



Issues raised in TSSP Quarterly/Six Monthly Reporting to TSCMIC and AusAID

Date	Source	Issue	Action Taken	Comment as at Sept 08
Q3, 07	QPR Issue 1	Breach of visa regulations by ISP, resulting in three senior team members having to exit PNG and remain in Australia for 44 days pending resolution.	Visa procedures strengthened, contracting and visa arrangements moved from the ISP in Canberra to PNG. A SMEC corporate support officer located within TSSP Boroko Office.	No subsequent visa incidents have occurred; although unanticipated mobilisation delays have resulted from (very) slow response times within GoPNG Dept of Immigration in issuing relevant visas.
	Issue 2	TSSP Specialists needing to confront and overcome a range of problems that have either delayed or condensed anticipated 'due dates'. These primarily related to access and availability of partner agency personnel; less reliable advice/information and in some instances a lack of knowledge within GoPNG agencies; a reduction in the time available to implement transition plans (eg advice from both the BCTREP and TSSP-IP that bank accounts would need to be closed mid-way through Quarter 4) and in association with a Program commencement date of July rather than April 2007.	Some minor changes to the Activity/Delivery Schedule with the approval of the PD and AusAID.	A report tracking table is maintained and submitted as an attachment to every quarterly/six monthly and annual plan to allow ready tracking of the status of reports.
	Issue 3	Unanticipated delays associated with the DoW obtaining the Trust Deed required to operationalise the Assets Maintenance Imprest Account.	The Program, PD and AusAID worked in concert to speed up this process.	The Trust Deed was obtained (just) in time.
Q4, 07	QPR Issue 1	<p>Following an intensive six months information-gathering, analysis, planning and review period with partner agencies, and TSCMIC approval of the TA Program on 29/11/07 by the TSCMIC, a staged procurement of a total of 40 advisers/services took place primarily from December 2007 – June 2008.</p> <p>The planning, coordination, liaison and sheer effort required to effectively undertake such a major procurement exercise, in a relatively short space of time cannot be underestimated. Neither can the effort necessary in building and maintaining positive team dynamics and an ongoing commitment to Program objectives.</p>	<p>A concentrated coordination, communication and management effort resulted in recruitment taking place ahead of agreed schedule. The involvement and commitment within host agencies with the full selection phase (from designing ToR, to chairing selection committees and approving selection panel recommendations) enhanced ownership. Recruitment procedures were as closely aligned as possible to those of the partner agency.</p> <p>Holding interviews in PNG was a major achievement, reflected GoPNG preferences, and was consistent with TSSP principle of working with, through and strengthening GoPNG policies, systems, procedures and personnel.</p> <p>An added benefit in fully involving Agencies in the entire process has been the opportunity to build capacity of senior staff in the recruitment, selection and appointment processes.</p>	<p>There remains some straining of the existing capacity and resources within some agencies; with counterparts not readily/always available; and allocation of GoPNG recurrent funds yet to reflect the full resource envelope required.</p> <p>A candidate survey was undertaken to assist the program reflect on and learn from the process (continuous improvement). The survey results together with lessons learned from the intensive recruitment campaign were used to revise/update the Recruitment Strategy (submitted to AusAID in October 2008).</p> <p>Feed back on the induction program is very positive.</p> <p>Reporting and monitoring procedures are developing well and increasingly involving heads of agencies.</p>

Date	Source	Issue	Action Taken	Comment as at Sept 08
Q4, 07 (contd)	QPR Issue 2	Increased expenditure for the maintenance of agreed priority roads (new funding under TSSP, carry over funding from TSSP-IP, IFGI, Performance Grant funds, and Bougainville) likely to stretch the resources and capacity available through the DoW and the provinces, and will require careful monitoring through TSSP.	<p>Specialists and advisers have worked closely with counterparts within DoW and in monitoring the PMCs and associated maintenance work.</p> <p>Progress tracking tables have been introduced by Engineer Advisers working with provincial counterparts.</p> <p>The entire TSSP team has public expenditure (including procurement) as an ongoing focus. Within the group of TSSP-DoW Advisers, the support of the FMA, Engineers (including Contract Administration and RAMS Advisers) are working in concert to build momentum and monitor/report on results. Additionally, a small financial cell has been created under TSSP to specifically to assist DoW expend and acquit AusAID funds.</p>	<p>Proper expenditure of funding remains an issue requiring ongoing attention. It has been discussed broadly by TSCMIC members and with AusAID. Discussions include the capacity of the private sector to provide an acceptable service (standards/time).</p> <p>Financial tracking tables were created and are being monitored following the TSSP-IP report on financial issues. A similar table will be created for KRFG.</p> <p>A capacity issue paper was widely circulated in September 08 to promote discussion within and across transport sector agencies, and through AusAID with other programs.</p>
Q1,08	QPR Issue 1	Access to GoPNG personnel not always easy and an increasingly large number of advisers will equally depend on access to an expanding number of counterparts. This may lead to some strain on organisational capacity and will depend on a steady and consistent approach from advisers.	Coordinated planning with heads of agencies and senior executive, to resolve issues of access and overload.	Access and availability of counterparts continues to be an issue; particularly as some agencies are in the process of restructuring (DoW, CAA and airports group, DNP&M, Ports) leaving agency personnel uncertain regarding organisational outcomes and personal careers. DNP&M, DoW and CAA are about to undertake a full 'spill and fill exercise'.
	Issue 2	DoW Provincial Offices have been slow in project scoping and in developing tender documents for the AusAID funded K66,344,448.96 (Performance Grant Funding) maintenance program for 2008. This is primarily due to the extensive changes in provincial staffing and new appointees needing time to become familiar with new responsibilities.	An increasing number of TSSP advisers within DOW is assisting increase influence within provincial offices.	Improvements within the Province will be slow to achieve; and rely at least in part on better integration and communication between DoW head office and the provinces.
	QPR Issue 3	The GoPNG established a Ministerial Infrastructure Committee and a related heads of agency sub-committee. The agencies sub-committee includes those same agencies that comprise TSCMIC membership, plus others. This creates the potential for overlap, overload, and committee fatigue and may at least in part explain the unreliable attendance of central agency representatives on the TSCMIC. As TSSP has, in effect, been designed to support the work of the TSCMIC, its continuation and status is important.	<p>The Minister for Works, Transport and Civil Aviation is reported to have stated that he wishes to retain the TSCMIC to concentrate solely on transport infrastructure issues.</p> <p>The TSSP PD continues to support activities of the TSCMIC and its members.</p>	<p>The July 2008 decision of the TSCMIC to limit donor membership (with the exception of AusAID) to sub-committee status on the grounds of wanting to retain strong national ownership is an indicator that the committee is growing in stature.</p> <p>As is the TSCMIC, through DoT, coordinating and submitting a transport sector wide 2009 budget bid at the request of the Minister).</p>

Date	Source	Issue	Action Taken	Comment as at Sept 08
Q1,08 (contd)	Issue 4	The continued operationalising of the National Road Authority has created some confusion and potential for duplication within the sector and donors, with regard to GoPNG transport sector road maintenance policy. Whilst the DoW has demonstrated an increasing capacity to prioritise and manage construction/ maintenance and monitoring/reporting, the capacity of the NRA is as yet untested.	Discussions at a higher level between AusAID and GoPNG. Encouraging discussions with DoT and DoW agency heads to highlight issues. Legal Adviser within DoT available to address legislative issues as required/directed by DoT.	Despite concerns, the NRA continues to strengthen its base. The ADB is strongly supporting (including financially), and the Board was formally appointed mid-2008. GoPNG stakeholders are working towards a collaborative and complementary (rather than overlapping role).
	Issue 5	Budget and DoW records indicate that GoPNG Supplementary Fund spending is not in line with its own NTDP or the rehabilitation/maintenance of national road priorities following the Oro Province disaster	Agency based TSSP advisers are well versed on the policy framework and associated requirement to align corporate and national planning. AusAID maintaining dialogue on this issue at higher level. TSSP Adviser working under DoT to assist agreed provinces develop Provincial Development Plans and priorities (including transport)	There is increasing evidence that GoPNG stakeholders are articulating the importance of focusing on the NTDP priorities (noting the NTDP is undergoing a major review in 2009). The need to prioritise and phase maintenance activities is not always recognised and supported (including but not limited to ministerial and provincial levels). The newly released <i>Partnership for Development</i> agreement between GoPNG and GoA should act as an anchor.
	Issue 6	Some unexpected funding delays have occurred in association with AusAID deliberations and the commencement of financial tranche flows during Quarter 1. It is anticipated that these delays will resolve in Quarter 2 as systems and procedures become more regularised	Discussion with AusAID continue to 'unblock' delays.	While it was anticipated that timely requests for tranche releases would result in timely releases, some delays have continued through to Sept 09.

Date	Source	Issue	Action Taken	Comment as at Sept 08
Q2,08 ¹	QPR Issue 1	<p>TSSP is responsible for assisting agencies expend increasingly large amounts of funding. Actual expenditure within agencies has been slower than anticipated, primarily because:</p> <ul style="list-style-type: none"> • DoW Provincial Offices have proved to be slow in project scoping and developing tender documents for the AusAID 2008 Performance Grant Funded maintenance program • Some contracted road maintenance services, through the DoW, have run slow in meeting contracted timelines, with consideration being given to cancelling one or more contracts • Changes occurring to workplans within agencies, post approval processes • Limited capacity within the aviation and maritime sectors to scope, design, tender, implement and monitor projects • Limited capacity within the private sector to tender and effectively deliver contracted services. 	An increasingly active and informed pool of advisers assisting agencies to improve internal systems, processes and procedures (that is, capacity).	<p>Progress will ultimately be determined by each agencies ability to deliver.</p> <p>As at Sept 08, budget allocations under TSSP would appear to be reducing, which may create a counter- issue within agencies.</p>
	Issue 2	While the intending role of the NRA is emerging over time, the full extent and impact of this change is yet to gain substance.	Comments QPR, Q1 08 relate.	Comments QPR, Q1 08 relate.

¹ As at June 2008, TSSP moved to Six-Monthly Reporting (June and December), supported with by-exception monthly reports to AusAID.

Issues raised in TSSP Annual Plan Reporting to TSCMIC and AusAID

Date	Source	Issue	Action Taken	Comment as at Sept 08
April 08	Annual Plan Issue 1	Access to GoPNG personnel is not always easy and an increasingly large number of advisers will equally depend on access to an expanding number of counterparts. This may lead to some strain on organisational capacity and will depend on a steady and consistent approach from advisers.	Comment QPR Q1,08 Issue 1 relates	Comment QPR Q1,08 Issue 1 relates.
	Issue 2	DoW Provincial Offices have been slow in project scoping and in developing tender documents for the AusAID funded Performance Grant Funding maintenance program for 2008. In a similar vein, the capacity of the DoW may be strained in managing an increasing number of tenders, should funding increase significantly, as might the private sectors capacity to respond.	Comment QPR Q1, 08 Issue 2 relates	Comment Q1, 08 Issue 2 relates
	Issue 3	The GoPNG has established a Ministerial Infrastructure Committee and a related heads of agency sub-committee. The agencies sub-committee includes those same agencies that comprise the membership of the TSCMIC, plus others. This creates the potential for overlap, overload, and committee fatigue and may at least in part explain the unreliable attendance of central agency representatives on the TSCMIC.	Comment QPR, Q1 08 Issue 3 relates	Comment QPR, Q1 08 Issue 3 relates
		The continued operationalising of the National Road Authority has created some confusion and potential for duplication within the sector and donors, with regard to GoPNG transport sector road maintenance policy	Comment QPR, Q1 08 Issue 4 relates	Comment QPR, Q1 08 Issue 4 relates
		Budget and DoW records indicate that GoPNG Supplementary Fund spending is not in line with its own National Transport Development Plan (NTDP) or the rehabilitation/maintenance of national road priorities following the Oro Province disaster.	Comment QPR, Q1 08 Issue 5 relates	Comment QPR, Q1 08 Issue 5 relates