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Transport Investment Infrastructure Sector Project (TIISP)







Fiji Roads Authority

Transport Investment Infrastructure Project (TIISP) FRA



- Late 2014 Fiji received a loan of US\$150 million
- Co-financing ADB and WB on a safeguard common approach
- Target - enhance the country's transport infrastructure to drive economic growth, improve connectivity, and ensure resilience against natural disasters.
- Rehabilitation works to achieved 3-star iRAP safety rating
- Key components: sub-project include upgrading main arterial roads QRUP, KRUP, SARUP, TC YASA & ANA Rehabilitation Works and Design and Due Diligence of 40 Critical Bridges and 3 Jetties.

Star Rating				
★	No sidewalk, No safe crossing, 60 km/h traffic	No cyclepath, No safe crossings, poor road surface, 70 km/h traffic	No motorcycle lane, undivided road, trees close to road, winding alignment, 90 km/h traffic	Undivided road with narrow centerline, trees close to road, winding alignment, 100 km/h traffic
★★★	Sidewalk present, pedestrian refuge, street lighting, 50 km/h traffic	On-road cycle lane, good road surface, street lighting, 60 km/h traffic	On-road motorcycle lane, undivided road, good road surface, >5m to any roadside hazards, 90 km/h traffic	Wide centerline separating oncoming vehicles, >5m to any roadside hazards, 100 km/h traffic

The Project



- KRUP 55km road upgrade (95%)
- QRUP 25km road upgrade (95%)
- SARUP 1.6km road upgrade (completed)
- 289 km of rural roads (unsealed) (completed)
- Coastal protection works (completed)
- Reseal works (completed)

Technical Assistance

- Health and Safety Training (2022)
- Sexual Exploitation, Abuse and Harassment Training (2022)
- VicRoads undertook a review of the FRA Standards and Specifications (2018)
- iRAP safety reviews (2019)

Case Study One – FIJI



➤ Project

- TC YASA and Ana Rehabilitation work

Location: Rabi Island

➤ Issue

- Workplace accident

➤ Outcome

- Fatality





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Country specific H&S Challenges – FIJI



» Geographical led Challenges

- Difficult to ensure road edge stability in hilly and rugged areas.
- Limited workmen to work as spotter
- Limited access to immediate medical facilities and emergency response.

» Sectorial led Challenges

- Sector-specific safety standards and protocols may not have been sufficiently robust or adhered to, leading to the fatality.
- TMP and PPE training
- Safe-work method statement (SWMS) OHS plans
- Monitoring
- Staff turnover

» Other country specific Challenges

- Possible challenges with adhering to or enforcing local regulations and safety standards on Rabi Island

H&S Opportunities/Solutions– FIJI



- » Geographical based Solutions/Opportunities
 - establish and train local emergency response teams who can act swiftly in case of incidents, minimizing the time delay due to geographical constraints.
- » Sectorial based Solutions/Opportunities
 - Enhanced Safety Training: Implement rigorous safety training programs specific to the industry to ensure all workers are well-versed in safety protocols and emergency procedures.
 - Monitoring and evaluation: monitoring for the team onsite and evaluation of the TMP's
- » Other country specific Solutions/Opportunities
 - Work closely with local authorities to ensure compliance with safety regulations and contribute to the improvement of these regulations based on industry and international best practices.

Case Study Two – SEAH (Sexual Exploitation Abused and Harassment) Issues at KRUP



- » Project
 - KRUP 19/19A (King's Road Upgrade Project)
- » Issue
 - Reports of Sexual Exploitation
 - Report of Sexual Abuse
- » Outcome
 - Independent investigation was conducted where the root causes were rectified
 - Contractor needs to review their camping policy, encourage
 - More training that will lead to significant reduction or elimination in SEAH incidents for future projects.

Country specific H&S Challenges – Fiji Island



» Geographical led Challenges

1. Remote Locations:

- i. Difficulty in ensuring regular monitoring and support due to the project's remote locations.
- ii. Limited accessibility to external support services and resources.

1. Cultural Sensitivities:

- i. Varying cultural norms and attitudes towards SEAH in different regions.
- ii. Challenges in changing ingrained social behaviors and perceptions.

» Sectorial led Challenges

- Construction industrial norms with potential of gender bias.
- Workplace diversity in varying the level of awareness and understanding of SEAH
- High Turnover rates of staffs that was trained on SEAH

» Other country specific Challenges

- **Legal and Institution framework for addressing SEAH**

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H&S Opportunities/Solutions– FIJI



- » Geographical based Solutions/Opportunities
 - Community based approach- engaged frequent with meaningful consultations, training and awareness.
 - As a way forward, technological approach such as advertisement, social media platform, emails and messengers, etc.
- » Sectorial based Solutions/Opportunities
 - Best practice sharing and successful initiatives for SEAH with other stakeholders.
- » Other country specific Solutions/Opportunities
 - Advocate for stronger SEAH policies for National level
 - Encourage integration of SEAH prevention from contractor, sub contractors and community

Summary & Conclusion– FIJI



- Addressing SEAH in the KRUP project involved comprehensive and multifaceted mitigation measures, including policy enforcement, support systems, and regular monitoring.
- The fatal incidents in the Rabi Road Rehabilitation and KRUP projects revealed critical safety gaps in machinery operation.
- This proactive approach resulted in a safer, more respectful work environment, enhancing worker morale and project outcomes.

Any Question for FRA



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