



Fiji Roads Authority

# INCEPTION REPORT

## ROAD/BRIDGE ASSET MANAGEMENT

PREPARED BY: Josateki.Colati

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# 1. BACKGROUND

## 1.1 PARTICIPANTS DETAIL:

CONTENT	DETAILS
NAME	JOSATEKI.COLATI (MR)
POSITION	PROGRAMME MANAGER NORTH
ORGANISATION	FIJI ROADS AUTHORITY
COUNTRY	REPUBLIC OF FIJI ISLANDS
EXPERIENCE	25 YEARS ON ROAD CONSTRUCTION INDUSTRY
QUALIFICATION	ORDINARY DIPLOMA IN CONSTRUCTION STUDIES - FNU





## 1.2 Nationality - Fiji

### 1.2 ABOUT FIJI ISLANDS:

- FIJI – officially known as “REPUBLIC OF FIJI ISLANDS”
- Situated in the Pacific Islands with more than 330 islands.
- Total land area of about 18,300 square kilometres (7,100 sq mi).
- Population of 926,276 people as per census carried out in 2018.
- Major two islands are Viti Levu and Vanua Levu.
- Being a tropical island, Fiji is mostly affected with rain and floodings, cyclones, landslides, drought, earthquakes and tsunami.





- Fiji is also enriched with its multi cultural society. It has always preserved its culture and tradition.
  - 64.4% Christianity
  - 27.9% Hinduism
  - 6.3% Islam
  - 1.4% Others
- Fiji is a popular tourist destination due to its pristine white-sand beaches, crystal-clear turquoise waters, lush tropical landscapes, vibrant coral reefs, diverse marine life, friendly Fijian culture, and a wide range of activities from snorkeling and diving to exploring traditional villages and rainforests, making it a perfect paradise for relaxation and adventure alike.





- Fiji's transport infrastructure is central to achieving SDG 9 (Industry, Innovation, and Infrastructure) and SDG 13 (Climate Action), especially in building resilience against natural disasters.
- Infrastructure connectivity supports trade, access to education, and disaster response.



## 1.3 Name of Organisation

### 1.3 Fiji Roads Authority:

- i. Fiji Roads Authority (FRA) is a corporate entity of Fiji Government established in January 2012 to manage & develop Fiji's road infrastructure i.e. roads, bridges, jetties and crossing.
- ii. FRA manages infrastructure primarily consists of approximately 6,371 km of roads and 1,406 bridges, 32 jetties, 10 landings and 13606 streetlights. FRA operates as a corporate body governed under the leadership of a Board.

## 1.3 FRA Organization Structure

- The Fiji Roads Authority (FRA) is structured with a **Board of Directors** at the top, reporting directly to **the Minister for Infrastructure and Meteorological Services**,
- **Chief Executive Officer (CEO)** managing the organization who oversees various functional areas like engineering, finance, and operations, primarily utilizing outsourced contracts with the private sector to maintain and develop Fiji's road network.



## 1.3 FRA Organisation Structure

### 1.3 Roles & Responsibility:

- iii. Most Roading assets are managed through outsourced contracts with private sector contractors, except for certain maintenance works performed by municipal councils and the Ministry of Rural and Maritime Development (via a Memorandum of Understanding for outer island roads).
- iii. FRA integrates climate resilience into all infrastructure projects through elevated bridge designs, improved drainage, and the use of durable materials suitable for high-rainfall and cyclone-prone environments..

## 1.4 ORGANISATION LOCATION

**The FRA Head Office** is based in Suva City – It overall manages whole administration and operations of the organization.

FRA Maintenance are divided into three (3) Main division in Fiji Islands i.e.

- **Northern Division** - that maintains road infrastructure in whole of Vanua Levu, Taveuni and Rabi islands. It also has its Sub-Division Depots at Labasa, Natua, Savusavu and Taveuni.
- **Western Division** - that maintains road infrastructure in half of Viti Levu island. It has its Sub-Division depots at Sigatoka, Nadi, Lautoka, Ba, Tavua and Rakiraki.
- **Central/Eastern Division** – that maintains road infrastructure in the other half of Viti Levu island and other small islands. Central Division. Its has its Sub-Division depots at Samabula, Rewa and Korovou.

## 1.5 FRA - OBJECTIVES

**The FRA objectives are to:**

- i. plan, develop, manage and maintain a safe, efficient and sustainable national land transport network for Fiji.
- ii. provide reliable road access that supports socio-economic growth and improved quality of life for all Fijians.
- iii. ensure effective asset management through long-term planning and prioritisation of investment in road, bridge and jetty infrastructure.
- iv. improve network resilience by incorporating climate change adaptation and disaster-risk reduction measures in the design and delivery of transport infrastructure.

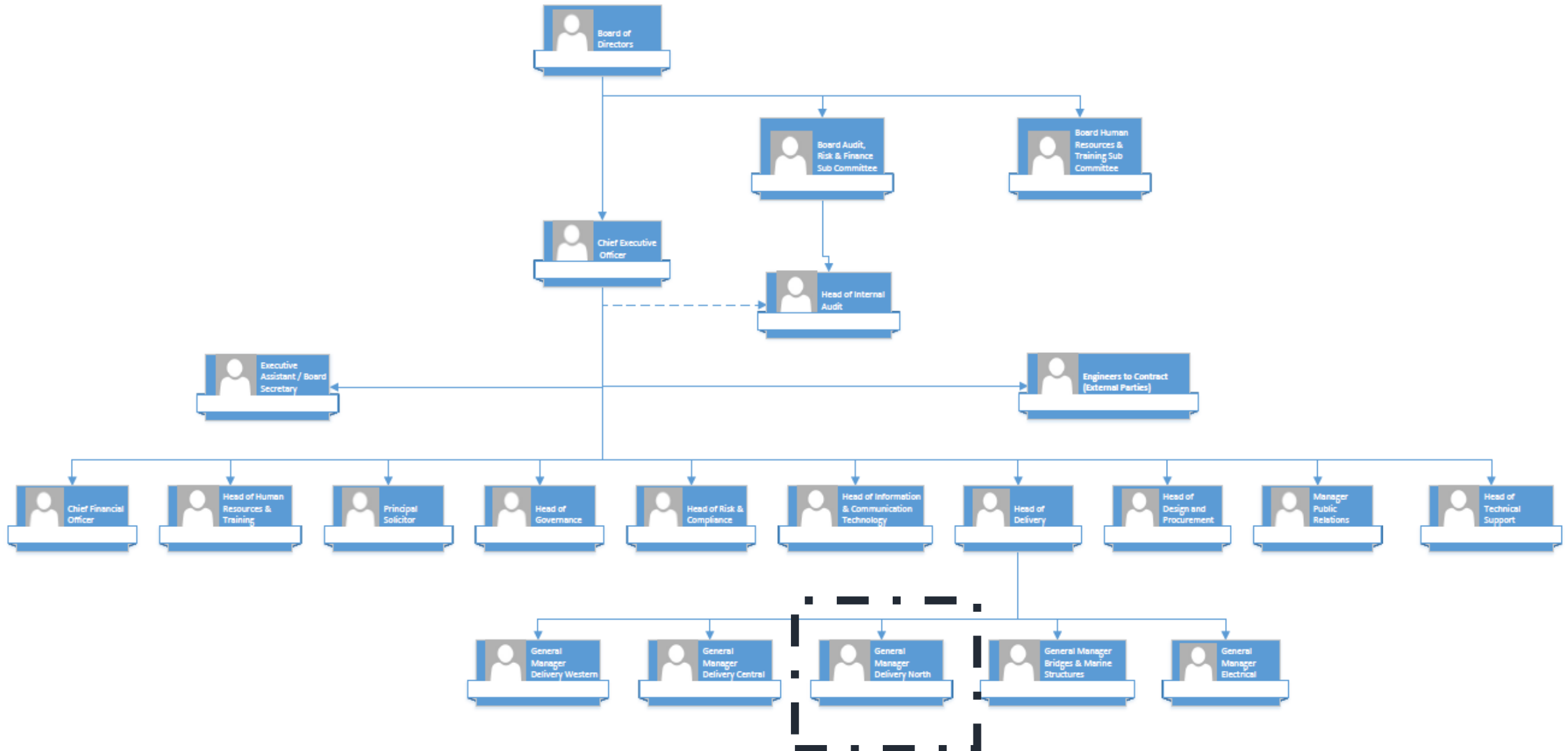


## 1.5 FRA - OBJECTIVES

**The FRA objectives are to:**

- iv. promote cost-effective delivery of road infrastructure through efficient use of resources and collaboration with the private sector.
- v. enhance connectivity across Fiji, including rural and maritime communities, to support access to markets, education, health and other essential services.
- vi. adopt and implement appropriate standards to ensure quality, safety and sustainability in road design, construction and maintenance.

# 1.6 FRA – Organization Chart



## 1.6 Present Post – PM North Division

- **Responsibility-**

- i. Planning and implementing road maintenance (2500 Km)
- i. Monitoring and supervising contractor works for both construction and maintenance projects ( 10 Contractors)
- i. Ensuring compliance with technical specifications and quality standards (FRA Standard / NZS Standard/ Aust Roads Standards)
- i. Processing contractors' monthly claims (\$3.0m monthly Claims)
- i. Providing technical advice to the General Manager North



## 2.0 FRA Budget - Maintenance

- Fiji Roads Authority is the organization responsible for planning, developing and maintaining Fiji's \$11 billion road infrastructure.
- FRA's main budgets are divided into two categories. These cover the operating budget (OPEX) for management and staff, and use of the capital budget (CAPEX) and development partner lending for preventive maintenance, emergency works, road renewals and replacements, bridge and jetty renewals and replacements, and new capital works.

### Budget for bridge maintenance and management (last 3years)

Revenue, including local revenue and donor funding (Unit: USD)

	Year	Road maintenance	Bridge maintenance	Construction of bridge
1	FY2024	\$26,400,000	\$1,412,843.96	\$13,829,385.24
2	FY2023	\$26,400,000	\$1,412,843.96	\$13,829,385.24
3	FY2022	\$31,981,880.04	\$1,626,789.12	\$14,970,425.36

Expenditure (Unit: USD)

	Year	Road maintenance	Bridge maintenance	Construction of bridge
1	FY2024	\$55,007,539.40	\$1,194,044.72	\$9,396,540.12
2	FY2023	\$55,007,539.40	\$1,194,044.72	\$9,396,540.12
3	FY2022	\$44,784,658.60	\$1,363,905.84	\$13,738,797.60

# FRA Road Network

## ROAD NETWORK COVERAGE

FIJI ROADS AUTHORITY

Division: All Division

Filter by Urban/Rural

Clear Selection

Filter by Maintenance Zone

Maintenance Zone

TOTAL ROAD NETWORK  
**7,704.712km**

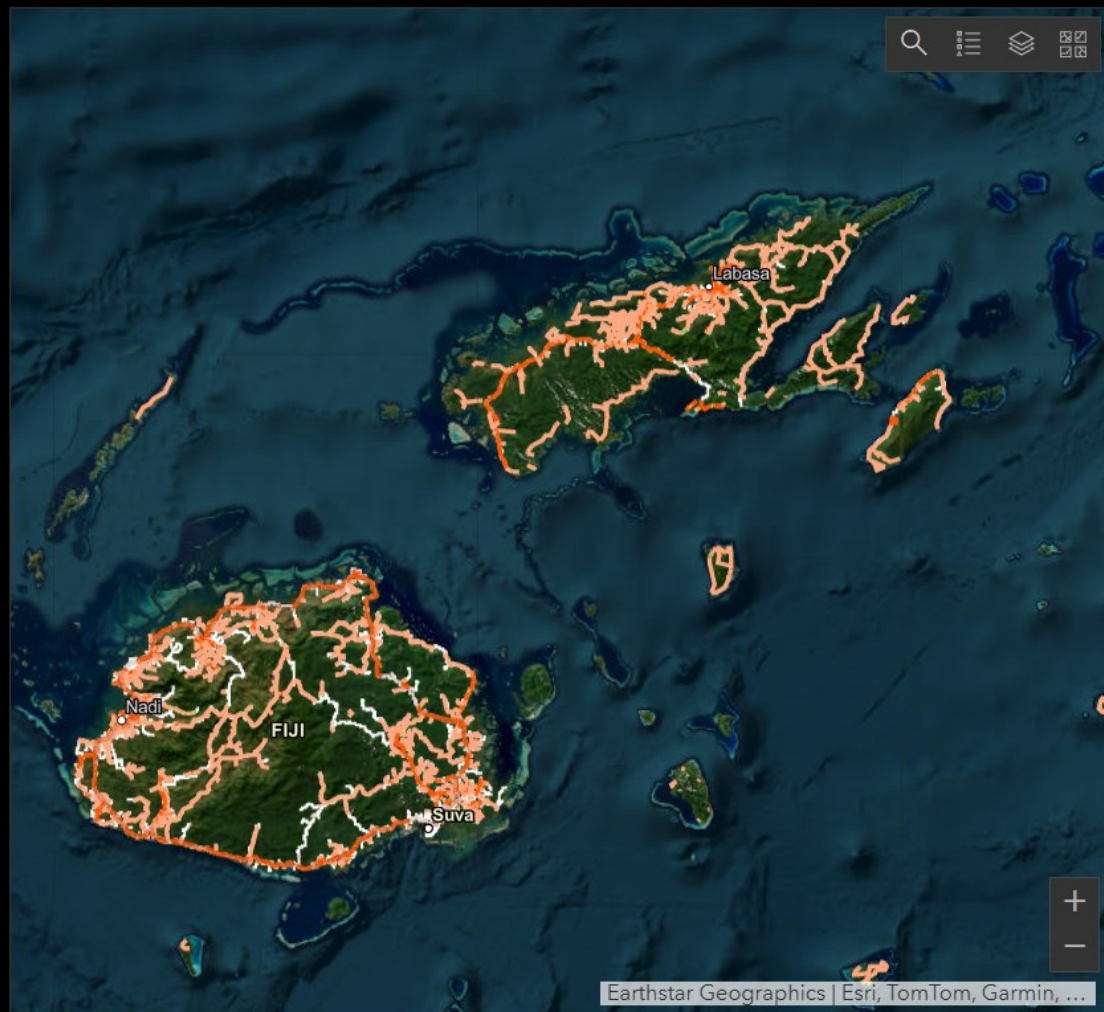
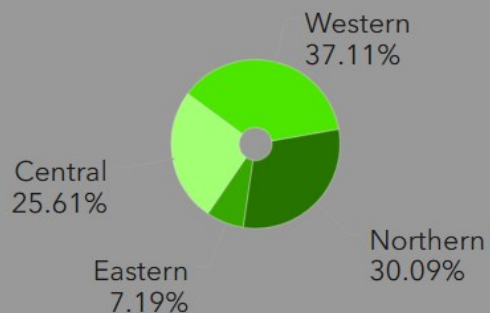
FRA ROAD NETWORK  
**6,379.487km**

OTHER ROAD NETWORK  
**1,325.996km**

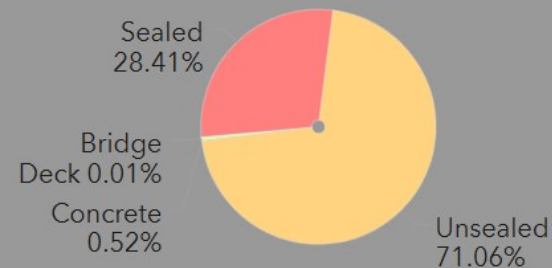
Urban Road Network (km)  
**639.32**

Rural Road Network (km)  
**5,739.29**

### ROAD LENGTH % BY DIVISION



### ROAD LENGTH % BY SURFACE TYPE



Sealed Network  
**1,812.302km**

Unsealed Network  
**4,533.178km**

Bridge Deck Network  
**0.853km**

Concrete Network  
**33.154km**



## 2.1 ROADS/BRIDGE IN FIJI

- Road/Bridges in Fiji are mostly owned by FRA/Municipal or Fiji Sugar Corporations Limited (FSC).
- FSC uses their bridges to haul sugar canes to its mills.
- However, some of FSC bridges are also used for transportation network which are maintained by FRA.
- Both kind of roads/bridges have mostly lived its life span and requires immediate replacement to sustain the increasing live loads on the bridges.





## 2.2 TYPES OF BRIDGES IN FIJI

There are 3 major types of bridges in Fiji:

- **Reinforced Concrete Bridges:**

Most of the bridges in Fiji are concrete bridges. However, many has surpassed its life span and due to concrete spalling and other defects, its difficult to maintain.

- **Timber Deck Bridges:**

Due to shortage to hardwood timbers and increase in termite infections, its extremely difficult to maintain these bridges. However, plans inplace to replace these with precast decks.

- **Steel Bridges (Modular Bridges):**

These are recently increased as government bought some for emergency replacements.





## 2.3 TYPES OF ROADS IN FIJI

There are 3 major categories of road in Fiji:

- **Main Road M1– Seal/Unsealed:**

Most of the main road in Fiji are sealed paved either chip coat seal or Asphalt . However, many has surpassed its life span and due to heavy loading

- **Secondary Road M2– Sealed/Unsealed:**

This are connect road to the main road and are either sealed and unsealed. Sealed road is chip seal and unsealed are constructed with AP65 and AP40 aggregates

- **Country Road M3 - Unsealed**

Most of these road are out located in the rural servicing villages and community.





## 2.3 CONDITION OF ROAD IN FIJI





## 2.4 ROAD INSPECTIONS IN FIJI

- Currently the inspections are carried out visually without any testing or survey data.
- Some of the Inspectors don't have any formal training in carryout such inspections. Thus, it becomes very hard to evaluate the actual condition of the road/bridges.
- Daily inspections are usually carried out within the Divisional levels when service request (SR) comes from the public.
- The last Major routine road/bridge inspections were carried out in 2016 when FRA engaged Erasito BECA Consultants Limited (EBCL). EBCL carried out the inspections and prepared inspection reports which is still being used as the base to carryout renewal of the bridges in Fiji.

## 3.0 ISSUES FACED CARRYING INSPECTIONS

- Due to migration, FRA lost a lot experienced and trained inspectors. Recently 60 staffs left for future endeavors.
- New inspectors are very difficult to be trained. However, some leave organization upon receiving trainings.
- There are no proper guidelines or manual inplace at FRA.
- There are no specific Road maintenance Manual.
- There are no updated Road Maintenance System.

## 3.1 FUTURE PLANS FOR MAINTENANCE

- The newly strategic plan created by FRA, FRA will conduct an inspection of all bridges to update the national bridge database and establish a baseline for bridge condition.
- Road/Bridge Inspection Manual will be established.
- Road Management System will be developed.
- Based on this initial inspection, roads & bridges in critical condition may need further detailed (principal) inspections to determine rehabilitation plans.
- Following the initial inspection, “FRA will conduct general road/bridge inspections regularly, with principal inspections every 4 years.
- Additionally, during a major flood event, additional bridge inspections may be needed to assess the condition of bridges impacted by flooding”.

## 3.2 Expectations from KCCP Program

- To acquire innovative, cost-effective, and durable solutions for Fiji's road infrastructure. These solutions should be resilient, long-lasting, and adapted to Fiji's environmental conditions
- Technology transfer from Japan's advanced road construction techniques
- Learning low-maintenance road surfacing methods for rural areas
- Adopting disaster-resilient design standards from Japan's experience with earthquakes and typhoons



### **3.3 Theme for Action Plan**

**Expectation that could implement through FRA and inclusion in our Action plan;**

- i. Disaster-Resilient Infrastructure Development
- ii. Preventive Maintenance Culture
- iii. Efficient Use of Limited Natural Resources
- iv. Knowledge Transfer & Capacity Building
- v. Use of Technology for Monitoring and Asset Management

**THANK YOU**

**VINAKA VAKALEVU**