivalent, from FIT. Higher academic and technical qualifications, in the same discipline is encouraged.





## CORPORATE SERVICES DIVISION

### 1. INTRODUCTION

Establishment of the Land Transport Authority under Land Transport Act (33/98) in part came into force 06/12/99 (Legal Notice 145 of 1999) for Parts I and II and 10/07/2000 for Parts III - IX (Decree 12 of 1/7/2000). For the Land Transport Authority to carry out its numerous functions as required under Section 8 of the Act, its major responsibilities were towards its human resources area. To achieve the numerous objectives of the Authority, optimum staffing with professionalism were emphasised for implementation and appointment.



**Mr Kiran K. Chandra**  
General Manager  
Corporate Services  
B Bus (Trans. Eco Melb), MCIT,  
Minst TA (UK)

### 2. BUSINESS PLAN

LTA Business Plan highlights the objectives and strategic goals of the new entity, LTA, which took over all the functions and responsibilities of former Department of Road Transport/Principal Licensing Authority/Central Traffic Authority/Transport Control Board with added responsibilities in the fields of enforcement and regulation of motor vehicle dealers for important road safety initiatives. Hence a major strategic goal was the prompt establishment of the new entity as a viable organisation staffed and resourced to undertake the expanded range of activities. Issues such as cost of translating staff from Public Service Commission to a Government statutory authority, the need for additional staff and physical resources were identified. Staffing in the management level was to be implemented before the effective date for Parts III to IX of the Act which would give legal effect to Regulations so as to provide continuity from former repealed Regulations, etc.

### 3. LTA MANAGEMENT STRUCTURE

The Management structure consists of 14 line managers, each responsible for a department with its own specialised functions. Table 1 refers (page 42).

### 4. CORPORATE SERVICES

As in the LTA Management chart, Corporate Services Division involves the following:

- i. Human Resources and Administration,
- ii. Strategic Planning,
- iii. Media & Community Relations,
- iv. Management Information Services, and
- v. Transport Planning & Policy.

#### i) Human Resources and Administration

Responsible for: - the human resource function of the LTA;  
- administration and secretarial support to the Authority and Tribunal.;  
- training and industrial relations matters.

#### a) Establishment (and Vacancy)

Vacant positions were sparingly filled so as to ensure that additional activities under the LTA were effectively implemented. Positions in the Managerial levels were top priority from July 2000. Only four (4) positions (Manager Strategic Planning, Manager Traffic Management Services, Manager Commercial Goods Vehicles and Manager Transport Planning and Policy) remained vacant as at 31/12/00. Table 2 refers.

#### b) Training and Development

Identification of training needs owing to additional functions under Land Transport Act & Regulations eg. enforcement, induction (Licensing/Vehicle Examination/driving) were identified to be programmed. Training was emphasised as an on-going process to better equip all staff in respect of major changes to operation of LTA, quite distinct from the Civil Service norm. Development of staff, their morale, change in management style, were viewed as highly important. Experience of anti-change attitude and change in management style affected smooth transition to some extent.

#### c) Industrial Relations

The commencement of LTA in July 2000 saw protests and lock-outs at Valelevu and Lautoka. Prevailing political

## CORPORATE SERVICES DIVISION

situation compounded with disenchantment expressed by a group of staff resulted in the signing of a Memorandum of Agreement to absorb all the staff of former DRT into LTA with conditions to finalise a new Collective Agreement by 31/12/00.

The Unions and LTA management have negotiated on the proposed Collective Agreement which should be finalised in early 2001.

#### d) Performance Management

In the absence of a separate performance management scheme, LTA agreed to retain the PSC version of staff performance reporting.

#### e) Leave Compensation

Upon absorption of one hundred and ninety-nine (199) staff from Department of Road Transport into LTA, compensation for their unutilised leave and overtime were paid to one hundred and forty-six (146) staff to the tune of \$289,259.87. The massive task took two months to complete by the staff of Corporate Services, Finance and Audit.

### ii) Strategic Planning

Responsible for: - preparation of Corporate Plan of LTA;  
- formulation of Strategic Plan of LTA;  
- external business development;  
- review of Quality Management policies and practices.

The Manager position of this unit was vacant as at 31/12/00. As such the task of preparing draft LTA Corporate and LTA Strategic Plans was held in abeyance awaiting filling of the position. General Managers were however referred to the LTA Business Plan 2000 prepared by the Overseas Projects Corporation of Victoria (OPCV) Consultants to work within the strategic goals and objectives highlighted therein.

#### a) Strategic Goals and Objectives

Expressed in terms of Outputs, the nine (9) strategic goals of LTA are:

- 1) Provision of quality advice to Minister and others for emerging issues to be promptly identified, new policies prepared and when necessary legislation amended;
- 2) Commissioning of a new vehicle registration and licensing database so as to identify, after the first year of operation, the number of unlicensed vehicles in service for re-licensing and for phased reduction of unlicensed vehicles on Fiji roads;
- 3) Commissioning of registration and licensing database for an updated record of licences, cancellations, demerit points through enforcement and prosecution processes in order to rid unlicensed and disqualified drivers from Fiji roads;
- 4) Eliminating backlog of Public Service Vehicle applications and the regulation of minibuses;
- 5) Regulations and implementation of Motor Vehicle Dealers;
- 6) Provision for more vehicles and materials for stringent enforcement on roads for improved services for road safety, pollution reduction and decrease in road damage from overloaded vehicles.
- 7) Ensuring effective and efficient management of traffic management services on requests received from highway authorities;
- 8) Provisions for dealing promptly with appeals against LTA decisions on driving licensing matters, Public Service Vehicle licensing and matters prescribed by Minister in Regulations; and
- 9) Positive support to National Road Safety Council activities with a view to reduction in road death tolls.

#### b) Corporate Plan and Strategic Plan

It was also decided that for the preparation of Budget 2001, all managers should also work closely with their 'draft' Corporate Plan for a meaningful end result. Whilst draft Corporate Plan of different Divisions with uniform format for consolidation were requested, these would be consolidated in 2001. The LTA Strategic Plan and Corporate Plan would be the major task for the Manager Strategic Planning in the beginning of 2001 once appointed.



## CORPORATE SERVICES DIVISION

### iii) Media and Community Relations

- Responsible for:
- timely and accurate dissemination of all information pertaining to the Authority;
  - internal dissemination of Corporate news and enhancing of Corporate image as a viable statutory entity.

Headed by a Manager with a support staff, this branch of Corporate Services commenced operation in mid-July 2000. With the political turmoil in Fiji prevailing, protest by a small group of staff at LTA tested the function of this unit during this trying time.

#### a) Publicity and LTA Legislation

Public awareness to provisions in the new legislation were made through all media outlets. Through LTA's tough enforcement approach, this unit was kept constantly busy to respond to replies and clarifications on public queries. Where necessary, live on air approach was resorted to on urgent or controversial issues. Overall, publicity was to enhance the image-building process with educational tips to road users to follow rules and avoid being caught with traffic infringement offences.

#### b) Sponsorship

Sponsoring the National Sevens Rugby Team, which was the reigning World 7s Champion, was misconstrued by some. Fifteen thousand dollars (\$15,000) decided by the LTA Management was the least this new organisation could do to assist the financially beleaguered World champion as a patriotic gesture. In return LTA planned promotions of its activities (vehicle/driver licensing, road safety) in a totally new direction with new target group- the rugby fans mostly from rural sector - who were made aware of vehicle and driver licensing/enforcement proper road use and related law especially when they visit heavily motorised urban centres which have different roading environments - traffic lights, pedestrian crossings, median strips, lane driving, pedestrian barriers, and a host of varied traffic signs.

The negative publicity because of the sponsorship however turned into the positive note and opened eyes of LTA and other organisations in Fiji as to whether the national interest should be one of the agenda under their responsibilities in future.

#### c) Forums

LTA was represented at the following forums and its roles and functions relayed to the members: Provincial Councils, Tikina Councils, Advisory Councils, Media groups, Industry groups and sporting organisations.

#### d) Futures

With approved Budget 2001, Media and Community Relations department of LTA would proceed to look for better avenues to wage its public awareness campaign using a multimedia approach. Constant use of the print, air and audio/visual methods of dissemination weighs heavily on the unit's budget. The unit is looking at other marketing methods to spread the gospel on road safety according to the Act and Regulations.

### iv) Management Information Systems

- Responsible for:
- the maintenance of the Registration and Licensing database;
  - Traffic Infringement Notice data entry;
  - the financial management database;
  - the provision of advice to managers on computing needs.

Headed by a Manager with support staff of one (1) System Analyst, two (2) Licence Card Production Staff, fifteen (15) DDE Operators, a total of eighteen (18). The services of Consultant (OPCV, Melbourne) continued with his assignment.

## CORPORATE SERVICES DIVISION

### a) Major tasks included:

- all vehicle records have initially been captured and transferred electronically from the old ITC Computer System to the new Fijiri system. Records submitted from offices and agencies not on line are updated at a rate of approximately 300 per day;
- driver licence data capture on the system continued with 500 per day which, at the end of reporting period, had a balance of 40,000.

### v) Transport Planning and Policy

- Responsible for:
- development of policies and practices for regulating Public Service Vehicles and drivers, including fare setting;
  - undertaking planning for Public Service Vehicles and Commercial Goods Vehicles services;
  - interact with Manager Commercial Goods Vehicles and Manager Public Service Vehicles Regulations.

This section was also without a Manager and when required the task was handled by General Manager Corporate Services.

#### a) Major Tasks

The Unit was responsible to conduct research, consult with relevant organisations and make recommendation to LTA for increase in bus and taxi fares. Organisations such as Transport Planning Unit of Ministry of Tourism and Transport, Prices and Income Board, Reserve Bank of Fiji, National Planning Unit, Bus and Taxi Unions, Oil Companies and others were consulted during research process.

#### b) Bus Fare Increase

Based on the variation in diesel price rebate and concession to bus operators, an increase of ten (10) percent across the board was approved in December 2000, to be effective from 01/01/01 - (Fiji Government Gazette Extraordinary No. 80 of 29/12/00).

#### c) Taxi Fare Increase

Taxi industry last enjoyed a compromised 'increase' of 7% in taxi fares in 1992 due to the introduction of value added tax (VAT) in Fiji. Upon application by Fiji Taxi Union, the LTA felt that an increase was overdue and to streamline calibration of fares in taxi meters and fares for non-metered taxis, an increase was approved in December 2000 - (Legal Notice 156/2000) without VAT component as only 20% taxi operators were VAT registered. This was to be effective from 01/01/01. Flagfall was increased by 100% to \$1.00 with 10c fall for every 200 metres was approved for taxis with meters. For taxis without meters, the fare was \$1.10 per first 200 metres and 10 cents for every 200 metres thereafter. Between 10pm and 6am an additional 50c could be charged on the total fare.

## 8. RESULTS

### i) Benefits

As proposed in its Business Plan 2000, LTA achieved the following towards customer service improvement:

- a reasonable level of new streamlined office and office procedures;
- establishment of national computerised data base for all vehicles and drivers replacing manual card system;
- promptness in accessing data to determine the status of vehicle registration and driver licences;
- increased revenue through improved collection process and enforcement;
- reduction in road fatalities through effective enforcement measures;
- improved operational efficiencies;
- on-going positive relationship with Police, Courts and Municipal Councils;
- improvement to customer services through uniform and revised procedures;
- reduction in potential fraud by introductions of internal control/check systems, payment system, computer record for identification, etc.
- introduction of public relations arm to improve organisation image, awareness on new legislation, and generally promoting LTA and its activities.



## CORPORATE SERVICES LINE MANAGERS' REPORT

### Manager Human Resource & Administration

#### Jese Baleiwai

*Dip Management Training & Design (UK), IPD UK, Asst. ISAS (USP) Tr (FNTC)*

Key responsibilities include general administrative duties such as staff appointments & promotions, transfers, industrial relations, training and development, office accommodation/quarters. The department was also responsible for staff training, both external and in-house.

The staff went on strike on 6/7/00 in which 44 members of the staff locked the premises expressing disappointment over the selection of the CE. The second strike by 60 staff was on 25/7/00 because of their insecurity about absorption into LTA. Memorandum of Agreement was signed on 28/7/00 for the transfer of staff from DoRT to LTA effective from 10/7/00. Negotiations are underway on the new collective Agreement.



### Manager Strategic Planning

#### Vacant

There was no Manager looking after this department as at 31 December 2000 and as such the task of putting together the Corporate and Strategic Plans had to be shelved for the time being.

This department was seen as a vital cog in ensuring the LTA could look forward and plan accordingly for the future, bringing it in line with other re-organised former Government departments.

Apart from the above this department is responsible for external business development and reviewing quality management policies and practices.

A large area that will need the close attention of this manager is the implementation of the Performance Management System.

### Manager Media & Community Relations

#### Eroni Volavola

*BA (Journ. & Comm) Aust.*

The major task of this department is the timely dissemination of correct information as and when the need arises, through a multi pronged media approach.

The department is seen as the proactive arm of the Authority in informing the public about the LTA and what it does.

During this six month period the department put together 12 weekly newsletters for the staff and two monthly magazines aimed at informing the public at large. PR training for the staff is being planned for 2001.



### Manager Management Information System

#### Rishi Goundar

The role of the department is to equip, provide access and maintain the Authority with accurate and current data and a communicational infrastructure to enable it to meet expectations.

As the provider, and purveyor, of a computerised registration and licensing system and an innovative computer generated plastic licence, MIS is an integral part of the LTA's leap into the 21<sup>st</sup> Century.



### Manager Transport Planning & Policy

#### Vacant

This department is responsible for the development of policies which will see the regulation of fare setting for all forms of PSV, and other areas of concern like Commercial Goods Vehicles.

There was still no Manager as at 31/12/2001 and the tasks were handled by GMCS.

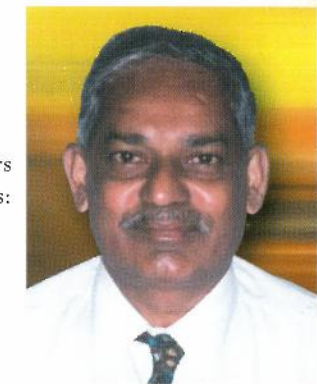
The department would be expected to carry out its own research and planning processes to enable it to perform at optimum levels. It will need to plan towards setting up the facilities for a fare setting arrangement that will be mutually acceptable to operators and commuters alike.

## REGULATIONS DIVISION

### 1.0 Introduction:

1.1 The Land Transport Act was enacted on 3<sup>rd</sup> September 1998 and this report covers the activities of the Regulations Division which includes the following six regulations:

- Land Transport (Vehicle Registration & Construction) Regulations 2000,
- Land Transport (Driver) Regulations 2000,
- Land Transport (Public Service Vehicle) Regulations 2000,
- Land Transport (Fees and Penalties) Regulations 2000,
- Land Transport (Breath Tests and Analyses) Regulations 2000, and
- Land Transport (Traffic) Regulations 2000.



**Shiri Ram MCIT**  
General Manager  
Regulations

1.2 General Manager Regulations (GMR) is overall in charge of this Division, reporting directly to the Chief Executive. Two managers, Manager Public Service Vehicle Regulation and Manager Registration & Licensing, Policy & Practices report directly to him on their respective area of operation.

### 2.0 Public Service Vehicle Regulation:

2.1 Prior to the LTA, the Transport Control Board (TCB) was responsible for the issuing of Road Service Licences to bus operators. This function is extended under the Authority, which is empowered under the Act, to include Taxis, Rental and Hire cars, Minibuses, Light Goods Vehicles, Carriers and Road Contract Licences.

There were nine (9) meetings between July to December 2000 as follows :-

August	24/08/00
September	15/09/00
November	08/11/00
	09/11/00
	10/11/00
	23/11/00
December	18/12/00
	19/12/00
	20/12/00

### 2.2 Applications

The commencement of LTA brought into operation two (2) new types of permits ie. Minibus Permit and Carrier Licence to meet the demands of the travelling public. This brought the total number of different types of application, handled by the Authority to seven.

### 2.3 Pending Applications

The total number of applications received, actioned and pending are shown in **Appendix A**. The Authority with effect from 17.11.00 had put a freeze on receipt of all new applications except for Road permit (Carrier Licence), Rental Permit and Road Permit (Road Contract Licence). This action was taken in terms of Regulation 3 (3) of Land Transport (Public Service Vehicle) Regulation 2000 to dispose off a number of pending Road Service Licence applications. Notice to this effect was published in Gazette No. 65/2000. The applications under Road Permit (Road Route Licence) as shown in Appendix A were inherited from Transport Control Board, the rest of the applications were received by the Authority (ie. July to November 2000). A total of 114 applications were disposed off during the year and a total of 1142 applications pending to be dealt with in future meetings.

### 2.4 Ethnic Distribution of All types of Permits

The ethnic distribution of all types of permits issued by the Authority is shown in **Appendix B**.

The Authority has been directed by the Interim Government on 10/11/2000 under Blue Print Policy to reserve at least 50% of all licences issued for public service permits for Fijians and Rotumans. Upon receipt of the above directive the Authority has deferred (sine die) all applications which are not from Fijians and Rotumans, with the hope that it could be dealt with in future, once the policy is reviewed.



## REGULATIONS DIVISION

### 2.5 Ethnic Distribution of Taxi Permits by Districts

An additional 64 new taxi permits were approved during the year bringing the total taxi permits issued as at 31.12.00 to 4506. The ethnic distribution of taxi permits by Districts are shown in **Appendix C**.

### 3.0 DRIVER REGULATION

#### 3.1 Driving Test

A total of 6129 applicants were booked for driving tests of which 5665 were tested with 3421 passed at a 60% pass rate, 2244 failed and 464 failed to attend. The distribution of driving tests according to classes of licences in the three divisions are at **Appendix D**.

The distribution of Driving Tests in three divisions are as follows :

##### 3.1.1 Central Eastern Division

Total Applications	2413
Total Test Conducted	2020
Total Passes	1185
Pass Rate	59%

##### 3.1.2 Western Division

Total Applications	2578
Total Test Conducted	2542
Total Passes	1591
Pass Rate	63%

##### 3.1.3 Northern Division

Total Applications	1138
Total Test Conducted	1103
Total Passes	645
Pass Rate	58%

#### 3.2 Driving Tests Conducted in Driving Schools.

Total Driving tests conducted in Driving School vehicles were 2002 with 1281 applicants passed at 64% pass rate.

##### 3.2.1 Summary of Driving Tests conducted in each District is at **Appendix E**.

##### 3.2.2 Driving Schools

As at 31.12.00 a total of 63 Driving Schools were registered. Two (2) Driving Schools were closed and three Driving Schools were renewed for further 5 years.

##### 3.2.3 Driver Instructors Permit Examination

Total number of application received	21
Approved	20
Refused	1
Total appeared for Road Craft	24
Total passed on Road Craft	14
Total failed on Road Craft	10
Total appeared for Basic Mechanical	16
Total failed on Basic Mechanical	10
Total passed on Basic Mechanical	6

## REGULATIONS DIVISION

### 3.2.4 Driving Instructors Permits

As at 31.12.00 total number of Driver Instructors Permits issued were as follows :-

Central/Eastern Division	70
Western Division	47
Northern Division	20
<b>Total</b>	<b>137</b>

### 3.3 Driving Licences

The total number of driver licence captured in the computerised system as at 31.12.00 were 70,000. The manual recording of all classes of driver licences issued for the past 5 years are shown in **Appendix F**.

### 3.4 Road Code

The third edition of Road Code was out for sale from November 2000. The copies are available throughout LTA offices.

### 4.0 VEHICLE REGISTRATION AND CONSTRUCTION REGULATIONS

#### 4.1 New Registration

From 1.7.00 to 31.12.00 the new registration of brand new and second-hand/reconditioned vehicles have been registered as follows:-

##### 4.1.1 New Vehicles & Second-hand / Reconditioned Vehicles

	Brand New Vehicles	Second-hand / Reconditioned Vehicles
Private	379	559
L/Goods	113	121
H/Goods	30	40
Buses	14	17
Taxis	15	41
R/Car	26	14
H/Car	1	3
M/Cycle	17	9
<b>Total</b>	<b>595</b>	<b>804</b>

##### 4.1.2 Second-hand / Reconditioned Motor Tractors, Trailers & Machines

Tractor	39
Trailer	31
Forklift	6
Grader	2
Excavator	3
Prime Mover	2
Roller	4
Loader	8
Crane	1
Skidder	1
Digger	14
Bulldozer	3
Caterpillar	2
<b>Total</b>	<b>116</b>



## REGULATIONS DIVISION

### 4.1.3 Summary

Brand New Vehicles	595
Second-hand Vehicles	804
Trailers, Machines & Earthmoving Equipment	116
<b>Total</b>	<b>1515</b>

The statistics on various classes of vehicles in the above categories are shown in **Appendices G and H** respectively.

### 4.2 Unique Number Plates

Applications for unique number plates received from 10.8.00 to 30.12.00 :

Total received	265
Approved	223
Refused	42
Fees paid for	212
Fees pending to be paid	11
Revenue collected	\$63,600

### 4.3 Replacement Number Plates

From 11.8.00 to 31.12.00 a total of 707 number plates were replaced for various classes of vehicles, costing \$13.50 per pair. A total \$9544.50 was received.

The reason for replacement plate were:-

- (i) Number plates being defaced
- (ii) Number plates lost

### 4.4 Reserved Number Plates

In terms of the new Traffic Regulations number plates can be reserved with the Authority at a cost of \$135.00. From 18.7.00 to 31.12.00 a total of 32 number plates were reserved. Three (3) applications were refused because number plates were already allocated to others. \$4320.00 was received for reserved number plates.

### 4.5 Wheel Tax Amnesty

The Government approved an amnesty on wheel tax from 10.7.00 to 31.12.00, whereby vehicle owners who owed wheel tax from sometime were exempted from wheel tax due from previous years. A total of 7300 motor vehicle owners took advantage of the amnesty and settled the wheel tax from the date of new Inspection Certificate issued to their vehicles. **Table below** show the number of vehicles exempted from paying wheel tax, amount waived and amount collected in three divisions.

### 4.6 Licensed and Unlicensed Vehicles

Region	Period	No. of Vehicles	Amount waiver Vat Inc.	Amount Collected (Vat Inc.)
Central Division	10/7-31/12/00	2,699	389,064.24	291,076.19
Western	"	3,223	624,921.04	319,155.90
Northern	"	1,378	226,453.19	226,453.19
<b>Total</b>	"	<b>7,300</b>	<b>1,240,438.47</b>	<b>836,685.28</b>

As at 31.12.00 the computer system captured vehicle records as follows :

The 19,244 dead vehicles are due to:

- i) wrecked vehicles
- ii) vehicles under repair
- iii) expired vehicles on roads

Total Number of vehicles on the System	98,254
Vehicles having current registration	41,652
Vehicles having expired registration	37,362
Dead Vehicle records	19,240

The manual records of vehicles registered as at 31 December for past 5 years are shown in **Appendix I**.

### 4.7 Proposed Amendments to the Act & Regulations

The Chief Executive and management staff were involved in looking at areas that needed immediate amendments to ensure they dovetailed with each other to make the Act and Regulations more responsive to the Authority's requirements, under the law. Some sections of the Act and the Regulations were presented to the Authority for amendment and are with the Solicitor General for publishing in the Gazette.

## REGULATION LINE MANAGERS' REPORT

### Manager Public Service Regulations

**Gianeshwar Naidu**

**ADV DIP Quality Management FNTC**



The challenges of the department was to establish procedures and administrative arrangements to expedite the processing of applications and to ensure the right balance between rapid decision making and fair process.

The department is to ensure, as far as practicable, the provisions of road transport passenger service is adequate to meet the requirements of the public.

The Authority also put in the policy of freeze on the receipt of the new applications to dispose of the backlog it inherited from the Department of Road Transport. It was felt that this move would enable the Authority to make timely decisions for its valuable customers, on the applications.

The lack of a Tribunal has contributed, in no uncertain manner, to the current situation in which the completion of the process of issuing licences, to some classes of PSV, has been retarded to a certain degree.

Permit holders are urged to confine their operations in accordance with the conditions and restrictions attached to their licence to avoid confrontations with the Police and our own Enforcement officers.

### Manager Registration & Licensing, Policies & Practices

**Satishwar**

**ADV DIP Quality Management FNTC**

This department looked after the following:

- registering all motor vehicles in the country,
- licensing all types of driver licences,
- providing new services in Unique and Reserved number plates,
- receipting all monies paid into LTA for services provided by the Authority,
- conducting driver tests and
- processing application for driving schools.

The Wheeltax Amnesty provided for the largest volume of work handled by this department for some time. The amnesty, from 1<sup>st</sup> July - 31<sup>st</sup> December, saw an increased work as motor vehicle owners took advantage of the facility which erased all their arrears. Over 7000 motor vehicles were inspected and issued with CoE.

Satishwar left the employ of LTA to migrate to New Zealand on 31/12/2000 and handover proceedings, to his successor, began in mid December.

He is to be succeeded in 2001 by Semi Matalau, former Divisional Transport Officer with the Department of Road Transport.



## OPERATIONS DIVISION

### 1. INTRODUCTION

This report covers the first six months operation of the Land Transport Authority, (July December), 2000. The report highlights the regional activities when the LTA came into force with effect from 10<sup>th</sup> July, with the introduction of new activities, documentation, training and development of staff to move the new entity forward during its most difficult period.

The beginning was not smooth with the staff protest, political instability, power cuts and financial constraints. The management continued the effort to place the organisation on a working platform, enabling the LTA to progress forward.

The General Manager Operation is charged with the control and implementation of enforcement strategies. The responsibilities are performed across the network of regional offices with regional managers reporting directly to GMO.

The Division, in carrying out its responsibilities, coordinate with General Manager Regulation, General Manager Corporate Services and Financial Controller, in order to fully achieve the objectives of the organisation. The report is divided into two parts, the national and divisional reports, where each division achievements are discussed.



**Isoa Tamani**  
General Manager  
Operations  
MBA (USP) BA (USP Dip.  
Transport Planning (Israel)  
Trade Cert. Auto Eng (FIT)

### 2. NATIONAL OPERATION REPORT

#### a) Vehicle Inspection

Regional Managers also oversees the operation of vehicle examination in their respective divisions. They liaise with Manager Technical Services on new directions relating to the standard of vehicle inspection and the pass rates is being viewed by the management to be too high for a developing country, based on a pass rate which is above 80%.

A new activity area, is the registration of motor vehicle dealers, where only recognised dealers, who meet the LTA standards are allowed to sell motor vehicles. The statistics, which shows the number of motor vehicles inspected, is on Table 5.

Table 5 - Motor Vehicle Inspections by Regions July - December 2000

Division	No. Inspected	No. Passed	No. Failed	%Pass Rate
Central Eastern	9257	8816	441	95
Western	18,102	15,776	2326	87
Northern	1591	1521	70	95
<b>TOTAL</b>	<b>28,950</b>	<b>26,113</b>	<b>2837</b>	<b>90</b>

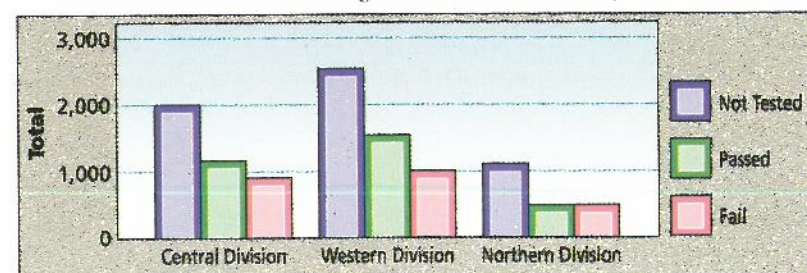
Source: Operations Division, LTA

Additional duties include inspection of motor vehicles involved in accidents as requested by the Police department, spot checks and issue of Defect Order Notice.

#### b) Driving Examination

The Regional Managers through their district supervisors oversee the daily operation of the driving examination in their districts, even though functionally falls under regulations and licensing management. The divisional distribution of driving examination is shown on Table 6.

Table 6 - Distribution of Driving Tests Conducted as at July - December 2000



Source: Operations Division, LTA

## OPERATIONS DIVISION

### c) Enforcement Department

The Enforcement Department is one of the main revenue earning sector of the Authority. Series of training; and workshops were conducted to up-grade the skill and knowledge of the officers to ensure they have the appropriate skills and experience to execute the duties specified under the Act. The LTA started issuing Traffic Infringement Notices (TINs) to offenders on 23/8/2000, followed by the Police and Municipalities in September. Municipalities disputed the provisions which authorised the LTA to receive parking metre offence revenue.

The statistics on the TINs issuance is shown on table 7.

Table 7 - TINS Issued as at December 2000

	September	October	November	December	Total	%
Gross Revenue	1,114,120.21	1,049,405.05	890,233.02	1,343,342.14	4,397,100.42	
Proj. Rev. Tin's	85,568.28	37,810.00	82,925.00	67,884.00	274,187.28	
Licence Fees	1,028,551.93	1,011,595.05	807,308.02	1,275,458.14	4,122,913.14	96
Tot. Tins Issued	1,072.00	554.00	1,198.00	1,078.00	3,902.00	
Tot. Tin's Paid	0	885.00	847.00	1,308.00	3,040.00	
Revenue Tins	6,569.00	61,319.00	47,358.00	76,410.00	191,656.00	4
Expenditure	35,376.00	18,282.00	39,534.00	35,574.00	128,766.00	
<b>Nett Revenue</b>	<b>\$1,078,744.21</b>	<b>\$1,031,123.05</b>	<b>\$850,699.02</b>	<b>\$1,307,768.14</b>	<b>\$4,268,334.42</b>	

Note: Total Revenue = Licence Fees + Revenue from TIN's Paid

Nett Revenue = (Licence Fees + Rev. TINs paid) - Expenditure

Source: Operations Division, LTA

Further additional statistic analysis is shown on Appendix J

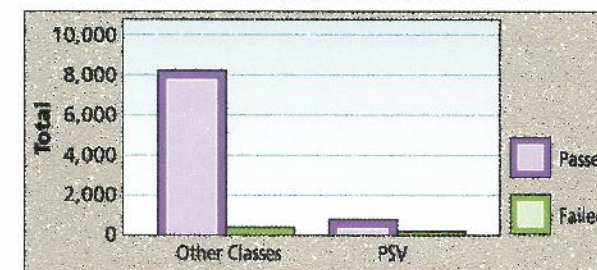
### 3. REGIONAL REPORT

#### a) Central Eastern Region

##### i) Vehicle Inspection

Vehicle inspections in Central/Eastern region are being held at four (4) testing stations, namely Lami, Valelevu, Nausori and Rotuma. A total of 9275 motor vehicles were inspected during the six months period with 9016 passing the test, which represented 97%, of the total. The high pass rate of vehicle examination is the present concern of the Authority and measure are being put in place to monitor the pass rate to reduce to an acceptable level, figures for the July to December are on Table 8.

Table 8 - TINS Issued as at December 2000



Source: Regional Manager Central Eastern, LTA



## OPERATIONS DIVISION

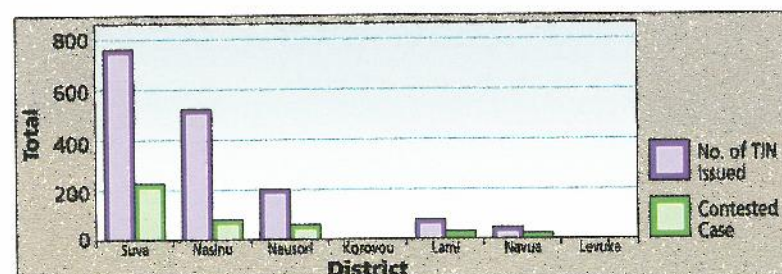
### ii) Enforcement Department

The department, even though it was established under the Department of Road Transport (DoRT) era, it lacks some of the fundamental principles to enable it to effectively execute the role prescribed under the Act. The department was re-structured to carry out its functions under the Act in a more professional manner. The Central/Eastern region commenced issuing TINs before the other regions.

A total of 1,523 TINs were issued from the Central/Eastern Regional offices with effect from August to December, which represented 30% of the total number issued. The Police started issuing TINs in September. The LTA supplied TIN books, Traffic Offence Register and Specimen charges to some of the municipalities later

Accrued fixed penalty totalled \$90,069.00. Penalties paid was \$86,460 which is 96% of the total accrued. Table 9 shows the number of TINs distributions at district level.

Table 9 - TINS Issued as at December 2000



Source: Regional Manager Central Eastern, LTA

### b) Northern Region

#### i) Vehicle Examination

The Northern region had a total of four technical officers involved in the issue of Certificates of Road Worthiness (CoRW) and Certificates of Fitness (CoF). During the year a total of 6,717 motor vehicles were inspected for CoRW and 426 for certificate of fitness. The pass rates for both classes is 95%. Call-in inspection was also undertaken, on public service vehicles, and other classes, totaling 182. The officers also attended a total of 60 accidents as requested by the Police.

#### ii) Enforcement Department

There were seven enforcement officers in the Northern region. Four (4) are authorised to issue TINs. The four officers are also the Prosecuting officers of the Authority to institute proceedings pursuant to section 92 of the Act. The Northern region issued a total of 752 TINs for the period July - December 2000, which represented 14.9% of national total.

The total amount of projected income from the TINs issued was \$62,355, which represented 19.5% of the national total of \$320,300. The amount which was actually paid within the twenty-one days is \$18,520, which is 11.4% of the national total. The total number of contested cases is 156 which represented 12.4% of the national total.

### c) Western Region

#### i) Vehicle Examination

The Western region has a total of sixteen Vehicle Examiners stationed at the six district offices. From July to December 18,102 motor vehicles were inspected. 15,776 passed, which represented 87% of the total. Our technical officers in the west inspected 138 accident vehicles between July and December.

## OPERATION'S DIVISION

### ii) Enforcement Department

The enforcement in the Western region has eleven staff under the establishment, out of which four are full-time prosecutors. The supervisor enforcement was relieved from prosecution duties which left only three. The department is encountering problems with Ba and Tavua Magistrates, and management is pursuing the matter with Chief Magistrate office. The department is involved on the issue of TINs, investigation on public service licence applications, complaints and attend court cases. From July to December 2000, the western division issued a total of 2,444 TINs. The amount of fixed penalty paid was \$70,695 from 1,653 TINs.

### Analysis

1. The national figures on vehicle initial registration revealed, more second-hand vehicles were registered compared to new vehicles.
2. Revenue collection was on an upward trend between the month of July to September, dropped in October before it increased in November and December, with the Western region having the highest for December.
3. Motor vehicle inspections showed that the pass rates of 90% is high comparing to developed nations. There is a need to reduce below 90% level within the first four months of 2001.
4. Driving examinations pass rate is acceptable but examiners are under utilised and staff development is required for optimum utilisation of manpower. The introduction of the hazardous driver permit to be put in place before the end of March.
5.
  - a) The enforcement of TINs encountered problems until to-date, on the payment of court fees and the awarding of court costs to the Authority against convicted cases. Manager Legal is vigorously pursuing with the courts.
  - b) The system is undergoing its testing period and with present situation the delay by the courts on TIN cases are vital to the Authority.
  - c) Until the courts imposed heavy fines on the accused, trend for future offenders to pay their fixed penalties will increase, as most cases were adjourned, pending the outcome of the Court of Appeal case, and hopefully the situation will improve.



## OPERATIONS LINE MANAGERS REPORT

### Regional Manager Central Eastern

**Liakat A Khan** Dip Applied Computing-FIT, MCTT

District offices over which RMCE holds jurisdiction are Nausori, Valelevu, Suva, Lami and Rotuma.

During the first few weeks of the LTA, a series of one day workshops were convened to upgrade staff on the new Act and Regulations, as they came into force.

While RMCE had to operate conjointly with LTA head office, the areas covered was no different from those attended to by the other two Regional Managers.

The Navua office was closed and a new one at Lami was opened during the period under review. The Navua office had to be closed because it was not able to meet the minimum requirements of the Authority in office and parking space and the availability of an area for motor vehicle inspection.

### Regional Manager Western

**Aptinko Vaurasi**

District offices over which RMW holds jurisdiction are Sigatoka, Nadi, Lautoka, Ba, Rakiraki and Tavua.

The inception of LTA brought with it some uncertainty which resulted in the staff going on strike because they were unsure about their future.

A visit to the region by the Chief Executive was good because it enabled us to sit down with him and talk one on one, which helped to alleviate, or at least, do away with apprehension of the staff.

The start of enforcement under the new Act was pursued vigorously by the Western staff, however there were differences with the various local Magistrates leading to many TIN cases being awarded against the LTA. There is a definite need for proactive consultation between LTA and the Judiciary.

### Regional Manager Northern

**Ledua Tunitoga**

The start of the LTA in the North was no different to the other regions where there was resentment over the new management and structure.

Northern staff (36) went on a strike in sympathy to their colleagues in the other regions, but it was more sympathy than anything else.

The division registered 64 new and 297 secondhand motor vehicles.

During the period under review, 8601 vehicles were licensed while 12,869 were registered, this meant that the balance of over 4000 motor vehicles are operating illegally in the region.

The region collected a total of \$1,056,358.84 in revenue from July to December 2000.

CE visited the Region and his discussions with the staff was opportune for both parties.

### Manager Enforcement Policy & Practices

**Uday Raj Singh**

When this department came into force on 1/7/2000 we did not commence road enforcement work until 16/8/2000 when we had completed work on Specimen charges and the TIN books were printed.

The Police department started issuing TINs in September with some of the municipalities following suit.

Workshops and training were conducted to upgrade skills to ensure they would be able to execute the duties specified under the Act.

Our biggest problem to date is the different interpretations of the Act by Magistrates around the country, even after agreement had been reached with the Chief Magistrate.

The number of TINs contested in court has increased towards the end of the period under review.



## FINANCE AND ACCOUNTS DIVISION

### Introduction

The Land Transport Act, 1998 and Public Enterprise Act, 1996 require financial performance, including accountability and transparency as per the Authority's reorganized role and based on the Public Sector Reform Principles of Government.

The Authority being a Commercial Entity is subject to Income Tax and accountable to the Government in terms of its profit, direct and indirect return for each financial year and achievement of strategic objectives.

The Authority is subject to an external audit for each financial year and required to prepare Statutory audited accounts and submission of Annual Report by 31<sup>st</sup> May, 2001 to our Minister. The transparency requirement is also established by internal audit of the Authority's systems.

### Key challenges since reorganization.

The Authority was faced with the following challenges upon commencement of operations on 1 July, 2000.

1. Implementation of accrual accounting systems for accounting and reporting monthly and annual results and management of performance.
2. Distributed reporting by region, activity and cost center to evaluate performance of the Authority's activities.
3. Commercial based budgeting for Operating and Capital budgets, with strict aligned to Land Transport Act, 1998, Corporate plan and reorganized role of the Authority.
4. Operation of the Authority on principles of revenue maximization and cost efficiency to increase shareholder wealth or return to Government of Republic of Fiji Islands.
5. To strengthen internal control systems including finance and accounting systems to ensure the Authority's revenue is completely and accurately captured, expenditure incurred is within budget and justified, and risk Management practices is in place.
6. To prepare accounts on accrual accounting basis for Management reporting and external audit in compliance with Fiji Accounting Standards and policy's relevant to the Authority's operations.
7. Training and development of existing staff from former Department in accrual accounting concepts, computerization and redesigned responsibilities.
8. Implementation of Platinum Era Software, providing fully computerized platform for accrual accounting, budgeting and reporting, and management of financial performance.

During the period July 2000 to the date of this report the above challenges have been successfully achieved with program for continuous improvement.

### Financial Performance for six months period ended 31 December, 2000.

The Authority is subject to Government's reorganization Charter Principals, including a requirement for minimum 15% return on net assets or Capital establishing ownership of the Government of Republic of Fiji Islands.



**Anand Kumar**  
Financial Controller  
B BUS(New Zealand), CA,  
AIIA, AAIM, NDA, NCB,  
Adv.Dip Mgmt (NZIM), Cert  
(IBNZ)



The Final performance is analyzed as follows:

LAND TRANSPORT AUTHORITY  
RETURN TO GOVERNMENT  
FOR SIX MONTHS PERIOD ENDED 31 DECEMBER 2000

DIRECT RETURN		\$
Income Tax	- 1st Advance	50,000.00
	- 2nd Advance	766,585.00
	- Final Provision	441,507.50
		<u>1,258,092.50</u>
DIVIDENDS		
	- Interim (Paid)	2,000,000.00
	- Final Proposed	272,327.00
		<u>2,272,327.00</u>
Total Direct Return		<u>3,530,419.50</u>
INDIRECT RETURN		
Value Added Tax		514,610.45
PAYE		242,551.47
Withholding Tax		622.00
Magistrates Court Fees		63,420.00
OPCV Company & PAYE Tax		42,818.21
Assistance to Police		39,959.92
Total Indirect Return		<u>903,982.05</u>
TOTAL RETURN		<u>\$4,434,401.55</u>

The notable issues are as follows:

1. 100% of profit before tax of \$3,510,163 has been paid out as Income Tax and dividend to Government.
2. Actual expenditure for financial period was \$1,200,452 below approved expenditure budget.
3. The Authority's direct return (dividend/net assets) was 52% in comparison to 15% minimum return required as benchmark. The Authority also paid \$1,258,092 income tax.
4. The Authority had no borrowings or debt finance during the period.
5. The Authority's total contribution to Government was \$4,434,402 for the six months period ended 31 December, 2000.

**Conclusion**

The Finance and Accounts Division is geared to provide support to management for continuous business performance improvement, increased profitability and cashflows, and all aspects of finance and accounting support.



**LAND TRANSPORT AUTHORITY**

FINANCIAL  
STATEMENTS  
FOR THE  
SIX MONTH  
PERIOD  
ENDED  
31 DECEMBER  
2000



# AUTHORITY'S REPORT

In accordance with a resolution of the Authority, the Authority Members herewith submit the balance sheet of the Authority as at 31 December 2000, and the related statement of profit and loss and statement of cash flows for the six month period ended 31 December 2000 and report as follows:

## 1. Authority's members

The names of the Authority's members in office during the period and or as at the date of this report are:

	Term
Mr Robert Dods (Chairman)	From 1 January 1999
Mr Thomas V Raju	From 1 January 1999
Mr Archie Seeto	From 1 January 1999
Mr Marika Tukituku	From 1 January 1999
Mrs Aruna Prasad Nagin	From 1 January 1999 to 20 September 2000
Ratu Nacanieli Uluiviti	From 1 January 1999 to 31 December 2000
Mr Kolinio Meo	From 1 January 1999 to 5 January 2001
Ms Anjnish Jokhan	From 16 October 2000
Mr Manu D Korovulavula	From 26 October 1999
Mr Sevuloni R Valenitabua	From 1 January 2001 to 7 February 2001
Ratu Napolioni Masirewa	From 8 January 2001

## 2. Principal activities

The principal activities of the Authority during the six month period ended 31 December 2000 were regulating, controlling and licensing of all means of land transport, co-ordination of road transport services and improvement of road transport services.

## 3. Operating result

The operating profit after income tax expense for the six-month period ended 31 December 2000 was \$2,272,327.

## 4. Reserves

During the six month period ended 31 December 2000 no amount was transferred to/from reserves.

## 5. Dividends

The Authority paid an interim dividend of \$2,000,000 on 22 February 2001, for the six month period ended 31 December, 2000 pursuant to Section 27 of the Land Transport Authority Act (1998).

The Authority recommends that an amount of \$272,327 be paid as final dividend out of current periods profit and in accordance to Section 27, Land Transport Act (1998).

## 6. Significant events

The following significant events occurred during the six month period ended 31 December 2000.

- (i) The Department of Road Transport, Principal Licensing Authority, Central Traffic Authority and Transport Control Board were reorganised to the Land Transport Authority on 10 July 2000.

The above event has resulted in the Authority being responsible for all the operations and functions of the former entities, including being responsible for other strategic activities as per Land Transport Act (1998) and Authority's Corporate Plan.

- (ii) The Land Transport Authority (LTA) was declared a re-organised enterprise under the Public Enterprise Act (1996).

- (iii) As part of the re-organisation process and the provisions of the Land Transport Act (1998), all assets were vested and liabilities inherited by the Authority on 10 July 2000, from the Department of Road Transport, Principal Licensing Authority, Central Traffic Authority and the Transport Control Board.

## 7. Events subsequent to balance date

There has not arisen in the interval between the end of the financial period and the date of this report any item, transaction or event of a material and unusual nature likely, in the opinion of the members of the Authority, to affect significantly the operations of the Authority, the results of those operations, or the state of affairs of the Authority, in subsequent financial years.


## 8. Other matters

As at the date of this report:

- (a) The Authority's Members are not aware of any circumstance which would render the values attributed to current assets in the Authority's financial statements misleading.
- (b) (i) No charge of the assets of the Authority has been given since the end of the financial period to secure the liabilities of any other person;
- (ii) No contingent liabilities have arisen since the end of the financial period for which the Authority could become liable except as disclosed in the financial statement; and
- (iii) As at the date of this report, the Authority Members are not aware of any circumstances that have arisen, not otherwise dealt with in the report, which would make adherence to the existing method of valuation of assets or liabilities of the Authority's members misleading or inappropriate.
- (iv) Apart from the matters specifically referred to in the financial statements, in the opinion of the Authority members the results of the operations of the Authority during the financial period were not substantially affected by any item, transaction or event of an abnormal nature.

Date at Suva this 22nd day of May 2001.

For and on behalf of the Authority in accordance with a resolution of the Authority Members.

  
CHAIRMAN

  
CHIEF EXECUTIVE OFFICER



## STATEMENT BY AUTHORITY MEMBERS

In accordance with a resolution of the Members of the Land Transport Authority, we state that:

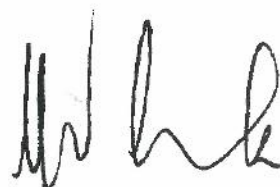
- i) The accompanying balance sheet of the Authority is drawn up so as to give a true and fair view of the state of affairs of the Authority as at 31 December 2000.
- ii) The accompanying statement of profit and loss of the Authority is drawn up so as to give a true and fair view of the result of the Authority for the six month period ended 31 December 2000.
- iii) The accompanying statement of cash flows are drawn up so as to give a true and fair view of the cash flows of the Authority for the six month period ended 31 December 2000.
- iv) At the date of this statement there are reasonable grounds to believe that the Authority will be able to pay its debts as and when they fall due; and
- v) All related party transactions have been adequately recorded in the books of the Authority.

Date at Suva this 22nd day of May 2001.

For and on behalf of the Authority in accordance with a resolution of the Authority Members.



CHAIRMAN



CHIEF EXECUTIVE OFFICER



Chartered Accountants

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Suva  
Fiji

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Victoria Parade  
Suva  
Fiji

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## INDEPENDENT AUDITORS' REPORT

### To the Members of Land Transport Authority

#### Scope

We have audited the financial statements of the Authority for the six month period ended 31 December 2000, consisting of the balance sheet, statement of profit and loss, statement of cash flows and accompanying notes, set out on pages 32 to 42. The Authority's members are responsible for the preparation and presentation of the financial statements and the information they contain. We have conducted an independent audit of these financial statements in order to express an opinion on them to the members of the Authority.

Our audit has been conducted in accordance with Fiji Standards on Auditing to provide reasonable assurance as to whether the financial statements are free of material misstatement. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether in all material respects, the financial statements are presented fairly in accordance with Fiji Accounting Standards, Land Transport Act (1998) and the Public Enterprise Act (1996) so as to present a view which is consistent with our understanding of the Authority's financial position, the results of its operations and its cash flows.

The audit opinion expressed in this report has been formed on the above basis.

#### Audit Opinion

In our opinion:

- (1) proper books of account has been kept by the Authority, so far as appears from our examination of those books.
- (2) the accompanying financial statements of the Authority:
  - (i) are in agreement with the books of account;
  - (ii) to the best of our information and according to the explanation given to us:
    - (a) give a true and fair view of the state of affairs of the Authority as at 31 December 2000 and of the results and cash flows of the Authority for the period ended on that date in accordance with Fiji Accounting Standards;
    - (b) give the information required by the Land Transport Act (1998) and Public Enterprises Act (1996) in the manner so required.

We have obtained all the information and explanation which to the best of our knowledge and belief, was necessary for the purpose of our audit.



KPMG  
Chartered Accountants

Suva, Fiji Islands  
22nd May, 2001



KPMG, KPMG, a partnership established under Fiji law, is a member of KPMG International, a Swiss association.

Resident Partners:  
John Gaskin, Suva  
Bruce Sutton, Suva  
Michael Yee, Suva  
Lisa Apted, Suva  
Vishnu Deb, Lautoka



# STATEMENT OF PROFIT & LOSS

For the six month period ended 31 December 2000

	Note	Six Month period ended 31 December 2000 \$
Operating profit before income tax	2	3,510,163
Income tax attributable to operating profit	4(a)	1,237,836
Operating profit after income tax		2,272,327
Retained profits at the beginning of the financial period		-
Total available for appropriation		2,272,327
Less Dividends - Interim		2,000,000
- Final		272,327
Retained profits at the end of the financial period		-

The statement of profit and loss is to be read in conjunction with the notes to and forming part of the financial statements set out on pages 35 to 42.

# BALANCE SHEET

As at 31 December 2000

	Note	2000 \$
<b>Current assets</b>		
Cash on hand and at bank		4,105,324
Other receivables	5	39,336
Inventories	6	186,159
<b>Total current assets</b>		4,330,819
<b>Non-current assets</b>		
Property, plant and equipment	7	5,084,032
Future income tax benefit	4 (c)	20,878
<b>Total non-current assets</b>		5,104,910
<b>Total assets</b>		9,435,729
<b>Current liabilities</b>		
Creditors and other liabilities	8	635,944
Provisions	9	3,634,596
<b>Total current liabilities</b>		4,270,540
<b>Total liabilities</b>		4,270,540
<b>Net assets</b>		5,165,189
<b>Capital and reserves</b>		
Capital	16	5,165,189
Retained profits		-
<b>Total capital and reserves</b>		5,165,189

The balance sheet is to be read in conjunction with the notes to and forming part of the financial statements set out on pages 35 to 42.

For and on behalf of the Authority in accordance with a resolution of the Authority Members.



CHAIRMAN



CHIEF EXECUTIVE OFFICER



## STATEMENT OF CASH FLOWS

	Note	Six Month period ended 31 December 2000 \$
<b>Cash flows from operating activities</b>		
Receipts from customers		6,804,386
Payment to suppliers and employees		(2,667,047)
Income tax paid		(622)
Net cash provided by operating activities	14(b)	<u>4,136,717</u>
<b>Cash flows from investing activities</b>		
Payment for property, plant and equipment		(416,087)
Net cash (used in) investing activities		<u>(416,087)</u>
Net increase in cash held		3,720,630
Cash at the beginning of the financial period		384,694
Cash at the end of the financial period	14(a)	<u>4,105,324</u>

The statement of cash flows is to be read in conjunction with the notes to and forming part of the financial statements set out on pages 35 to 42.

NOTES TO AND FORMING PART OF  
THE FINANCIAL STATEMENTS

For the six month period ended 31 December 2000

## Note 1. Statement of significant accounting policies

## (a) Basis of preparation

The financial statements have been drawn up in accordance with the accounting standards and disclosure requirements of the Fiji Institute of Accountants and the requirements of Fiji law. They have been prepared on the basis of historical cost convention and do not take into account changing money values except certain assets where, as noted, are stated at valuations. All amounts are stated in Fiji currency.

## (b) Foreign currency

All foreign currency transactions are translated to Fiji currency at the rates of exchange ruling at the dates of the transactions. Amounts receivable and payable in foreign currencies at balance date are translated at the rates of exchange ruling at balance date. Gains and losses arising on such translations are recognised in the result for the period.

Exchange differences relating to amounts receivable and payable in foreign currencies are brought to account as exchange gains or losses in the profit and loss account in the financial year in which the exchange rate changes.

The Authority does not hedge its foreign currency commitments.

## (c) Inventories

Inventories are valued at lower of cost or net realisable value. Cost is assigned on a first in first out basis.

## (d) Taxation

The Authority adopts the liability method of tax effect accounting. Income tax expense is calculated on operating profit adjusted for permanent differences between taxable and accounting income. The tax effect of timing differences, which arises from items being brought to account in different periods for income tax and accounting purposes, is carried forward in the balance sheet as a future income tax benefit or a provision for deferred income tax.

The Authority is subject to Income Tax based on a ruling by the Inland Revenue and under the Income Tax Act (1974) CAP 2001.

## (e) Property, plant and equipment

*Acquisition and valuation*

As at 1 July 2000, the assets of the Department of Road Transport, Principal Licensing Authority, Central Traffic Authority and the Transport Control Board were vested into the Land Transport Authority.

Properties comprising land and buildings were independently valued by Rolle Valuations, registered valuer's on 14 February 2001. All other fixed assets that were vested to the Authority at the date of commencement are recorded at Authority's valuation.

All plant and equipment are stated at independent and Authority valuation less depreciation. Acquisitions during the period are stated at historical cost.



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

## Note 1. Statement of significant accounting policies (cont'd)

### Depreciation and amortisation

Items of property, plant and equipment including buildings are depreciated using the straight-line method over their remaining useful life. Land is amortised over the leasehold period.

The depreciation rates used for each class of asset are as follows:

	Leasehold period
Land	2.5%
Buildings	20.0%
Motor vehicles	20.0%
Plant and equipment	33.0%
Computer hardware	20.0%
Computer software	20.0%
Office equipment	20.0%

### Disposal of assets

Gains and losses on disposal of property, plant and equipment are taken into account in determining the results for the period.

### (f) Other receivables

Other receivables include postmaster receivables, payroll recoveries and others. The collectability of debts is assessed regularly and provisions are made for any doubtful balances.

### (g) Provision for employee entitlements

The provisions for employee entitlements relating to wages, salaries and annual leave are recognised and are measured as the amount unpaid at the reporting date, at current pay rates in respect of employee services, up to the balance date.

The cost of sick leave is met as it emerges and as unused entitlement lapses, no provision is made in the financial statements of the Authority for outstanding liability.

The collective agreement of the Authority has not been finalised. Any adjustments to this may result in changes to the financial statements the effect of which has not been brought to account.

The Authority has paid out employee entitlement balances relating to pre June 30, 2000, and accrued liability for those employees opting to transfer their entitlement to the Authority.

### (h) Revenue recognition

Revenue comprises of income earned from providing licensing and registration of motor vehicles, inspection services, issuing of permits and licenses to motor vehicles, driver licenses, motor vehicle dealers licenses, regulation of public service vehicles and enforcement activities.

The Authority's revenue is recognised at time of the receipt except for motor vehicle dealer's license, which are recognised on an accrual basis.

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

## Note 2. Operating profit

Operating profit before income tax has been determined after:

2000  
\$

### (i) Crediting the following revenue:

Vehicle registration	3,706,238
Driver's licenses and driver permit	1,033,633
Vehicle inspection	891,240
Driver licenses and permits	212,513
Vehicle inspection	196,827
Others	634,672

### (ii) Charging the following expenses:

Audit fees	7,500
Depreciation and amortisation - vested assets	393,230
- acquired assets	32,869
Authority members fees and remuneration	17,979
Provision for employee entitlements	85,218

## Note 3. Financial period

The financial period of the Authority is for the six-month period commencing 1 July 2000 to 31 December 2000.

2000  
\$

## Note 4. Income Taxation

### (a) Income tax expense

Prima facie income tax expense @ 35%	1,228,557
Increase/(decrease) in income tax expense due to:	
Non-allowable expenses	9,068
Effect of change in tax rate	211
Income tax attributable to operating profit	1,237,836
Income tax attributable to operating profit is made up of:	
Current income tax provision	(1,258,714)
Future income tax benefit	20,878
	(1,237,836)

### (b) Provision for current income tax

Movements during the period	
Balance at the beginning of the period	
Income tax paid	(622)
Income tax expense on operating profit	1,258,714
Balance at the end of the period	1,258,092



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

2000  
\$**Note 4. Income Taxation (cont'd)**

- (c) **Future income tax benefit**  
Future income tax benefit comprise the estimated future benefit at current income tax rates on the following items:  
Difference in depreciation and amortisation of property, plant and equipment for accounting and income tax purposes

20,878  
20,878

**Note 5. Other receivables**

- Post master receivables  
Other  
**Total other receivables**

12,376  
26,960  
39,336

**Note 6. Inventories**

- Computer consumables  
Stationery  
Number plates  
**Total inventories**

73,873  
80,458  
31,828  
186,159

**Note 7. Property, plant and equipment**

- Leasehold land - at valuation 2000  
Accumulated amortisation

1,081,095  
(5,645)  
1,075,450

- Buildings - at valuation 2000  
- at cost  
Accumulated depreciation

1,689,385  
6,924  
(21,159)  
1,675,150

- Motor vehicles - at valuation 2000  
- at cost  
Accumulated depreciation

95,000  
2,432  
(30,501)  
66,931

- Plant and equipment - at valuation 2000  
- at cost  
Accumulated depreciation

308,870  
55,011  
(81,457)  
282,424

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

Note

2000  
\$**Note 7. Property, plant and equipment (cont'd)**

- Furniture and fittings - at valuation 2000  
- at cost  
Accumulated depreciation

52,795  
8,697  
(13,608)  
47,884

- Computer equipment - at valuation 2000  
- at cost  
Accumulated depreciation

194,981  
1,885,384  
(250,519)  
1,829,846

- Office equipment - at valuation 2000  
- at cost  
Accumulated depreciation

92,917  
36,640  
(23,210)  
106,347

**Total property, plant and equipment - net book value**5,084,032

An independent valuation of the Authority's leasehold land and buildings was carried out in February 2001 by Rolfe Valuation. Other classes of fixed assets that were vested to the Authority at the date of commencement of the Authority are recorded at Authority's valuation.

The titles in relation to the land and buildings are being transferred to the Authority. The Authority is finalising arrangements with the Public Service Commission in relation to ownership and occupation of Government and Institutional quarters, which have not been brought to account as fixed assets at balance date. The effects of adjustments, if any, upon completion of the above process may affect the disclosed values of land and buildings.

**Note 8. Creditors and other liabilities**

- Trade creditors and accruals  
FNPF accrual  
Rent accrual  
VAT payable

345,370  
53,059  
46,681  
190,834

**Total trade creditors and other liabilities**635,944**Note 9. Provisions**

- Employee entitlements  
Dividends  
Income tax

4(b)

104,177  
2,272,327  
1,258,092

**Total provisions**3,634,596



## NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

2000  
\$

### Note 10. Contingent liabilities

The Authority was subject to certain charges and legal actions in the ordinary course of business amounting to approximately \$1,510,500. On the basis of advice received from solicitors representing the Authority, it is the opinion of the Authority members that the disposition or ultimate determination of such charges and legal actions will not have a material effect on the result and financial position of the Authority. The Authority is vigorously defending these actions.

### Note 11. Capital commitments

Capital commitments approved and committed	98,269
--	--------

### Note 12. Related party transactions

The Authority is wholly owned by the Government of the Republic of the Fiji Islands.

The Authority undertook various transactions with Government owned entities on normal trading terms and conditions.

The Authority provides electricity, water amenities and building space to the National Road Safety Council "NRSC" without any consideration. This allocation is being provided to the NRSC due to similar goals being pursued by the organisation as the LTA.

### Note 13. Principal activities

The principal activities of the Authority during the six month period ended 31 December 2000 were regulating, controlling and licensing all means of land transport, co-ordination of road transport services and improvement of road transport services in Fiji.

### Note 14. Notes to the statement of cashflows

#### (a) Reconciliation of cash

For the purposes of the statement of cash flows, cash includes cash on hand and at bank. Cash at the end of the reporting period as shown in the statement of cash flows is reconciled to the related items in the balance sheet as follows:

Cash	4,105,324
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## NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

2000  
\$

### Note 14. Notes to the statement of cashflows (cont'd)

#### (b) Reconciliation of net cash provided by operating activities to operating profit after income tax

Operating profit after income tax	2,272,327
Depreciation and amortisation	426,099
Change in assets and liabilities:	
Decrease in other receivables	29,263
(Decrease) in employee entitlements	(289,255)
Increase in trade creditors and accruals	545,398
(Increase) in future income tax benefit	(20,878)
Increase in provision for income tax	1,258,092
(Increase) in stock	(84,329)
Net cash provided by operating activities	4,136,717

### Note 15. Significant events

The following significant events occurred during the six month period ended 31 December 2000.

- (i) The Department of Road Transport, Principal Licensing Authority, Central Traffic Authority and the Transport Control Board were reorganised to the Land Transport Authority on 10 July 2000.

The above event has resulted in the Authority being responsible for all the operations and functions of the former entities, including being responsible for other strategic activities as per Land Transport Act (1998) and Authority's Corporate Plan.

- (ii) The Land Transport Authority (LTA) was declared a re-organised enterprise under the Public Enterprise Act (1996).

- (iii) As part of the re-organisation process and as per the provisions of the Land Transport Act (1998), all assets were vested and liabilities inherited by the Authority on 10 July 2000, from Department of Road Transport,

Principal Licensing Authority, Central Traffic Authority and the Transport Control Board.

The above event has been accounted for in the financial statement by establishing the ownership of Government of Republic of Fiji Islands.



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (CONT'D)

For the six month period ended 31 December 2000

## Note 16. Reorganisation of the Authority

The following assets were vested and liabilities inherited by the Authority upon reorganisation:

	As at 1 July 2000 \$
<b>Current assets</b>	
Cash at bank	384,694
Inventories	101,830
Other receivables	68,597
	<u>555,121</u>
<b>Non-current assets</b>	
Property plant and equipment	5,094,045
	<u>5,649,166</u>
<b>Total assets</b>	
	<u>5,649,166</u>
<b>Current liabilities</b>	
Trade creditors and accruals	12,970
Annual and long service leave	393,433
Other creditors	77,574
	<u>483,977</u>
<b>Total liabilities</b>	
	<u>483,977</u>
<b>Net assets</b>	
	<u>5,165,189</u>

The above net assets vested into the Authority on 1 July 2000 form the Capital of the Authority and established the ownership of the Authority by the Government of the Republic of Fiji Islands.

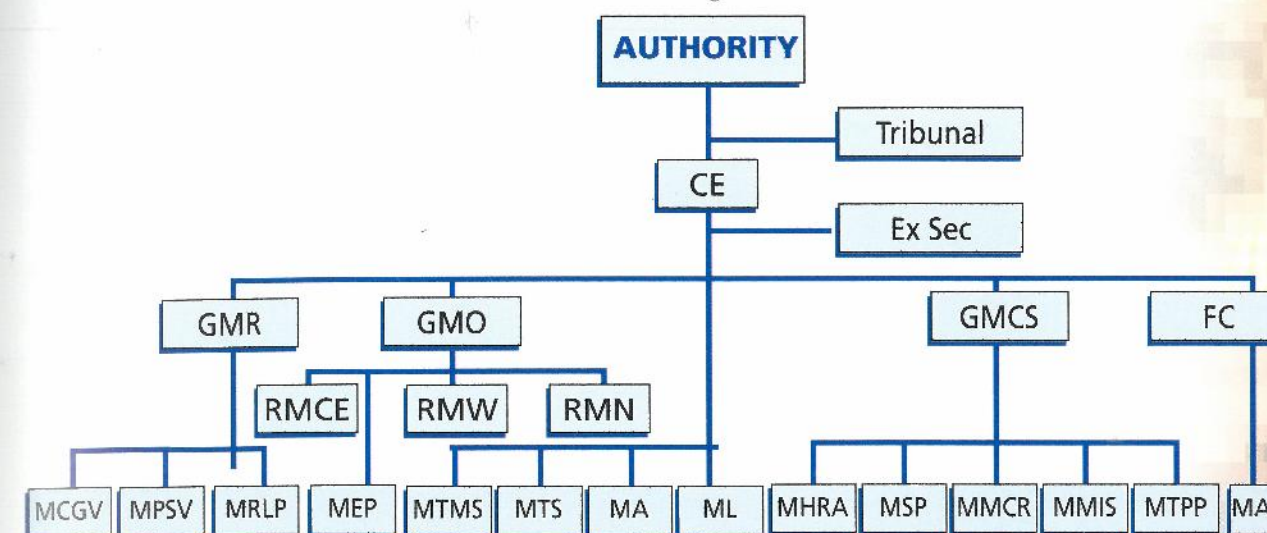
## Note 17. Segment information

- (a) Industry segment  
The Authority operates predominantly in regulating, controlling and licensing all means of land transport including the co-ordination of road transport services.
- (b) Geographical segment  
The Authority operates in Fiji and therefore the geographical area for reporting purpose is Fiji.

## Note 18. Comparative balance

This is the first reporting period for the Authority and, therefore no comparative balances are available.

Table 1 - LTA Management Structure



Source: Human Resource & Administration Department, LTA

Table 2 - Established Staff with Ethnic Distribution in LTA as at 31/12/00

POST	GRADE	EST	NO. OF POST FILLED		TOTAL	VACANT
			F/R	I/O		
1. Chief Executive		1	1		1	
2. General Manager		3	1 (33%)	2 (67%)	3	
3. Financial Controller		1		1	1	
4. Regional Manager		3	2 (67%)	1 (33%)	3	
5. Manager		14	5 (36%)	5 (36%)	10	4
6. Executive Secretary		1	1		1	
7. Principal Supervisor	SS02	1	1		1	
8. Senior Supervisor	SS03	1		1	1	
9. Accountant	AC03	2	1 (50%)	1 (50%)	2	
10. Systems Analyst	SS03	1	1		1	
11. Assistant Accounts Officer	AC04	1		1	1	
12. Supervisor	SS04	22	9 (41%)	7 (32%)	16	6
13. Assistant Programmer	SS04	1				1
14. Senior Clerical Officer	SS05	22	10 (45%)	5 (23%)	15	7
15. SCO - Driving Examiner	SS05	13	6 (46%)	5 (38%)	11	2
16. Senior Transport Inspector	SS05	6	2 (33%)	1 (17%)	3	3
17. Senior Vehicle Examiner	ES06	10	6 (60%)	4 (40%)	10	
18. Secretary	SS05	1	1		1	
19. Clerical Officer	SS05	39	27 (69%)	10 (26%)	37	2
20. Transport Inspector	SS05	16	10 (63%)	5 (31%)	15	1
21. Storeman	SK05	1	1		1	
22. Vehicle Examiner	ES05	20	8 (40%)	7 (35%)	15	5
23. Steno Typist	SS05	10	6 (60%)	3 (30%)	9	1
24. Help Desk Operator	SS05	2	2		2	
25. Licence Card Production	SS05	2	2		2	
26. DDE Operator	SS05	11	7 (64%)	4 (36%)	11	
27. Telephone Operator	SS05	2	1 (50%)	1 (50%)	2	
<b>Total</b>		<b>2078</b>	<b>112</b>	<b>63</b>	<b>175</b>	<b>32</b>

Key: F/R (Fijian/Rotuman) I/O (Indian/Others) Source: Human Resource & Administration Department, LTA



Table 3 - Unestablishment Staff with Ethnic Distribution in LTA as at 31/12/00

POST	EST	NO OF POST FILLED		
		F/R	1/O	EXPT. TOTAL
1. Messenger	1	1		1
2. Cleaner	9	4 (44%)	5 (56%)	9
3. Unestablished Typist	1	1		1
4. Platemaker	1	1		1
5. Mechanic B	1	1		1
6. Driver	5	4 (80%)	1 (20%)	5
7. Watchman	6	4 (67%)	2 (33%)	6
<b>Total</b>	<b>24</b>	<b>16</b>	<b>8</b>	<b>24</b>
<b>Percentage</b>		<b>67</b>	<b>33</b>	

Source: Human Resource &amp; Administration Department, LTA

Appendix A - Number of Applications Received by 31/12/00

Type of Application	Received	Actioned	Pending
1. New & Amendment of Road Permits (Road Route Licence)	151	27	124
2. New & Amendment Road Permit (Carrier Licence)	37	Nil	37
3. New & Amendment Road Permit (Road Contract Licence)	12	10	2
4. New Taxi Permits	747	23	724
5. New Rental Permits	17	17	0
6. Hire Permits	18	10	8
7. Mini Bus Permits	274	27	247
<b>Total</b>	<b>1256</b>	<b>114</b>	<b>1142</b>

Source: Public Service Vehicle Department, LTA

Appendix B - Summary of Ethnic distribution of Public Service Vehicle Permits Issued by the Authority as at 31/12/2000

Type of Permit	Number of Permits Issued				
	Fijians	Indians	Partnerships (Indians/Indians)	Others	Total
• Taxi Permits	1997	2293	-	226	4506
• Rental Permits	33	817	-	454	1304
• Hire Permits	201	261	4	52	518
• Road Route Licence	4	181	-	2	187
• Road Contract Licence	9	23	1	12	45
• Carrier Licence	-	-	-	-	-
• Mini Bus Permits	3	15	-	-	18
<b>Total</b>	<b>2247</b>	<b>3590</b>	<b>5</b>	<b>746</b>	<b>6588</b>

Source: Public Service Vehicle Department, LTA

Appendix C - Ethnic Distribution of Taxi Permit by Districts as at 31st December 2000

District	Indian	Fijian	Others	Total
Suva City	638	481	33	1152
Suva Rural	173	598	17	788
Navua	25	40	13	78
Sigatoka Town	91	40	10	141
Sigatoka Rural	32	27	10	69
Nadi Town	251	30	9	290
Nadi Rural	15	36	4	55
Lautoka City	173	84	12	269
Lautoka Rural	202	58	6	266
Labasa Town	24	46	10	80
Labasa Rural	162	127	12	301
Nausori Town	97	78	6	181
Nausori Rural	25	31	3	59
Korovou Town	3	20	2	25
Rakiraki Town	46	19	5	70
Rakiraki Rural	48	32	5	85
Ba Town	35	27	16	78
Savusavu Town	10	31	16	57
Levuka	10	11	-	21
Deuba	19	14	2	35
Nadi Airport	18	16	2	36
Lami Town	35	49	5	89
Korolevu	4	2	5	11
Taveuni	36	14	1	51
Naitasiri Province	18	23	-	41
Serua	3	12	-	15
Vatukoula	-	15	1	16
Tavua Town	117	26	4	147
<b>Total</b>	<b>2310</b>	<b>1987</b>	<b>209</b>	<b>4506</b>

Source: Public Service Vehicle Department, LTA



Summary of driving test conducted Region/National and Group wise: July - December 2000  
Appendix D

Class	CENTRAL/EASTERN						WESTERN						NORTHERN					
	App.	T/Test	Pass	Fail	F/Att.	% Pass	App.	T/Test	Pass	Fail	F/Att.	% Pass	App.	T/Test	Pass	Fail	F/Att.	% Pass
1	11	11	7	4	0	63	3	2	1	1	1	50	5	5	5	0	0	100
2	1968	1617	948	669	351	59	2199	2166	1312	854	33	61	872	843	478	365	29	57
3	272	252	145	107	20	58	98	98	69	29	0	70	95	91	54	37	4	59
4	13	10	4	6	3	40	20	20	14	6	0	70	0	0	0	0	0	0
5	69	59	37	22	10	63	75	75	52	23	0	69	31	31	19	12	0	61
6	54	48	24	24	6	50	160	158	123	35	2	78	87	85	54	31	2	63
7	14	12	12	0	2	100	4	4	3	1	0	75	10	10	8	2	0	80
8	0	0	0	0	0	0	2	2	2	0	0	100	0	0	0	0	0	0
9	12	11	8	3	1	87	17	17	15	2	0	88	38	38	27	11	0	71
<b>Total</b>	<b>2413</b>	<b>2020</b>	<b>1185</b>	<b>826</b>	<b>393</b>	<b>59</b>	<b>2578</b>	<b>2542</b>	<b>1591</b>	<b>951</b>	<b>36</b>	<b>63</b>	<b>1138</b>	<b>1103</b>	<b>645</b>	<b>458</b>	<b>35</b>	<b>58</b>

Source: Registration & Licensing, Policy & Practices Department, LTA

Summary of driving test conducted in each district from July to December 2000  
Appendix E

DISTRICT	APPLICATION	TOTAL TEST	PASS	FAIL	F/ATTEND	% PASS	% FAIL
Suva	2077	1718	987	731	359	57	43
Nausori	173	148	100	48	25	68	32
Navua	64	63	42	21	1	67	33
Korovou	43	36	23	13	7	64	36
Levuka	28	28	17	11	0	61	39
Lami	28	27	16	11	1	59	41
Lautoka	813	796	486	310	17	61	39
Nadi	571	554	314	240	17	57	43
Sigatoka	448	448	327	121	0	73	27
Ba	354	352	179	173	2	51	49
Tavua	242	242	181	61	0	75	25
Rakiraki	150	150	104	46	0	69	31
Labasa	711	686	406	280	25	59	41
Savusavu	179	176	101	75	3	57	43
Seqaqa	151	145	81	64	6	56	44
Taveuni	83	82	49	33	1	60	40
Nabouwalu	9	9	5	4	0	55	45
Wainikoro	5	5	3	2	0	60	40
<b>TOTAL</b>	<b>6129</b>	<b>5665</b>	<b>3421</b>	<b>2244</b>	<b>464</b>	<b>60</b>	<b>40</b>

Source: Registration & Licensing, Policy & Practices Department, LTA

Appendix F - Manual driver licence records for past 5 years

Year	Total Drivers Registered	
	Yearly	Total
1996	5,999	173,545
1997	6,205	179,650
1998	7,296	186,946
1999	8,852	195,798
2000	8,072	203,870

Source: Registration & Licensing, Policy & Practices Department, LTA

Appendix G - New Vehicle Registration in Fiji: July - December 2000

Month	Pvt.	L/Goods	H/Goods	Bus	Taxi	R/Car	H/Car	M/Cycle	Total
JULY	24	4	3	0	0	0	0	0	31
AUGUST	77	23	4	0	4	0	0	1	109
SEPTEMBER	59	18	9	0	2	8	1	4	101
OCTOBER	39	7	3	3	2	11	0	2	67
NOVEMBER	75	34	3	3	1	1	0	10	127
DECEMBER	105	27	8	8	6	6	0	0	160
<b>TOTAL</b>	<b>379</b>	<b>113</b>	<b>30</b>	<b>14</b>	<b>15</b>	<b>26</b>	<b>1</b>	<b>17</b>	<b>595</b>

Source: Registration & Licensing, Policy & Practices Department, LTA

Appendix H - Second hand/Reconditioned vehicles registered in Fiji: July - December 2000

Month	Pvt.	L/Goods	H/Goods	Bus	Taxi	R/Car	H/Car	M/Cycle	Total
JULY	82	20	7	1	3	0	0	0	113
AUGUST	72	16	5	0	4	0	0	1	98
SEPTEMBER	118	29	8	0	6	2	1	4	168
OCTOBER	95	15	5	1	10	4	2	1	133
NOVEMBER	97	23	6	6	10	4	0	2	148
DECEMBER	95	18	9	9	8	4	0	1	144
<b>TOTAL</b>	<b>559</b>	<b>121</b>	<b>40</b>	<b>17</b>	<b>41</b>	<b>14</b>	<b>3</b>	<b>9</b>	<b>804</b>

Source: Registration & Licensing, Policy & Practices Department, LTA

Appendix I - Distribution of vehicles registered in Fiji over the last 5 years as at 31st December

Year	Private Cars	Taxis	Rental & Hire Cars	Goods Vehicles*	Buses	Tractors	Motor Cycles	All Other Vehicles**	Total
1996	44942	3322	4454	33480	1744	5355	4350	4059	101706
1997	46580	3371	4611	34297	1813	5534	4382	4194	104782
1998	47804	3393	4718	34736	1817	5578	4396	4263	106705
1999	50756	3528	4915	35592	1870	5651	4477	4434	111223
2000	53096	3644	5019	36260	1926	5717	4530	4629	114821

Note: \* Light and Heavy Goods Vehicles includes Vans, Trucks Pick-Ups, Ambulances and Fire Engines

\*\* Includes Trailers, Cranes, Loaders, Forklifts etc...

Source: Registration & Licensing, Policy & Practices Department, LTA