



**FIJI PORTS CORPORATION PTE LTD**

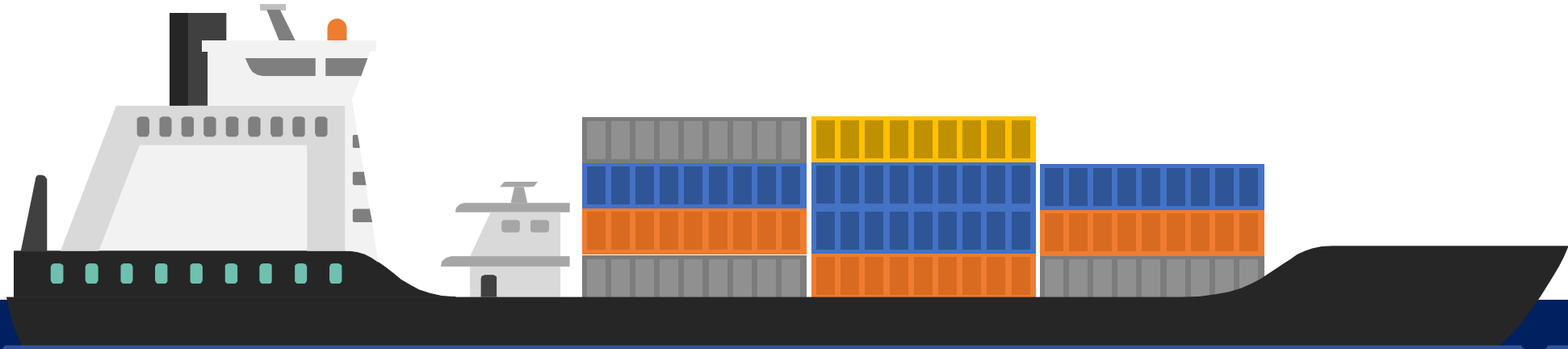
*The Smart, Green Gateway for Trade in the Pacific region*



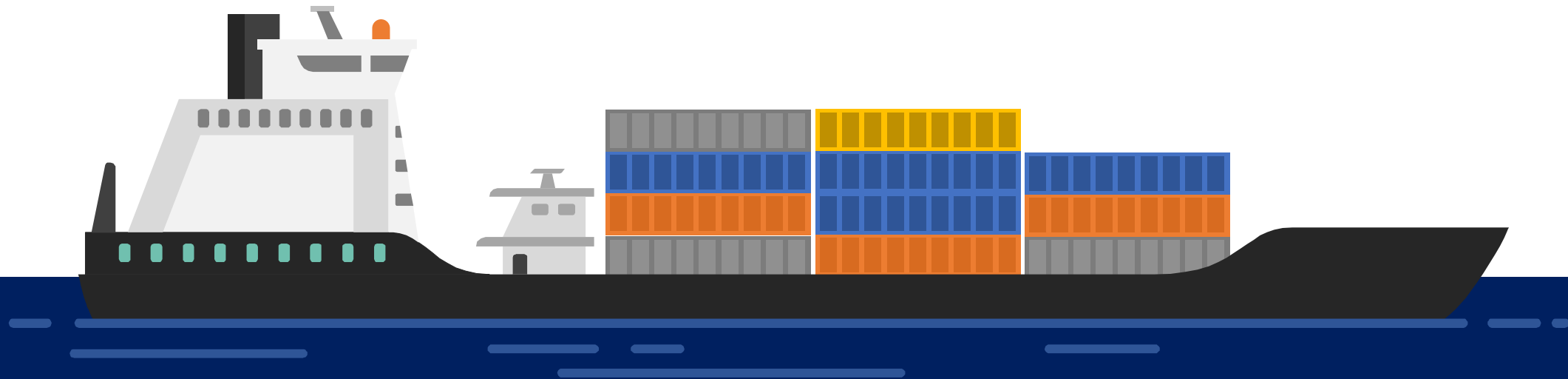
## **COUNTRY REPORT UPDATE**

**46<sup>TH</sup> PACIFIC MARITIME TRANSPORT ALLIANCE CONFERENCE 2024  
NADI, FIJI**

# CONTENTS



# CORPORATE PROFILE



*FPCL - "To be the Smart, Green Gateway for Trade in the Pacific region."*

# ABOUT FPCL



## VISION

To be the Smart, Green Gateway for trade in the Pacific region.

## MISSION

To invest significantly in new and upgraded seaport and ship repair facilities to support and enhance the economic growth and prosperity of Fiji, as well as providing key economic and lifestyle linkages throughout Fiji and our Pacific region. We will provide expertise to drive regional safety and capacity in respect of maritime infrastructure.

## CORPORATE CULTURE

Our working environment is defined by openness and maximising the benefits - often unrecorded and unseen – that flow from having a positive workplace.

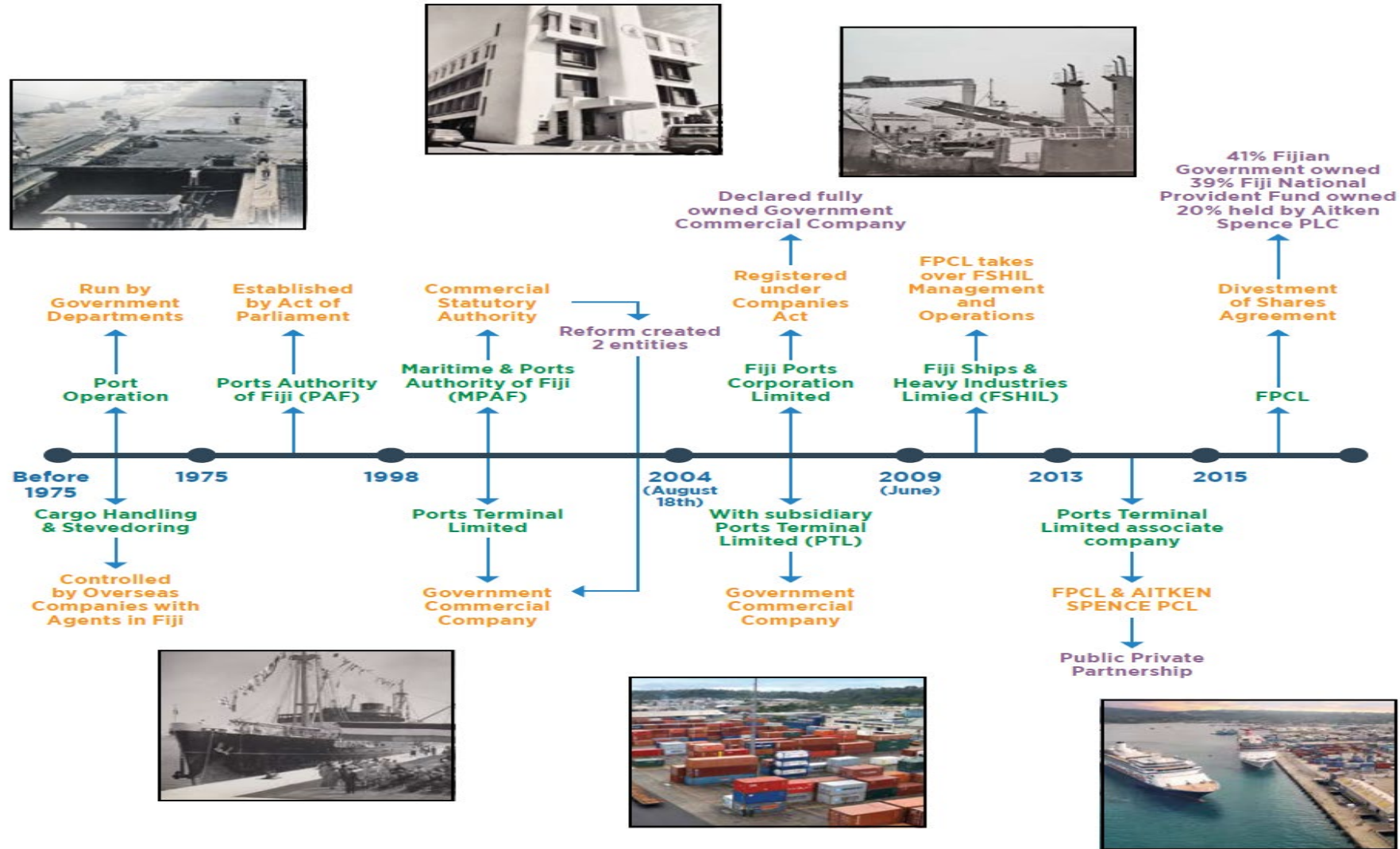
## VALUES

Professionalism  
Progressive Leadership  
Corporate Citizenship

Strategic Innovation  
Commercial Stewardship  
Employees Well Being / Diversity

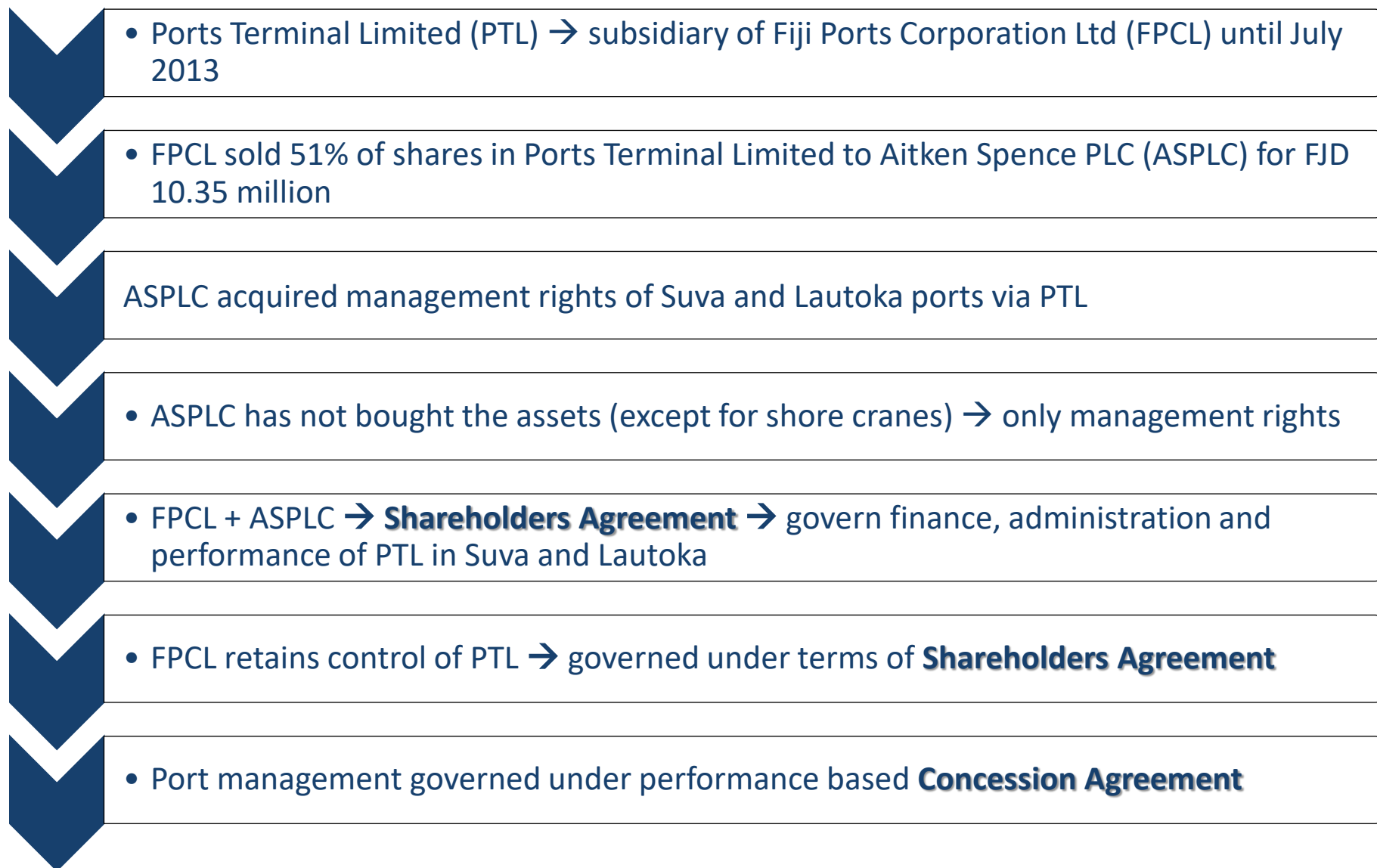


# OUR HISTORY



FPCL - "To be the Smart, Green Gateway for Trade in the Pacific region."

# PUBLIC-PRIVATE PARTNERSHIP IN 2013



# DIVESTMENT IN 2015

- Fiji Ports Corporation Limited (FPCL) → 100% owned by the Government of Fiji until 5 November 2016
- Government divested 59% of the shares in FPCL at a value of more than FJ\$100 million
- Government signed the two key agreements **"Share Sale & Purchase Agreement"** and **"Shareholders Agreement"** on 5 November 2015
- 80% of the shares in FPCL will remain Fijian owned
- Under the agreement Government will maintain 41% of the shares in FPCL, while FNPF will own 39% and Aitken Spence 20%.
- FPCL transfer all real estate to a Govt. holding company Asset Fiji Ltd. → Govt. lease the assets necessary for port operations to FPCL → Ownership of all land interests remain with Govt.
- As per the Shareholders Agreement FNPF is entitled to approx. 3 Directors and ASPLC is entitled to approx. 2 Directors to the Board while Govt. of Fiji shall be entitled to approx. 4 Directors to the Board.



# SHAREHOLDING STRUCTURE



Fiji Ports Corporation Limited (FPCL)

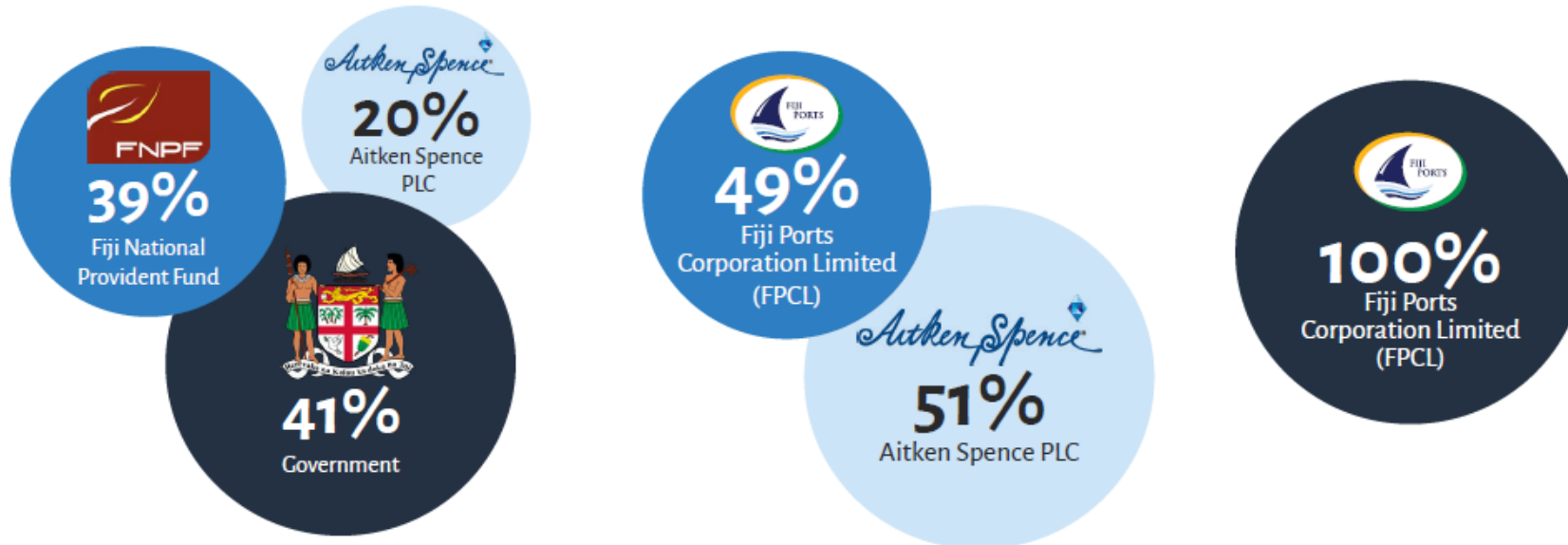
A Port Management Company in Fiji



An Associate Company of FPCL that manages the Cargo Terminals in Suva and Lautoka ports.



A Subsidiary of FPCL providing Slipway and Ship repair Services and Heavy Industry work





# ABOUT FIJI SEA PORTS



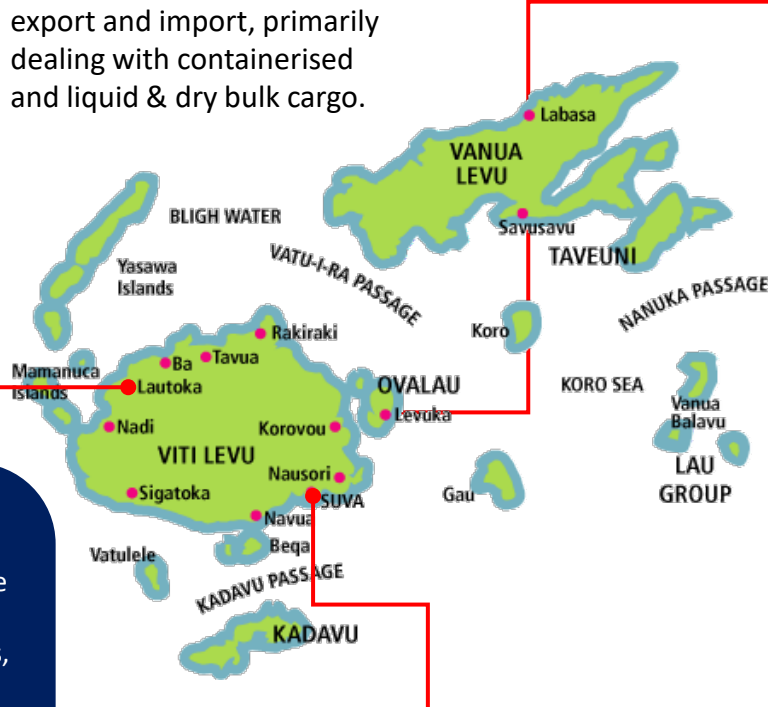
## PORT OF LAUTOKA

Has an 11m deep berth, handles 40% of Fiji's total export and import, primarily dealing with containerised and liquid & dry bulk cargo.



## PORT OF LEVUKA

A fishing port with a 12m deep berth, it handles a minor 0.22% of the total cargo, primarily dealing with frozen fish for a government-owned tuna canner and some liquid bulk.



## PORT OF SUVA

This port has a 12m deep berth, and is Fiji's primary port, handling 60% of all cargo, with a majority being containerised, followed by liquid & dry bulk, and a minor part non-containerised.

As a Port Management Company, Fiji Ports also oversees the operations and International Ship and Port Facility Security (ISPS) requirements for Fiji's secondary ports



Wairiki



Vuda



Malau



The Fiji Ports Corporation Limited (FPCL), originally established as the Ports Authority Fiji (PAF) in 1975, underwent two significant reforms, first in 1998 dividing it into the Maritime and Ports Authority of Fiji and Ports Terminal Limited, and then in 2005, resulting in its current form as FPCL, with the goal of streamlining and improving efficiency in Fiji's port operations.



# ROLE OF FIJI PORTS CORPORATION PTE LIMITED (FPCL)



Harbour Master's Functions



Pilotage (*percentage of services subcontracted to private company*)



Tugboat Operations (*Subcontracted*)



Mooring Services (*Subcontracted*)



Dredging (*Administered by FPCL – Work carried out by private contractor*)



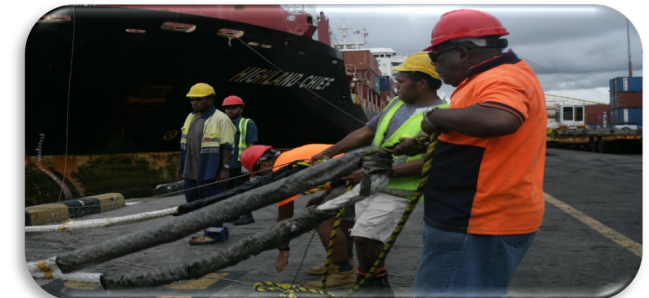
Port Security / Safety Management



Vessel Traffic Services and Anchorage



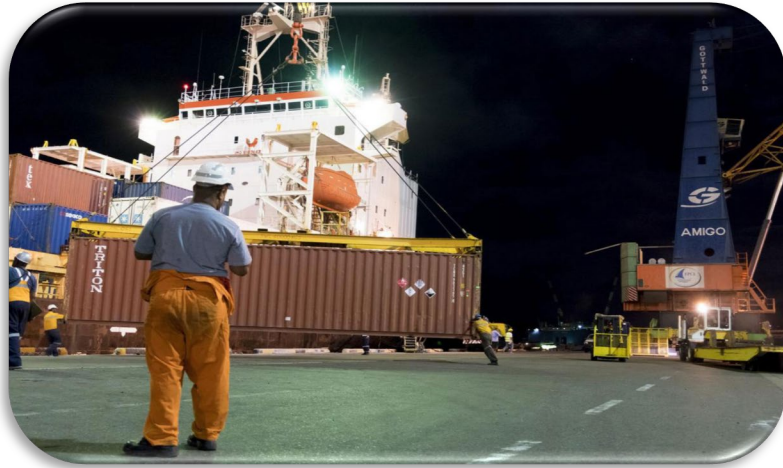
Repair and Maintenance of Infrastructure



Other Marine Services



# ROLE OF FIJI PORTS TERMINAL PTE LIMITED (FPTL)



Stevedoring



Cargo Handling Machinery



Storage



Receiving and Delivery

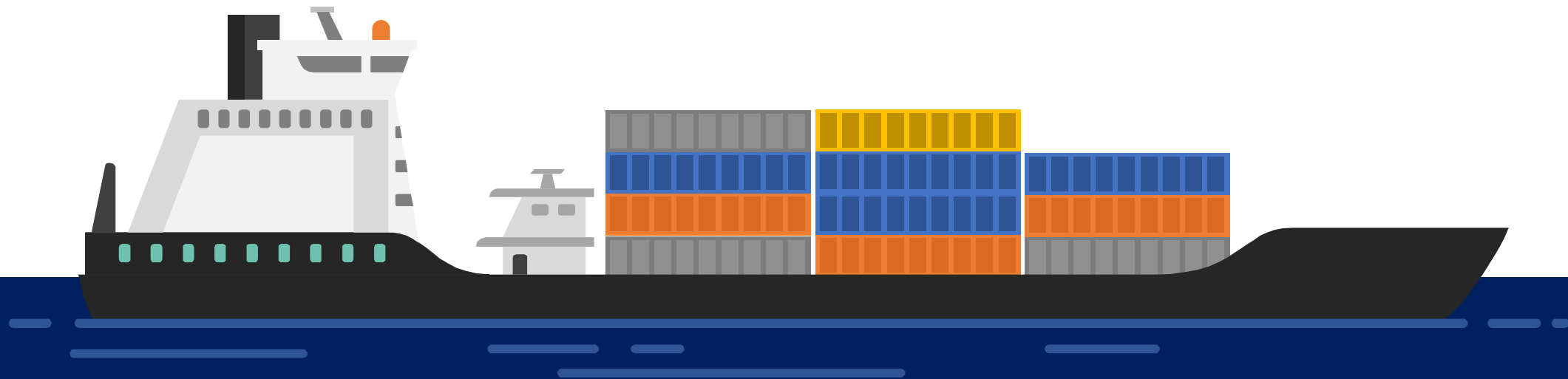


# INTERGRATED MANAGEMENT SYSTEM CERTIFICATIONS

Management Systems for **4 Key Areas** are fully Integrated and International Recognition has been Achieved through **Certification**.



# CARGO OPERATIONS



# VESSEL STATISTICS

FY 18 – FY 23



TOTAL VESSELS (EXCL FISHING)

5,317



FISHING VESSELS

3,765



TOTAL GRT

93,421,660



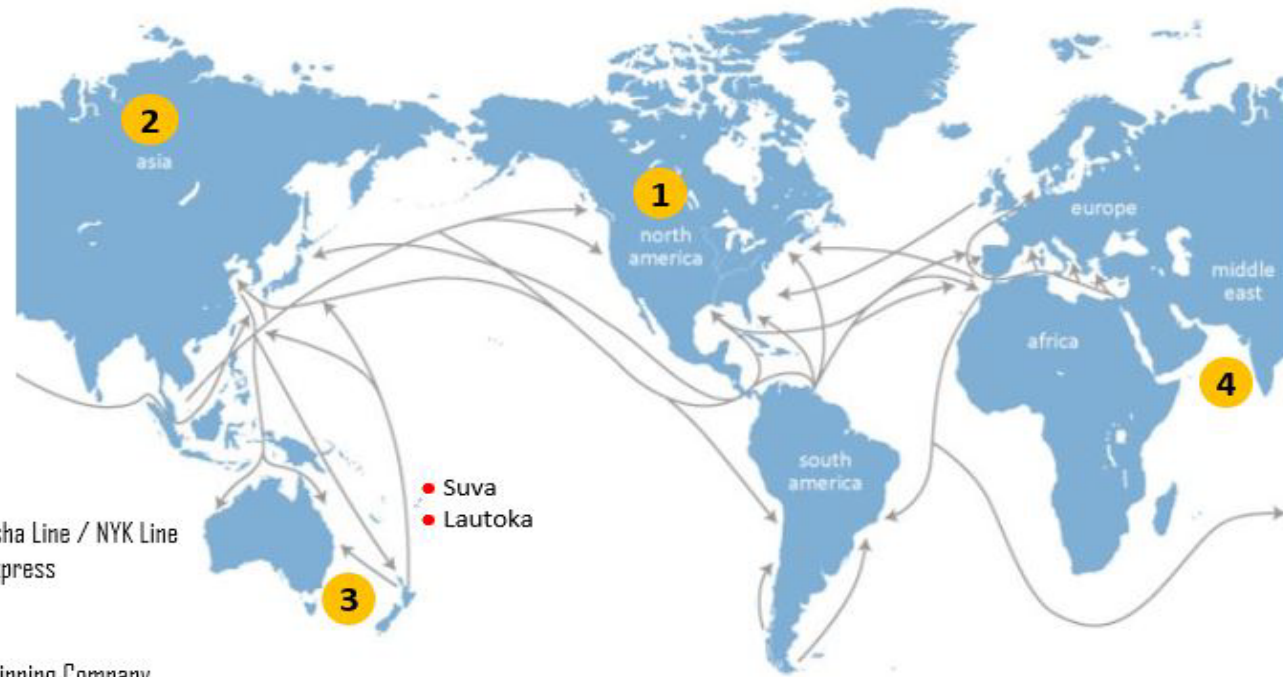
CRUISE VESSELS

264

**23** SHIPPING LINES



- Pacific Direct Line
- Cooltainer
- Cosco Shipping Line
- Moana Shipping
- Pacific International Line
- Compaigne Mamage Line/CMA CGM
- Australian & New Zealand Line
- Pacific Forum Line
- Sofrana Unilines
- American President Lines
- Neptune Shipping Line
- Matson Shipping Line
- Swire Shipping Line
- Amarcup Shipping Line
- Maersk Line
- Hamburg Sud
- Hapag Lloyd
- Nippon Yusen Kaisha Line / NYK Line
- Ocean Network Express
- Mitsui DSK Line
- Kyowa Line
- Mediterranean Shipping Company
- P&O



**300+**

VESSEL ARRIVALS  
IN A YEAR



**10** SHIPPING AGENTS

- Campbell Shipping
- Neptune Pacific Direct Line
- Transam Shipping
- Coral Sea Shipping
- Williams & Gosling
- Swire Shipping Services
- Carpenters Shipping Services
- Oceania Agencies
- Shipping Services Fiji Ltd
- Manz Shipping



**4** CONTINENTS

- 1 North America
- 2 Asia
- 3 Oceania
- 4 Indian Subcontinent



# TOP CUSTOMERS AND TEU VOLUMES - 2023

## TOP AGENTS

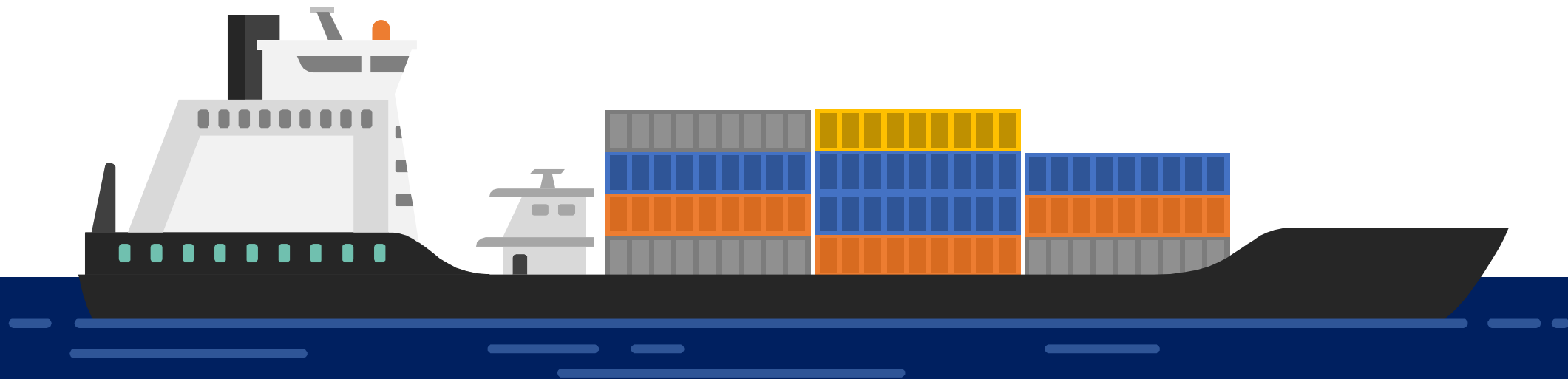
SUVA PORT - 2023			LAUTOKA PORT - 2023		
AGENT NAME	TOTAL SALES \$	RANK	AGENT NAME	TOTAL SALES \$	RANK
SWIRE SHIPPING AGENCIES	5.85m	1	NPT AGENCY	5.86m	1
CARPENTERS SHIPPING LTD - SUV	5.14m	2	TRANSAM (FIJI) PTE LTD	3.70m	2
NPT AGENCY	4.65m	3	SWIRE SHIPPING AGENCIES	3.18m	3
TRANSAM (FIJI) PTE LTD	3.73m	4	CARPENTERS SHIPPING LTD - LTK	2.99m	4
CAMPBELL SHIPPING AGENCY PTE LTD	3.46m	5	CAMPBELL SHIPPING AGENCY PTE LTD	2.91m	5
MANZ SHIPPING AGENCY (FIJI)	1.09m	6	WILLIAMS & GOSLING PTE LTD	986k	6
CORAL SEA SHIPPING PTE LTD	1.08m	7	CORAL SEA SHIPPING PTE LTD	978k	7
ZHONG FEI SHIPPING AGENCIES PTE LIMITED	708k	8	SHIPPING SERVICES (FIJI ) PTE LTD	433k	8
OCEANIA AGENCIES PTE LTD	690k	9	OCEANIA AGENCIES PTE LTD	357k	9
GOUNDAR SHIPPING LTD	466k	10	GENESI SHIPPING LIMITED	109k	10

SUVA PORT - CONTAINER VOLUMES		
Container Volumes	20-Header	40-Header
Imports	22,458	10,176
Exports	19,751	10,317
Transshipments	16,127	3,767
Total	58,336	24,260
Total TEU's - 2023	106,856	

LAUTOKA PORT - CONTAINER VOLUMES		
Container Volumes	20-Header	40-Header
Imports	29,082	4,591
Exports	33,039	4,117
Transshipments	226	74
Total	62,347	8,782
Total TEU's - 2023	79,911	



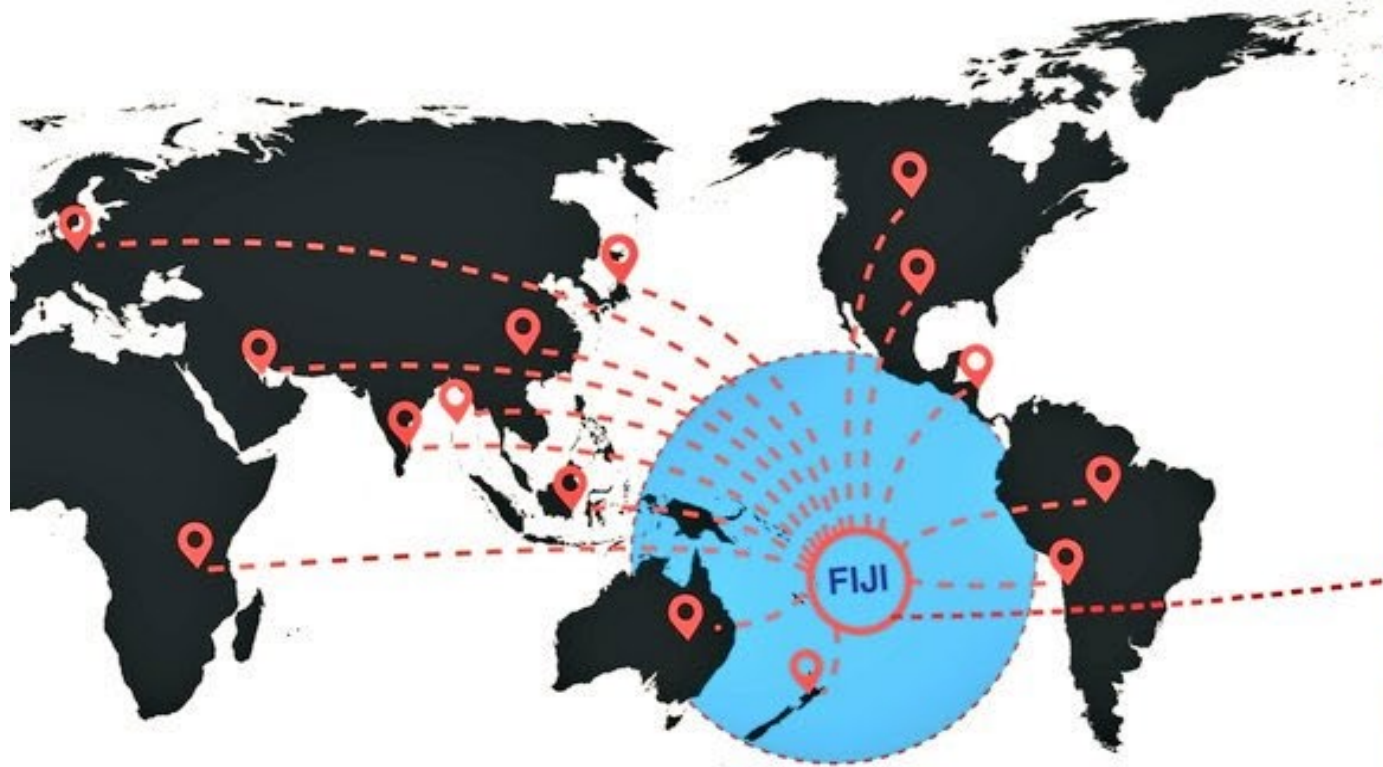
# 5 YEAR STRATEGIC PLAN (2019-2023)





# FIJI'S NATIONAL VISION

*“Transforming Fiji”* – into a hub for Trade, Transportation & Communication



THE TOP EXPORT DESTINATION FOR THE FIJIAN EXPORTS:



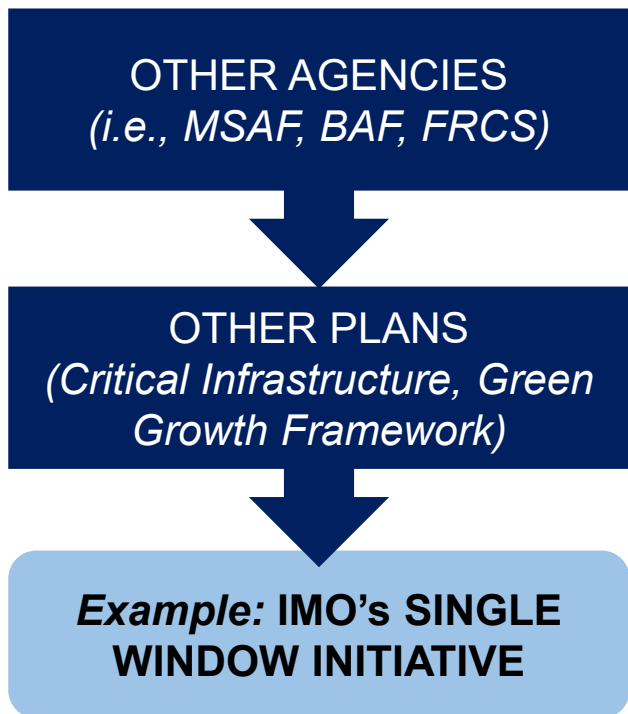
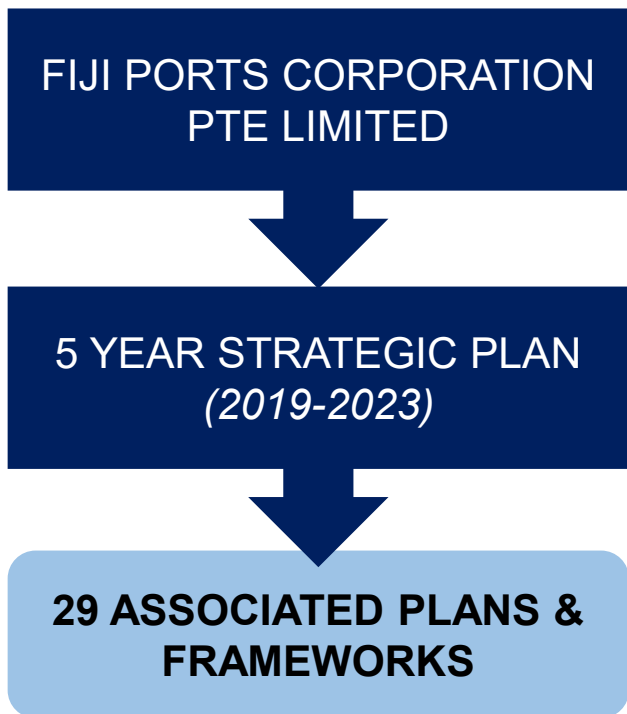
PACIFIC COUNTRIES



# FPCL's STRATEGIES ALIGNED TO THE NATIONAL STRATEGY

## FIJI's 5-YEAR & 20-YEAR NATIONAL DEVELOPMENT PLAN (2017-2036)

The 20-Year Development Plan provides a forward-looking vision for “*Transforming Fiji*” towards an even more progressive, vibrant and inclusive society. It outlines a framework that encompasses strategic policy manoeuvres, new approaches to development and the aspirations of all Fijians.



# 5 YEAR STRATEGIC PLAN

The 5-Year Strategic Plan (2019-2023) encompasses six key **Strategic Perspectives (SP)** for FPCL & FSHIL that will be the **Road Map** for the future

**SP 1**



**GOVERNANCE**

**SP 2**



**INFRASTRUCTURE**

**SP 3**



**FINANCE**

**SP 4**



**ORGANISATION  
CAPACITY**

**SP 5**



**ENVIRONMENT &  
SUSTAINABILITY**

**SP 6**



**SAFETY, SECURITY &  
TECHNOLOGY**

# PRIORITISATION METHODOLOGY – EISENHOWER MATRIX

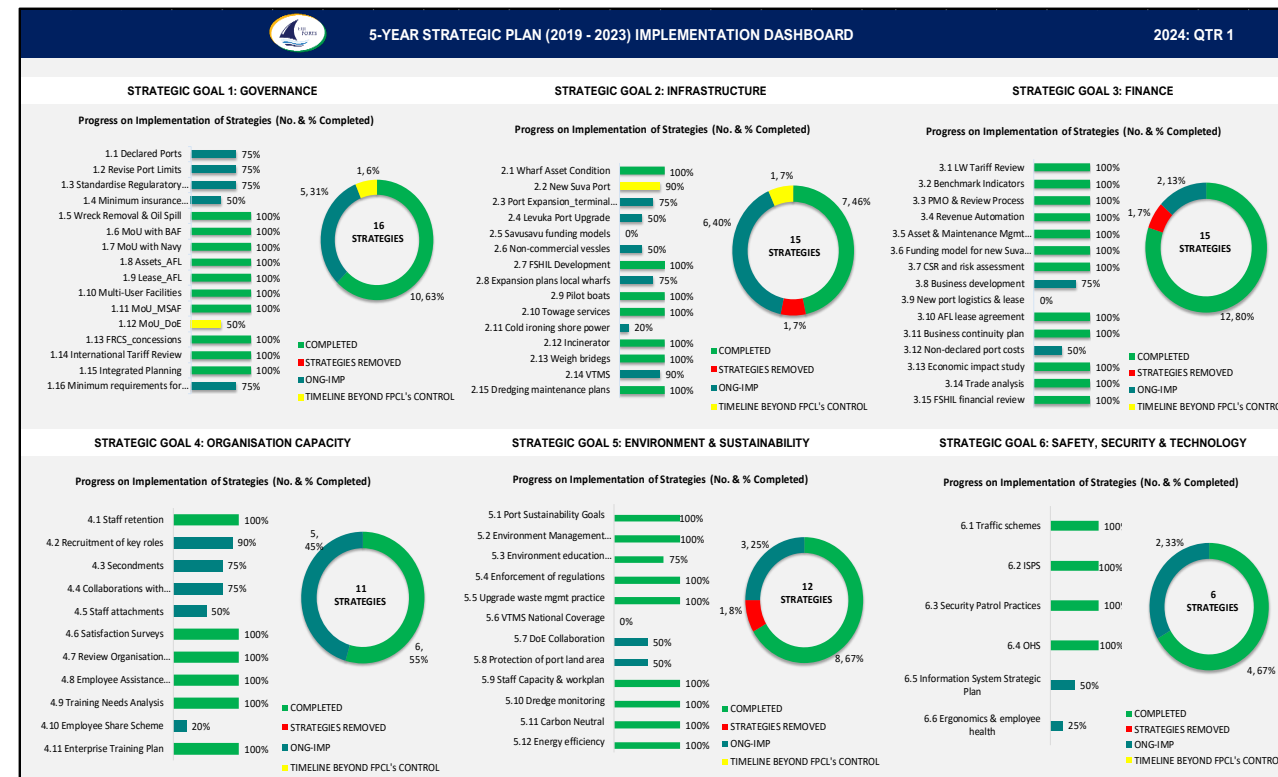
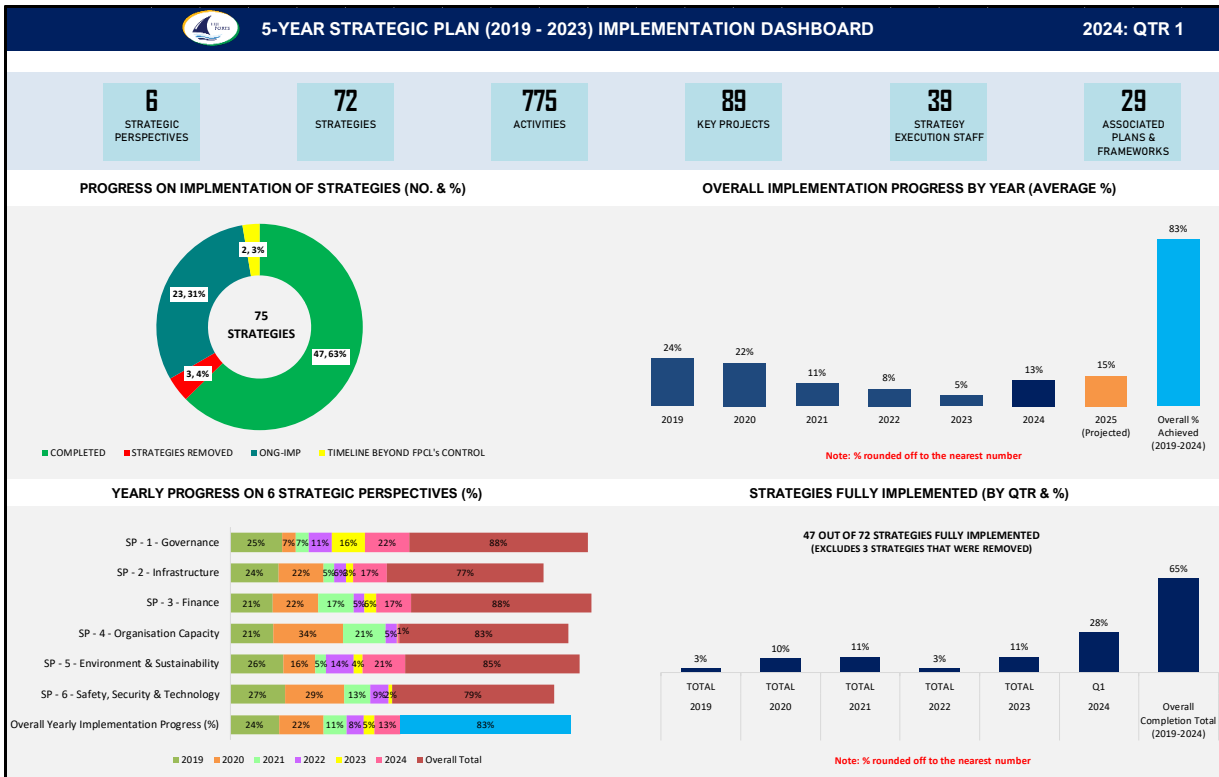
CORPORATE STRATEGIC GOALS - ACTION ITEM WORKPLAN - 2021																											
SP	STG NO.	STRATEGY	CATEGORISATION AGAINST EISENHOWER MATRIX					ORGANISATION RESPONSIBILITY		2022												STATUS UPDATE & OUTCOME	% COMPLETION	COMMENTS			
			URGENT	IMPORTANT	NOT URGENT	NOT IMPORTANT	PRIORITY	CORP	DEPT	Q 1			Q 2			Q 3			Q 4								
										JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC						
	1.1	Review FPCL's primary functions and operations at its declared ports and identify limitations for non-cargo ports (i.e. FPCL does not assume full responsibility for everything)	N	Y	Y	N	HIGH	ACOO	OPS RISK & COMP																ONG-IMP 1	25%	Currently Management is reviewing its port operations at declared ports and having discussions with relevant stakeholders.
	1.2	Harmonize ports of entry listing and port limit extents according to operations and risks	N	Y	Y	N	MEDIUM	ACOO	OPS RISK & COMP																ONG-IMP 1	25%	Management is reviewing this in line with 1.1 and having discussions with relevant stakeholders.
	1.3	Standardise regulatory functions at all declared ports of entry in Fiji with FPCL's administration for all commercial activities	Y	Y	N	N	HIGH	ACOO	OPS SECURITY																ONG-IMP 1	25%	Management is reviewing this in line with 1.1 & 1.2 and having discussions with relevant stakeholders.
	1.4	Establish minimum insurance requirements for all vessels entering port limits (a) Approval conditions (b) Insurance levels and / or underwriting (for local vessels)	Y	Y	N	N	HIGH	ACOO CFO	OPS FIN																ONG-IMP 2	50%	Insurance not applicable to local vessels due to age and cost for wreck removal.
	1.5	Wreck removal / Oil Spill Response (a) Establish criterias by which the Port versus other regulators are responsible for costs for wreck removal (b) Establish criterias for Port assistance and / or funds for oil spill response, prosecution etc (c) Establish standard operating requirements for wreck disposal including environment and to aid in efficient disposal practices (d) Review / revise definitions around abandoned vessels, bonds requirements, owners registration details , declaration of sale or disposal etc	Y	Y	N	N	HIGH	CEO ACOO ML	OPS LEGAL ENVIRO MGMT																ONG-IMP 2	50%	RCA & ML to schedule a meeting with MSAF.
	1.6	Formalise existing working arrangements with BAF around prioritisation for cleared vessels at berth	Y	Y	N	N	HIGH	CEO ACOO ML	OPS LEGAL																ONG-IMP 1	25%	RCA & ML to discuss with HM/ACOO on BAF's operational process, then schedule meeting with BAF.

Page 1



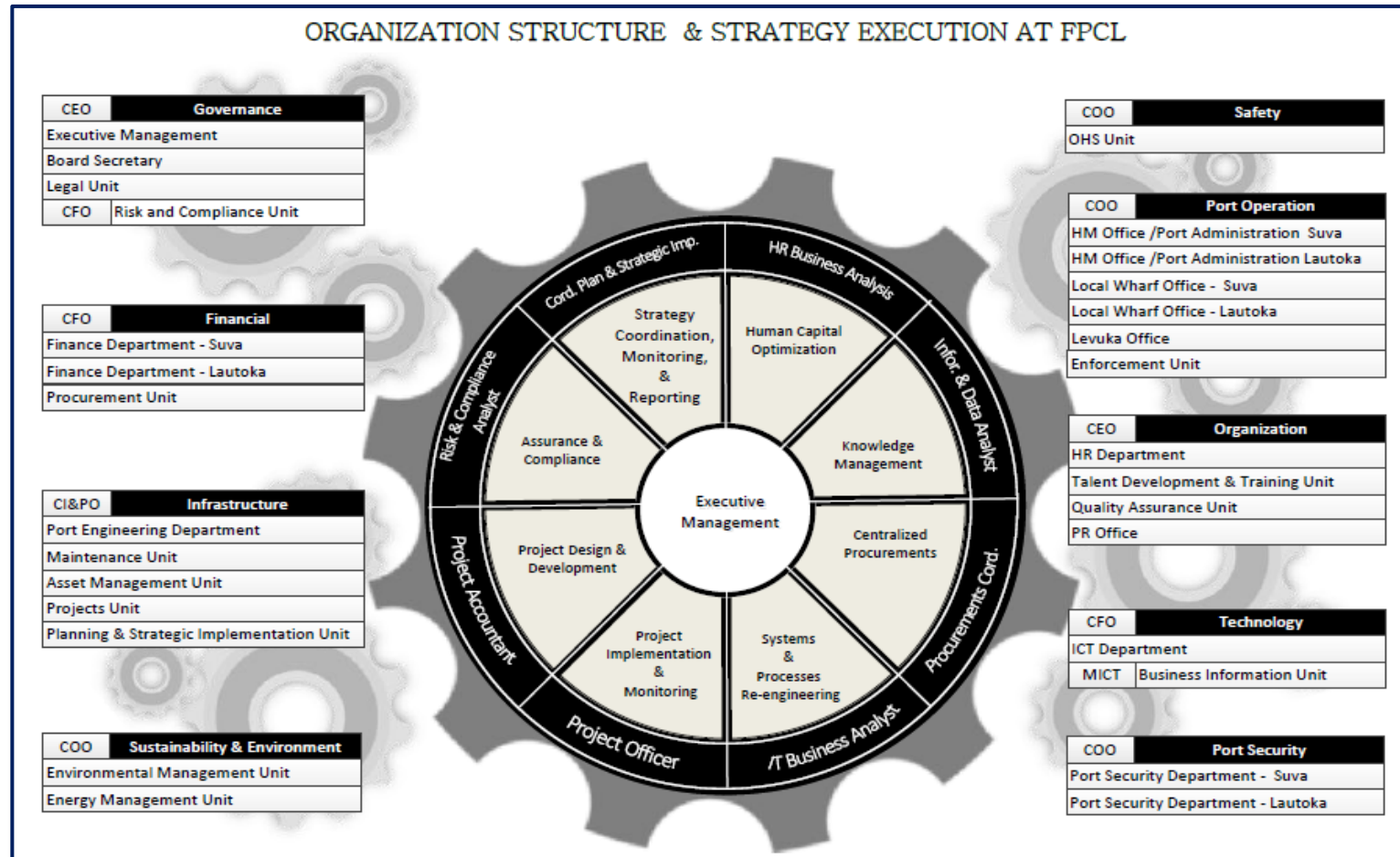
# OUR REPORTING SYSTEMS

## Several Dashboards developed as Information Management Tools are used for High Level & Integrated Reporting



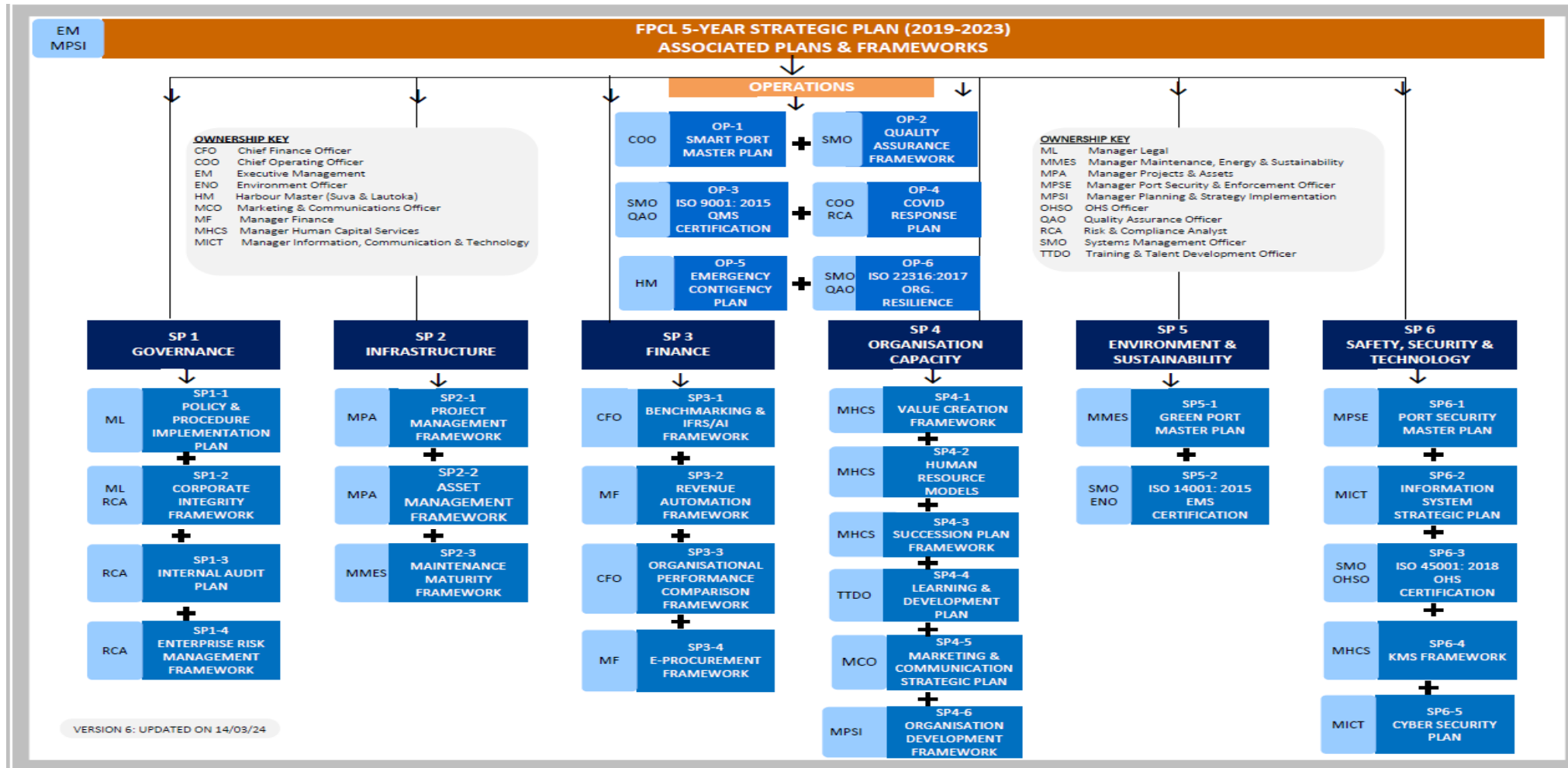
# ORGANISATION STRUCTURE & STRATEGY EXECUTION

All Depts and Units are **Aligned** to Strategic Perspectives linked to **75 Strategies**, and we have created an **Innovative Strategy Execution Mechanism**



# ASSOCIATED PLANS & FRAMEWORKS

30 Associated Plans & Frameworks derived from the 5-Year Strategic Plan are put in place for Effective Implementation at an Operational Level



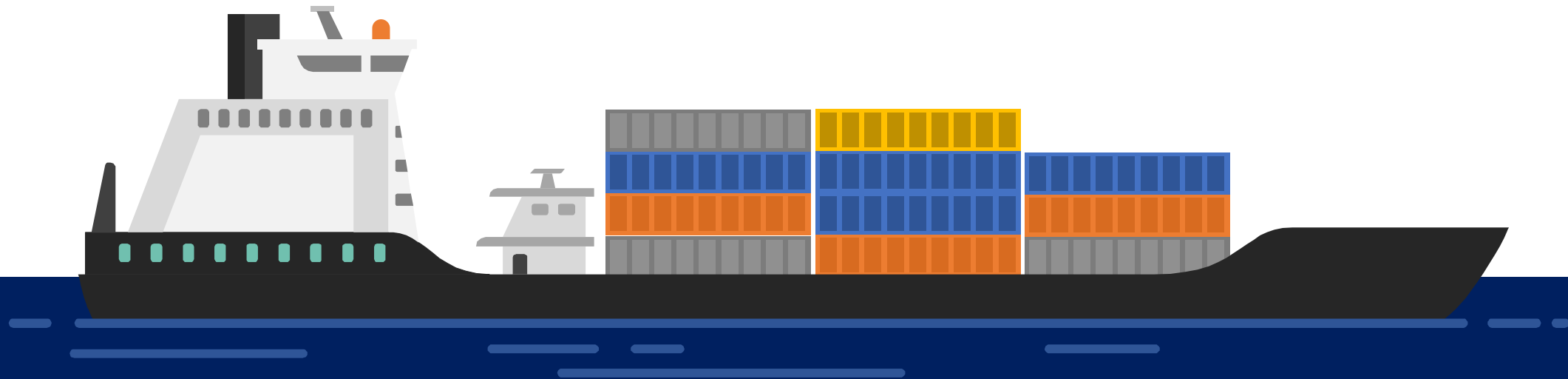
# FUTURE FOCUS - CREATING SYNERGY



The **Interconnectivity** between the organisation's major Strategic Initiatives/Elements **Creates Synergy** capable of moving us to the next level



# KEY FOCUS AREAS



# KEY FOCUS AREAS

FPCL'S focus on 4 Key Areas for Charting a Smart, Green Pathway – introduced in 2022 and continuing in 2023 & 2024.

## VALUE CREATION



INFRASTRUCTURE  
& PEOPLE

IMPROVEMENT  
OF FACILITIES

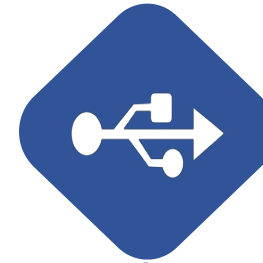
## SUSTAINABILITY



GREEN PORT  
MASTER PLAN

INITIATIVES AND  
ACHIEVEMENTS

## DIGITAL TRANSFORMATION



INFORMATION  
SYS. STRAT PLAN

SMART PORT  
INITIATIVES

## WORK-LIFE BALANCE



LEARNING  
MANAGEMENT

WELLBEING AND  
MENTAL HEALTH

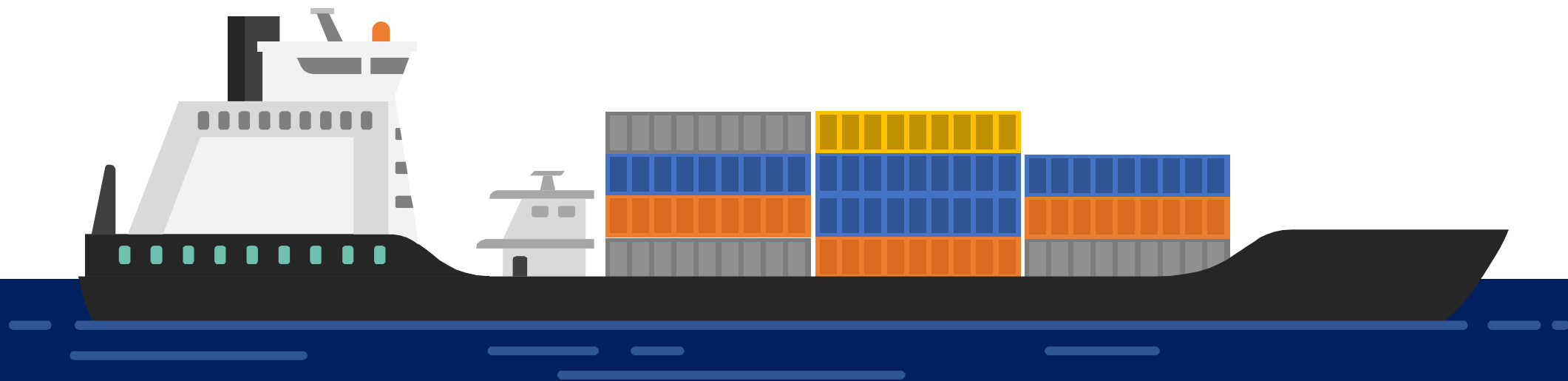
A. Resilient

B. Clean

C. Green



# GREEN PORT INITIATIVES



# ENERGY AUDIT 2016

Fiji Ports is **first Pacific Port** to conduct **Level 1 Energy Audit in 2016**, carried out by 8020 Green Consultant, and commissioned by the Secretariat of the Pacific Community (SPC).

## Identification

6 cost saving projects was identified and quantified:

1. Directly power tenants from main source and not sub-metering.
2. Install power factor correction to the reefer energy supply.
3. Upgrade internal lighting to LED.
4. Upgrade Port Yard/Security lighting with LED (follow a lighting design).
5. Install solar system on roofs with minimum shading.
6. Replace office air conditioning system.

## Action Items

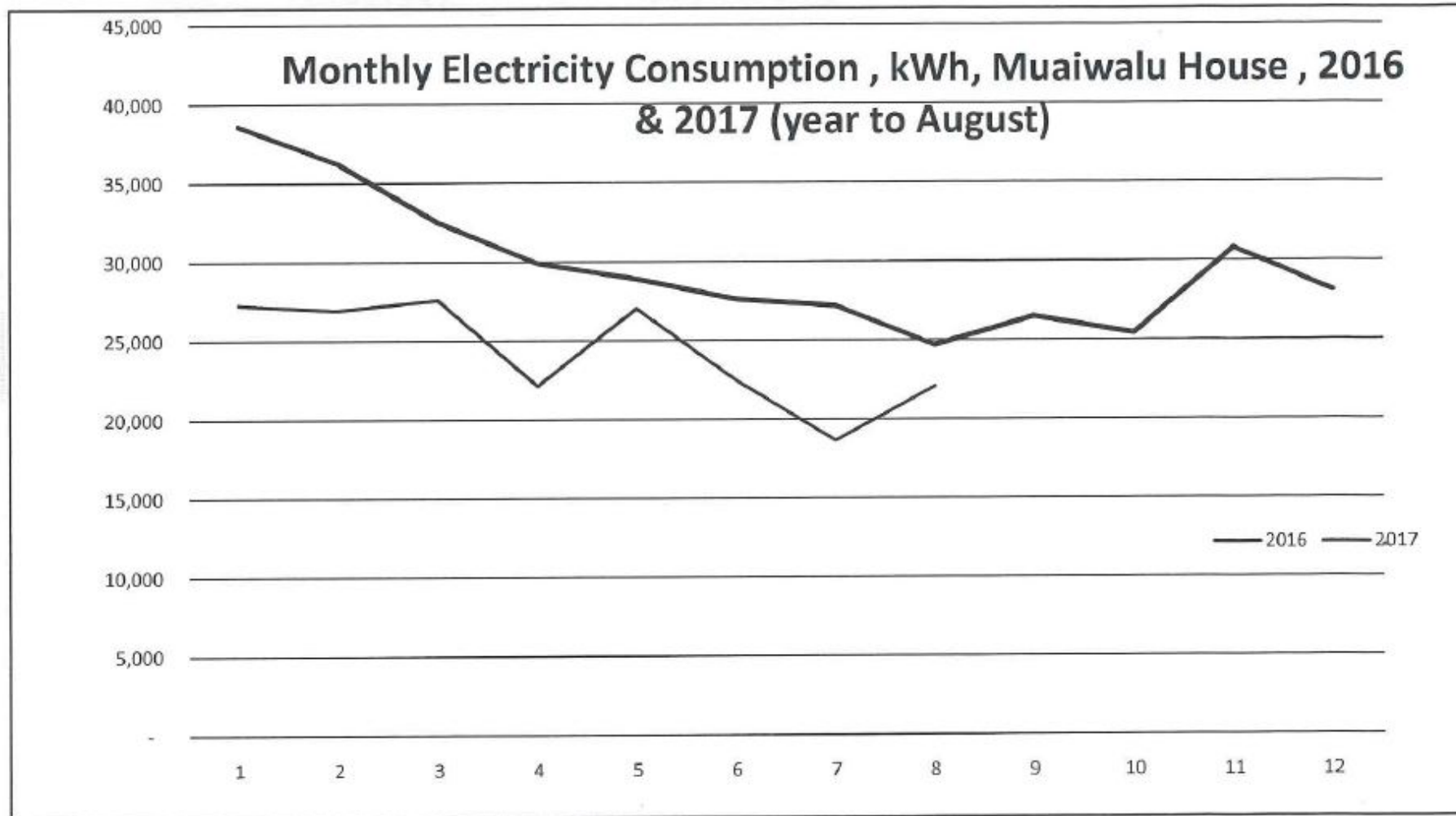
1. Upgrade internal lighting to LED.
2. Meet with EFL to discuss possibility of installing solar PV systems.
3. Power factor correction is being discussed with EFL to have it rectified.
4. Upgrade of Yard lighting is in design process, with trial to begin in December 2017.

## Implementation

1. In 2017 electricity consumption dropped at Muaiwalu House by 21% compared with 2016.
2. Lighting was upgraded to LED over the period December 2016 – March 2017.
3. Forecast of savings: \$31k & 32 tons of GHG emissions.
4. Actual cost of Light Upgrades: under \$23k
5. LED lights have already paid for themselves.
6. Lights have a 3-year warranty.



# POSITIVE OUTCOME



# QUICK WINS & LONG-TERM STRATEGIES

To **reduce** energy consumption, along with any associated greenhouse gas emission reductions.

## Energy Policy

- To realize economic and environment benefits by optimising and continually improving the performance over which FPCL has direct control and that of the Terminal Operator(s) and other working on behalf of FPCL.
- Improvement Target: reduce energy usage by 30% by 2022 compared with 2016.

## Energy Management Plan

- FPCL uses energy in the form of electricity, diesel and petrol energy plays an important role in powering and enabling our operations.
- Enhance organisational performance through improved energy management, leading to business improvement:
  - Profitable operations
  - Care for local environment
  - Greenhouse gas abatement
- Target for 2018: reduce overall energy usage by at least 5%.
- FPTL to achieve a savings of at least 5%.

## Data Management

- Monthly Report showing consumption, cost, GHG.
- A customized spreadsheet to be used.
- Include fuel usage for pilot boat, incinerator, generator and office vehicle fuel cards.



# DEVELOPMENT OF GREEN PORT MASTER PLAN 2019

- This plan has been prepared to describe the approach FPCL will implement from 2019 to 2023 to reduce its environmental impact.
- This masterplan is independent of but aligns with FPCL's Strategic Plan 2019 to 2023 and will assist FPCL in contributing to achieving several Sustainable Development Goals (SDGs).



Development of the Green Port Master Plan (2019-2023) & Procurement Sustainability Guidelines

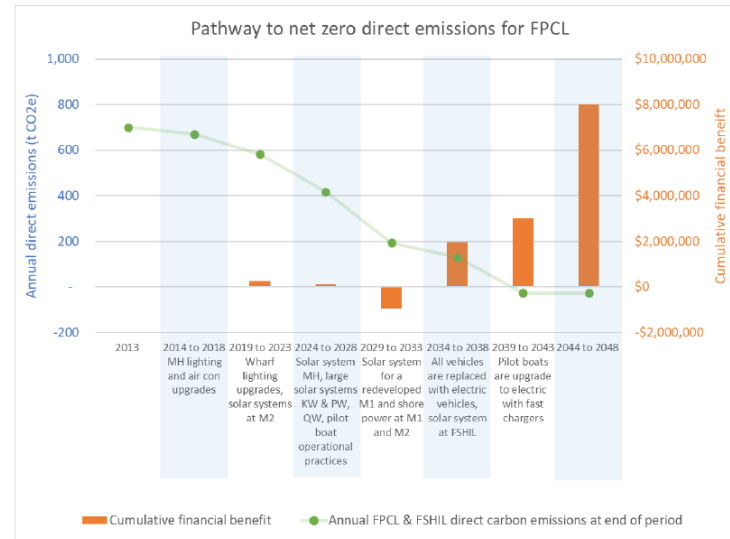


# PATHWAY TO NET ZERO EMISSIONS

- December 2023: **ISO 22316:2017** certification for DNVGL **Organisational Resilience framework** and a detailed **Business Continuity Plan**, marked the beginning of its strategic implementation of International Climate Change Mitigation guidelines.
- April 2024: carried out an **assessment of its environmental performance based on Greenhouse Gas Protocol standards**.
- 2024 – 2025: adopting **ISO 50001:2018 Energy Management System** requirements and **ISO 140090:2019 Adaptation to Climate Change** guidelines.



By around 2042 FLCP could become net zero in respect to its scope 1 and 2 emissions AND be financially better off.



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# GREEN PORT – INITIATIVES

Green Port initiatives were implemented to operate more **Efficiently** and with greater **Sustainability** in line with global trends to **Optimise** business outcomes.

## INITIATIVES



First Pacific Port to conduct Energy Audit & Tracker (2016)



Installation of an Electric Incinerator to meet international requirements



Upgrading of facilities with energy-efficient LED lighting



Establishment of Green & Recreational Space Endeavors



Addition of a new modern & environment-friendly Pilot Boat



Aligning to the Pacific Ports Recognition Framework & Indicators (2030 – 2050)

# GREEN PORT – ACHIEVEMENTS

Green Port initiatives were implemented to operate more **Efficiently** and with greater **Sustainability** in line with global trends to **Optimise** business outcomes.

## ACHIEVEMENTS



Achievement of ISO Certifications

- ISO 9001: 2015 QMS
- ISO 45001: 2018 OHS
- ISO 14001: 2015 EMS
- ISO 22316: 2017 Org. Resilience



Establishment Carbon Neutral Facility (2021)



Recipient of Akiyama Award for Climate & Energy under Green Port Initiatives (2022 & 2023)



Recipient of Green Award for Protection of the Environment presented by Green Scouts Movement Fiji Islands (2016)



Recipient of President's Fiji Business Excellence Award for Green Sustainability (2023)



# DATA CAPTURING, MONITORING & REPORTING

FPCL has seen an **11% average reduction in Energy Consumption** and an **11% average Carbon Footprint reduction** over the last five years

## FPCL GREEN PORT DASHBOARD - DECEMBER 2023

**2,763 Mwh**

FPCL's Average Energy Consumption per Annum



*"An aspiring Smart-Green Gateway in the Pacific"*

**773 t CO<sub>2</sub>-e**

FPCL's Carbon Footprint per Annum

**11%**

Average Reduction of Energy Consumption over the last 5 years

**\$1.8M**

Total Invested

**11%**

Average Carbon Footprint Reduction over the last 5 years

**25**

Projects In-Progress

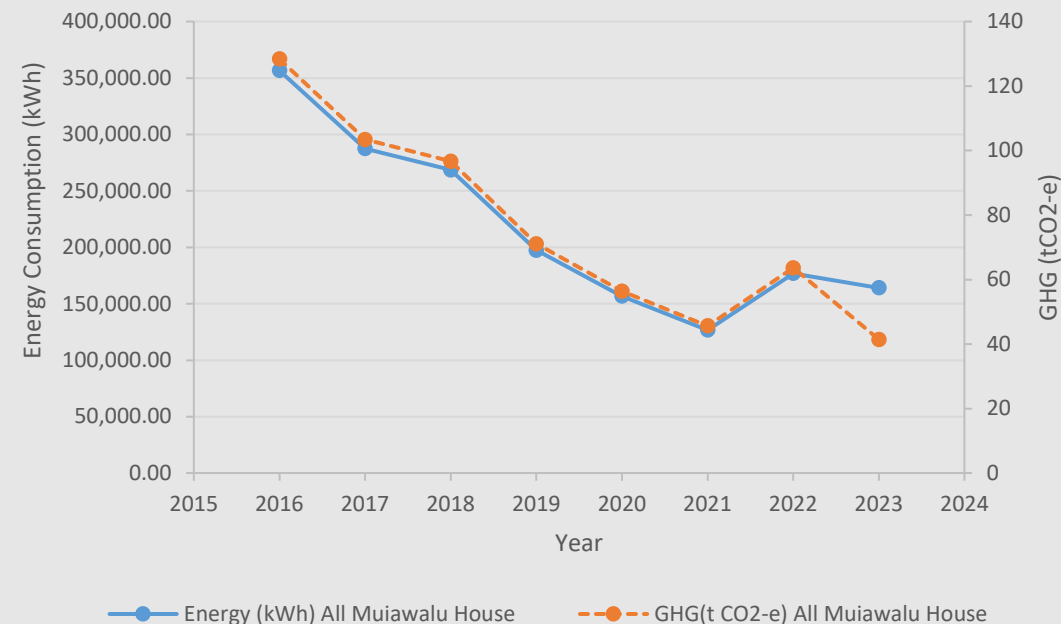
**40**

Key Projects Implemented

**15**

Projects Completed

### Reduction of Energy Consumption and GHG emission at Muaiwalu House



# PACIFIC PORTS VISION 2030-2050 RECOGNITION FRAMEWORK

FPCL has benchmarked its sustainability efforts against the recently launched Pacific Ports Vision 2030-2050 Recognition Framework, **reinforcing our commitment to environmental stewardship as a solution to contemporary challenges.**



PACIFIC PORTS VISION 2030-2050 RECOGNITION FRAMEWORK

**ABSTRACT**

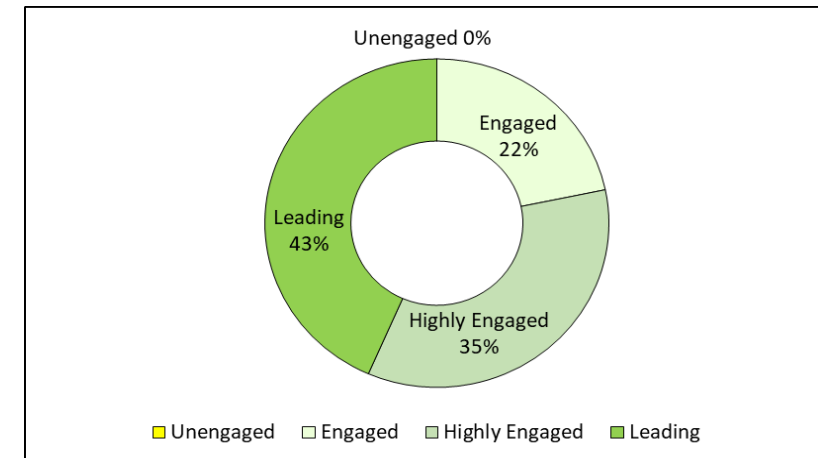
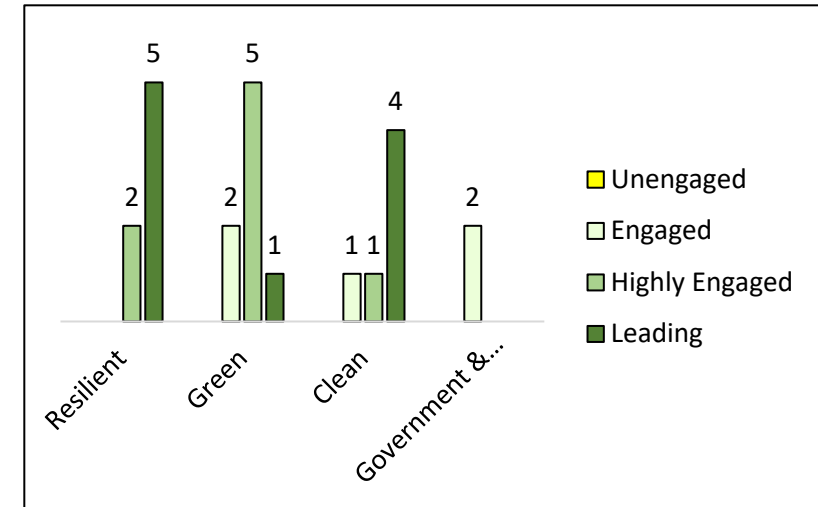
The draft Pacific Ports Vision 2030-2050 Recognition Framework has been developed to help Pacific ports become more resilient, greener, and cleaner. The Framework defines the terms "resilient", "green", and "clean", identifies the dimensions of each, and then identifies long-term objectives for each dimension. Each objective has performance indicators, which can be used to assess the level of a port's performance, from unengaged through to leading. The Framework also suggests pathways for ports to follow to assist their progression and commitment to the long-term objectives.

This Recognition Framework is accompanied by the Recognition Indicators document, which provides a concise overview that ports can use to track their progress to becoming resilient, green, and clean.

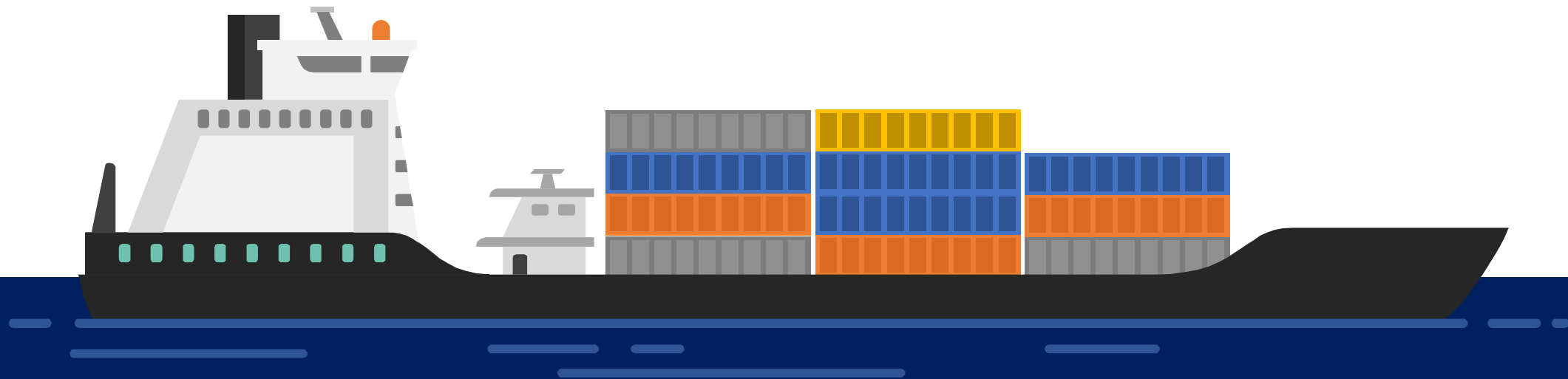
Cover image: An aerial view of the Port of Suva. Credit: Fiji Ports Corporation Limited.



PACIFIC PORTS VISION 2030-2050 RECOGNITION INDICATORS	
Indicator	FPCL's Status
<b>RESILIENT</b>	
1 Climate change adaptation	Leading
2 Disasters and emergency response	Leading
3 Cybersecurity	Highly Engaged
4 Support for economic development and operational efficiency	Leading
5 Compliance with international standards: Security	Leading
6 Compliance with international standards: Safety	Leading
7 Compliance with international standards: Data exchange	Highly Engaged
<b>GREEN</b>	
<b>Climate Change Action</b>	
8 Carbon neutrality	Engaged
9 Leadership	Highly Engaged
10 Measurement and monitoring	Highly Engaged
11 Execution	Leading
<b>Energy Efficiency</b>	
12 Awareness	Highly Engaged
13 Execution	Highly Engaged
<b>Incentivizing and enabling green shipping</b>	
14 Engagement	Engaged
15 Implementation	Highly Engaged
<b>CLEAN</b>	
16 Water quality	Engaged
17 Marine spills	Leading
18 Waste management	Leading
19 Community and neighbourhood relations	Leading
20 Dredging and coastal hydrology	Highly Engaged
21 Environmental engagement and compliance	Leading
<b>GOVERNMENT &amp; STAKEHOLDERS</b>	
22 Government	Engaged
23 Stakeholders	Engaged



# SMART PORT INITIATIVES

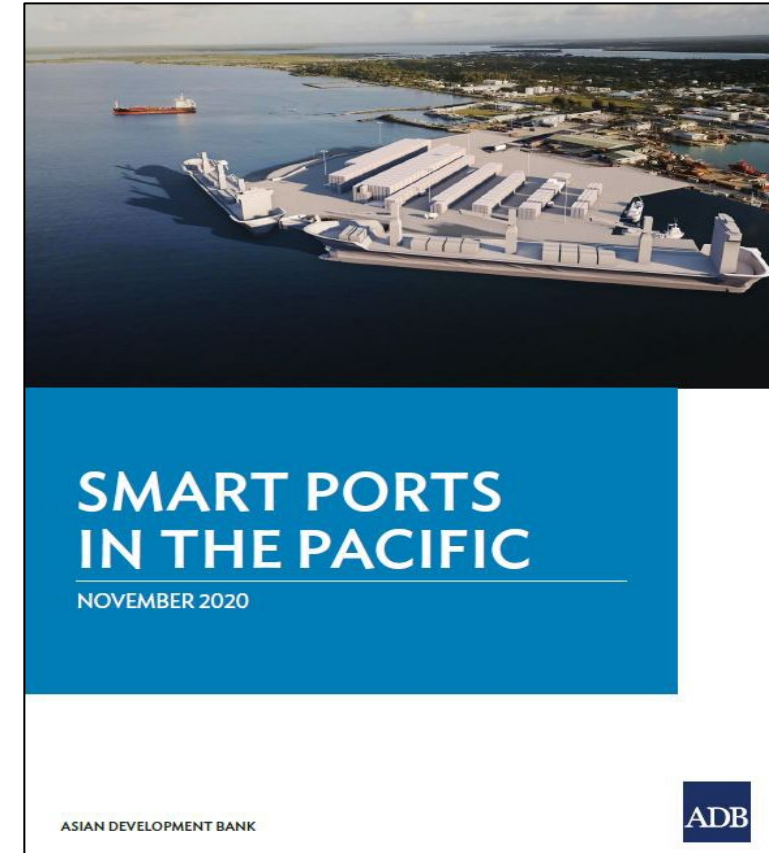


# SMART PORT STUDY IN THE PACIFIC

- The Study was commissioned in 2020, as a part of ADB's regional technical assistance, *Trade and Transport Facilitation in the Pacific*.
- Ports assessed were:
  - 1) Queen Salote International Wharf, Tonga
  - 2) Honiara Port, Solomon Islands.
  - 3) Suva Port, Fiji

## Summary of **Key Challenges** from the Study:

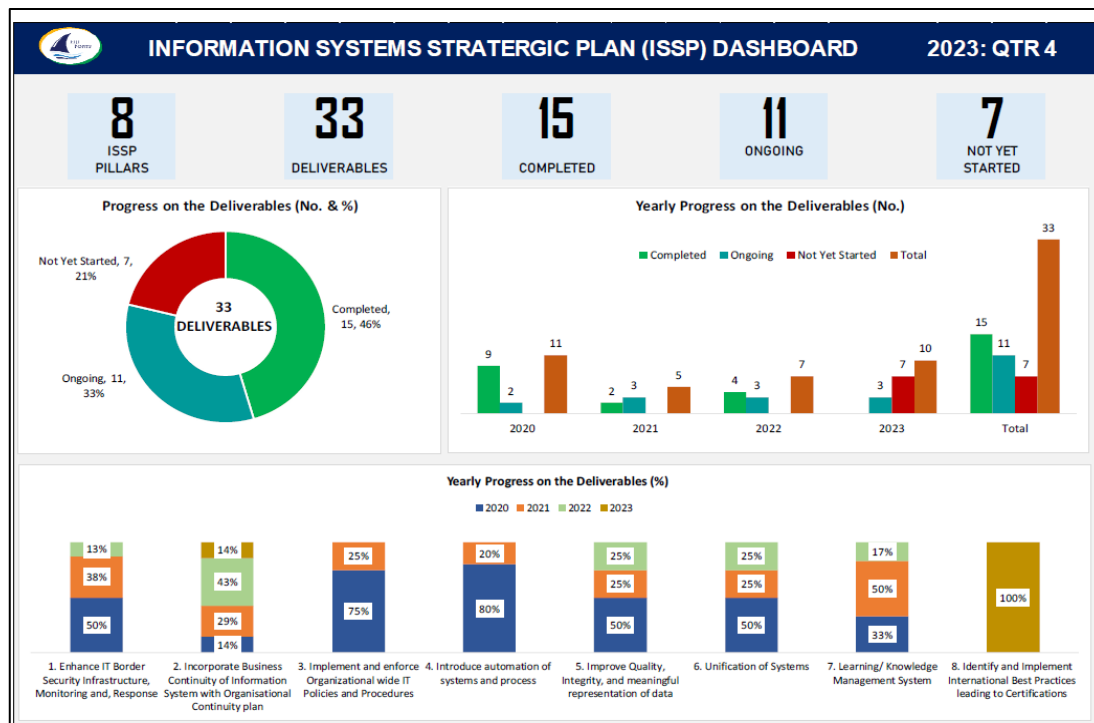
- Low level of digital maturity
- Lack of written standard operating procedures
- Reactive vessel planning
- Customs and quarantine operations exacerbating the bottleneck
- Limited planned maintenance
- Occupational safety hazards



# FPLCs INFORMATION SYSTEM STRATEGIC PLAN

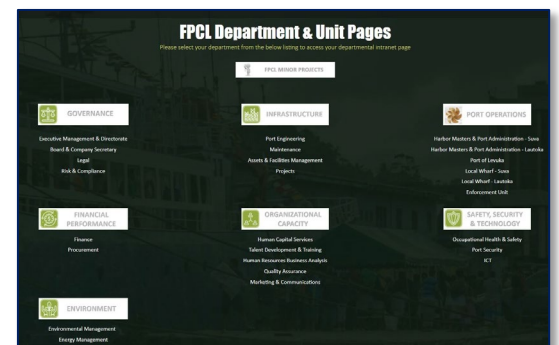
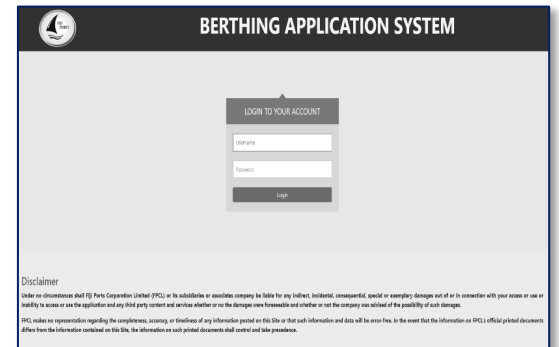
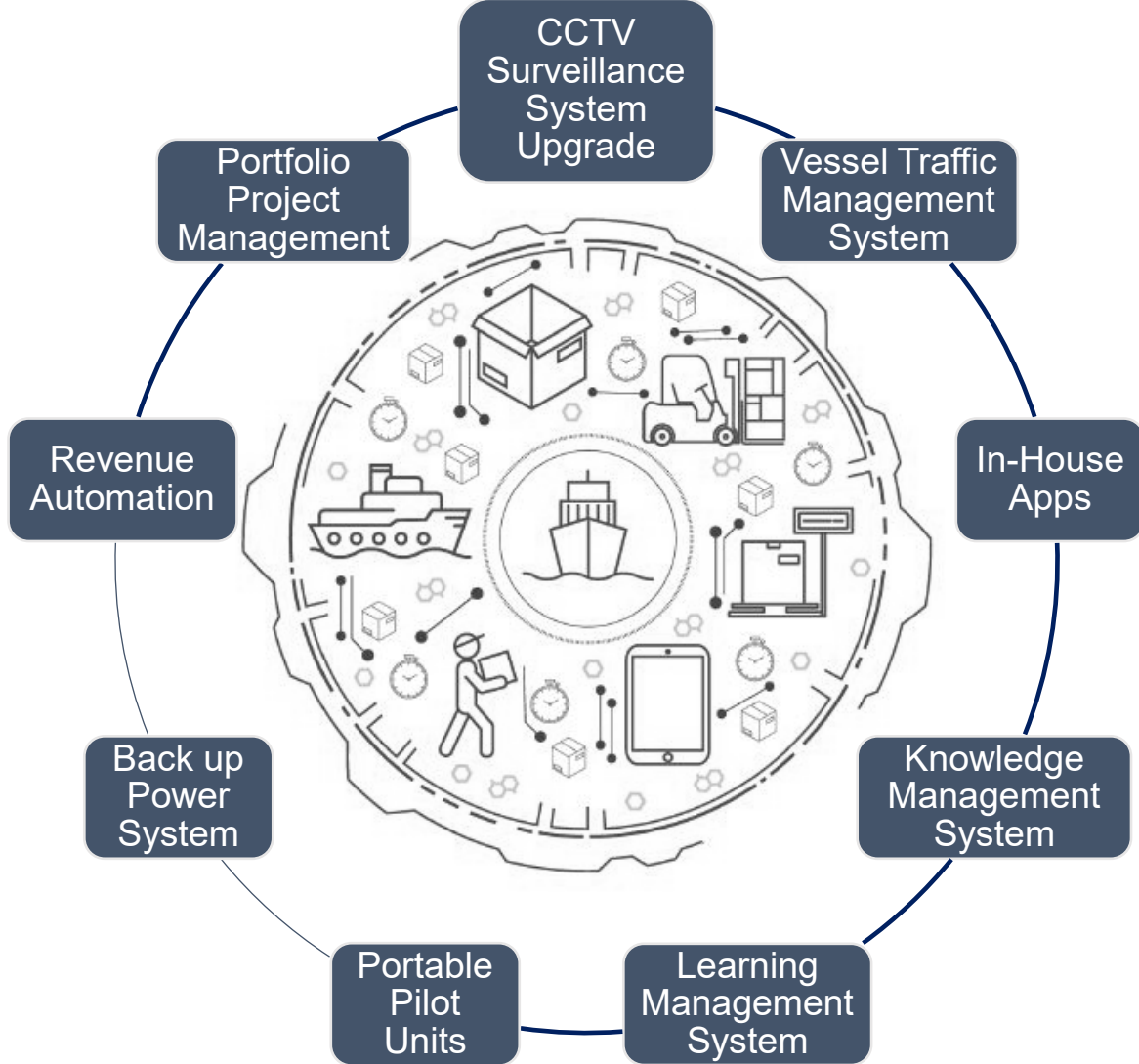
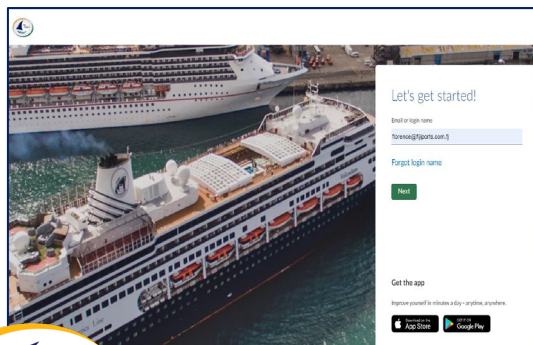
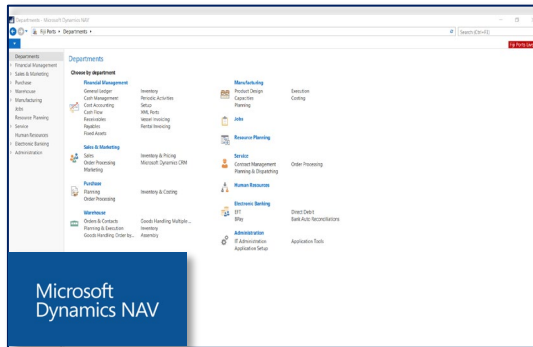
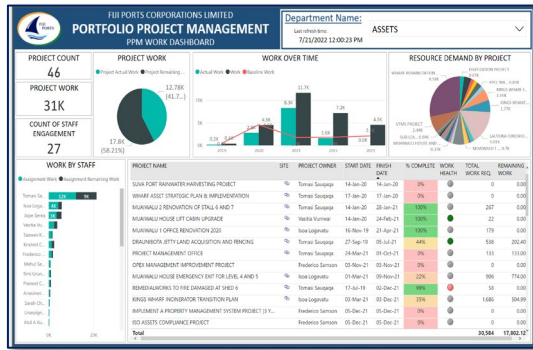
As part of Fiji Ports' 5-Year Strategic Plan, technology was identified as one of the key strategic goals to "Adopt Smart Port initiatives to achieve best practice in International Port Security and safe working environment".

The objectives are embedded in Fiji Ports' Information Systems Strategic Plan with the vision of being the business enabler on the digital frontier, aiding Fiji Ports to implement **SMART PORT INITIATIVES**.



# SMART PORT – INITIATIVES

## DIGITAL TRANSFORMATION





# SMART PORT – ACHIEVEMENTS

## The 2023 Fiji Business Excellence Awards

- 2023 Fiji Business Excellence Award for President's Award

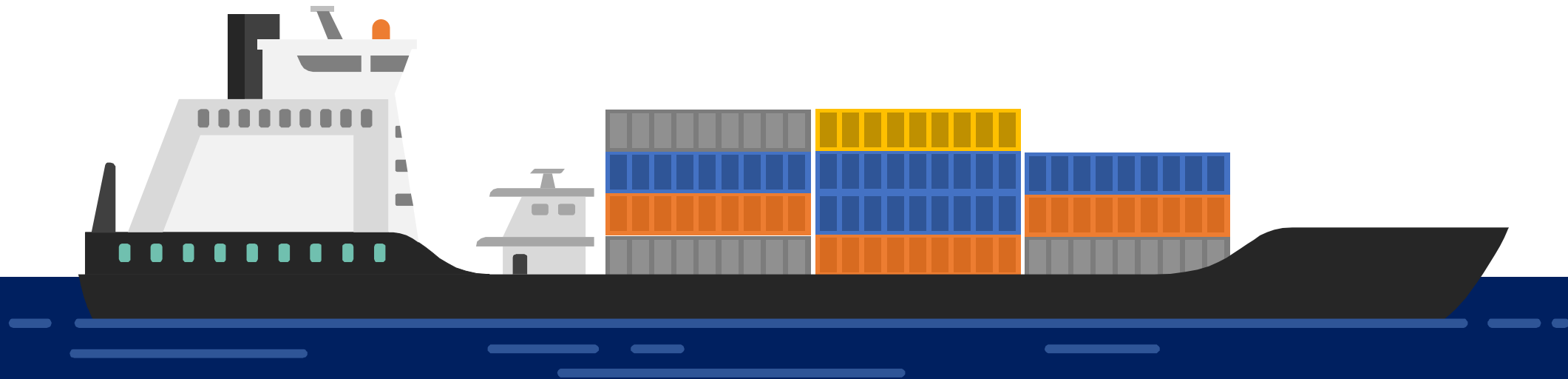


## Prime Minister's International Business Awards

- Excellence in E-Commerce Transformation



# NEW PORT DEVELOPMENT



*FPCL - "To be the Smart, Green Gateway for Trade in the Pacific region."*

# PROJECT TEAM



*and partners,  
supported by the  
Roko Tuis*

*Fiji's gateway for trade*



*FPCL - "To be the Smart, Green Gateway for Trade in the Pacific region."*

# THE NEED TO RELOCATE SUVA PORT

- Key issues
  - Structural condition (poor)
  - High maintenance costs
  - Throughput capacity limitations
  - Today, poor location – congestion and encroachment
  - Limited options for expansion
  - Opportunity cost – change likely beneficial
- If these issues aren't addressed, they will limit the potential for growth and economic development in Fiji



# PROJECT OBJECTIVES

- Identify a new site to relocate Suva Port's key operations, mitigating existing constraints and maximising Fiji's potential for economic development over the next 30 years
- Prepare the groundwork for the next stage of detailed feasibility and procurement



# PROJECT STAGES

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The project is undertaken in four stages, with the following objectives

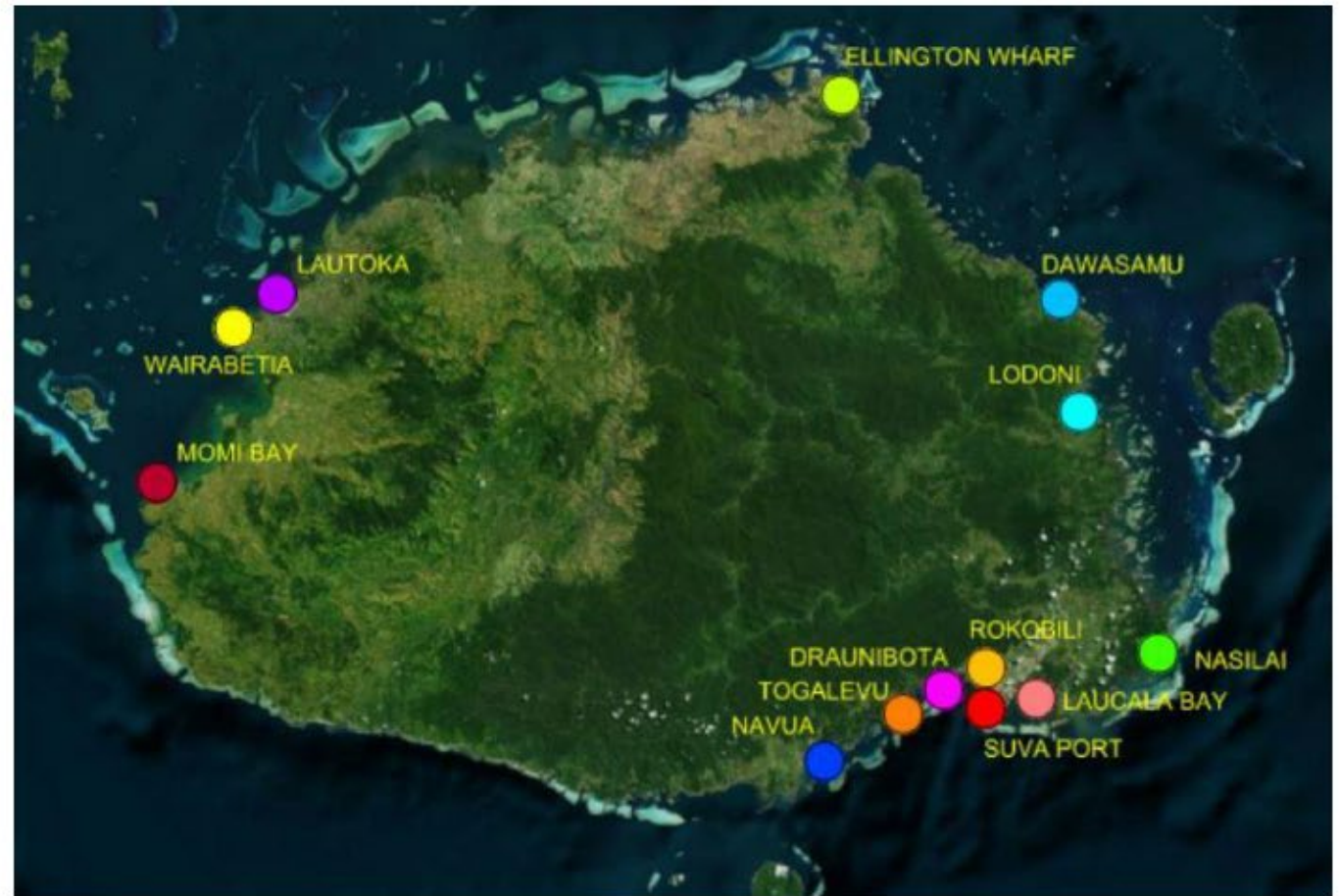
- ✓ **STAGE 1** – Review of Existing Maritime Policy and Regulatory Framework
- ✓ **Stage 2** – Assessment of Current Suva Port Condition and Operation
- ✓ **STAGE 3** – Port Development Options – Scoping and Identification
- ✓ **STAGE 4** – Project Preparatory Activities



# LONG LISTED SITES AND INITIAL SCREENING

Comparative desktop assessment against key criteria:

- Supply chain connectivity / logistics
- Operational/functional suitability
- Constructability
- Environmental implications
- Social implications
- Land use designation
- Future expandability



*12 long-listed sites compiled from various stakeholders*

# SHORTLISTED (5) SITES FOR MORE DETAILED EVALUATION

Rokobili

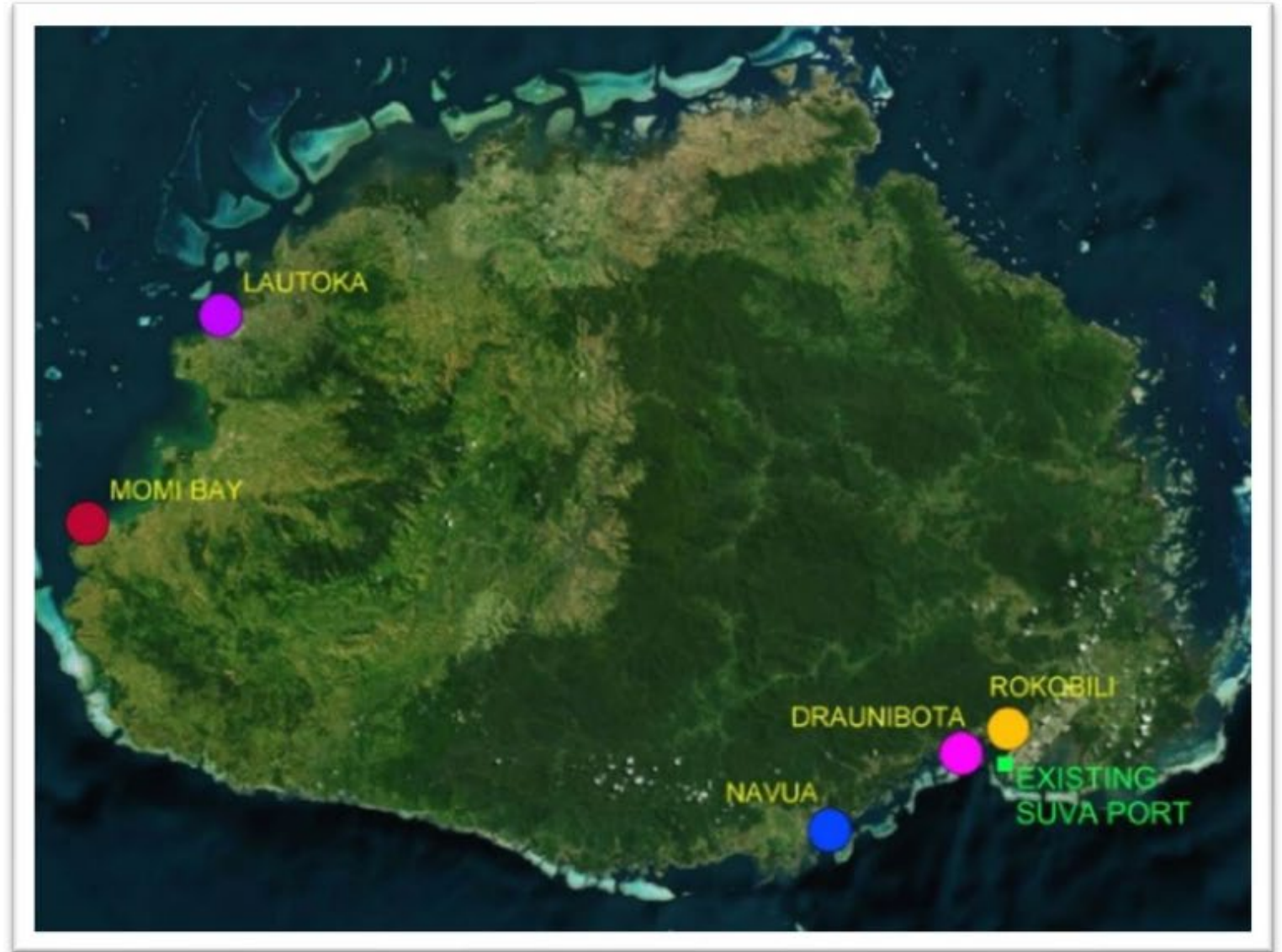
Draunibota

Navua

Momi Bay

Lautoka

(In order of proximity to Suva Port by road)





# SUVA PORT RELOCATION FEASIBILITY STUDY

- ✓ Multi-criteria analysis
- ✓ Economic and financial analysis
- ✓ Environment and social analysis
- ✓ Geo-tech assessments conducted

## Next Steps:

- 3 short-listed sites proposed to Government (Rokobili, Draunibota & Navua)
- Further in-depth assessment to be undertaken.

# CONTINUATION TOWARDS SMART, GREEN PORT...



International Association Ports & Harbours (IAPH) – Akiyama Award 2023



World Cruise Awards – Oceania’s Best Cruise Terminal 2023



2023 Fiji Business Excellence Award for President’s Award



2023 Fiji Business Excellence Award for Green Sustainability



Prime Minister’s International Business Awards - Excellence in E-Commerce Transformation



Prime Minister’s International Business Awards - Best Crisis Recovery Initiative



2023 FHRI Organizational Award for Health and Safety (Gold Winner)



2023 FHRI Organizational Award for Learning & Development (Gold Winner)





*Vinaka* | Thank You | *Dhanyavaad*

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