

SDG 17: PARTNERSHIPS FOR THE GOALS

TARGETS	INDICATORS
FINANCE	
17.1 Strengthen domestic resource mobilization, including through international support to developing countries, to improve domestic capacity for tax and other revenue collection	17.1.1 Total government revenue as a proportion of GDP, by source 17.1.2 Proportion of domestic budget funded by domestic taxes
17.2 Developed countries to implement fully their official development assistance commitments, including the commitment by many developed countries to achieve the target of 0.7 per cent of ODA/GNI to developing countries and 0.15 to 0.20 per cent of ODA/GNI to least developed countries; ODA providers are encouraged to consider setting a target to provide at least 0.20 per cent of ODA/GNI to least developed countries	17.2.1 Net official development assistance, total and to least developed countries, as a proportion of the Organization for Economic Cooperation and Development (OECD) Development Assistance Committee donors' gross national income (GNI)
17.3 Mobilize additional financial resources for developing countries from multiple sources	17.3.1 Foreign direct investments (FDI), official development assistance and South-South Cooperation as a proportion of total domestic budget 17.3.2 Volume of remittances (in United States dollars) as a proportion of total GDP
17.4 Assist developing countries in attaining long-term debt sustainability through coordinated policies aimed at fostering debt financing, debt relief and debt restructuring, as appropriate, and address the external debt of highly indebted poor countries to reduce debt distress	17.4.1 Debt service as a proportion of exports of goods and services
17.5 Adopt and implement investment promotion regimes for least developed countries	17.5.1 Number of countries that adopt and implement investment promotion regimes for least developed countries
TECHNOLOGY	
17.6	17.6.1

Enhance North-South, South-South and triangular regional and international cooperation on and access to science, technology and innovation and enhance knowledge sharing on mutually agreed terms, including through improved coordination among existing mechanisms, in particular at the United Nations level, and through a global technology facilitation mechanism	Number of science and/or technology cooperation agreements and programmes between countries, by type of cooperation 17.6.2 Fixed Internet broadband subscriptions per 100 inhabitants, by speed
17.7 Promote the development, transfer, dissemination, and diffusion of environmentally sound technologies to developing countries on favourable terms, including on concessional and preferential terms, as mutually agreed	17.7.1 Total amount of approved funding for developing countries to promote the development, transfer, dissemination, and diffusion of environmentally sound technologies
17.8 Fully operationalize the technology bank and science, technology, and innovation capacity-building mechanism for least developed countries by 2017 and enhance the use of enabling technology, in particular information and communications technology	17.8.1 Proportion of individuals using the Internet
CAPACITY-BUILDING	
17.9 Enhance international support for implementing effective and targeted capacity-building in developing countries to support national plans to implement all the sustainable development goals, including through North-South, South-South and triangular cooperation	17.9.1 Dollar value of financial and technical assistance (including through North-South, South-South and triangular cooperation) committed to developing countries
TRADE	
17.10 Promote a universal, rules-based, open, non-discriminatory, and equitable multilateral trading system under the World Trade Organization, including through the conclusion of negotiations under its Doha Development Agenda	17.10.1 Worldwide weighted tariff-average
17.11 Significantly increase the exports of developing countries, in particular with a view to doubling the least developed countries' share of global exports by 2020	17.11.1 Developing countries' and least developed countries' share of global exports

<p>17.12 Realize timely implementation of duty-free and quota-free market access on a lasting basis for all least developed countries, consistent with World Trade Organization decisions, including by ensuring that preferential rules of origin applicable to imports from least developed countries are transparent and simple, and contribute to facilitating market access</p>	<p>17.12.1 Average tariffs faced by developing countries, least developed countries and small island developing States</p>
<p>SYSTEMIC ISSUES Policy and Institutional coherence</p>	
<p>17.13 Enhance global macroeconomic stability, including through policy coordination and policy coherence</p>	<p>17.13.1 Macroeconomic Dashboard</p>
<p>17.14 Enhance policy coherence for sustainable development</p>	<p>17.14.1 Number of countries with mechanisms in place to enhance policy coherence of sustainable development</p>
<p>17.15 Respect each country's policy space and leadership to establish and implement policies for poverty eradication and sustainable development Multi-stakeholder partnerships</p>	<p>17.15.1 Extent of use of country-owned results frameworks and planning tools by providers of development cooperation</p>
<p>17.16 Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology, and financial resources, to support the achievement of the sustainable development goals in all countries, in particular developing countries</p>	<p>17.16.1 Number of countries reporting progress in multi-stakeholder development effectiveness monitoring frameworks that support the achievement of the sustainable development goals</p>
<p>17.17 Encourage and promote effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships Data, monitoring and accountability</p>	<p>17.17.1 Amount of United States dollars committed to public-private and civil society partnerships</p>
<p>17.18 By 2020, enhance capacity-building support to developing countries, including for least developed countries and small island developing States, to increase significantly the availability of high-quality, timely and reliable</p>	<p>17.18.1 Proportion of sustainable development indicators produced at the national level with full disaggregation when relevant to the target, in accordance with the Fundamental Principles of Official Statistics</p>

<p>data disaggregated by income, gender, age, race, ethnicity, migratory status, disability, geographic location and other characteristics relevant in national contexts</p>	<p>17.18.2 Number of countries that have national statistical legislation that complies with the Fundamental Principles of Official Statistics</p> <p>17.18.3 Number of countries with a national statistical plan that is fully funded and under implementation, by source of funding</p>
<p>17.19 By 2030, build on existing initiatives to develop measurements of progress on sustainable development that complement gross domestic product, and support statistical capacity-building in developing countries</p>	<p>17.19.1 Dollar value of all resources made available to strengthen statistical capacity in developing countries</p> <p>17.19.2 Proportion of countries that (a) have conducted at least one population and housing census in the last 10 years; and (b) have achieved 100 per cent birth registration and 80 per cent death registration</p>

Section 1.2- Transformational Strategic Thrusts

Improving Transport and Digital Connectivity

Greater connectivity is central to transforming Fiji. Transportation networks within the country and connectivity to the outside world will be enhanced. We will also continue to modernise Fiji’s air, maritime and land transport networks, and weather recording, forecasting, and reporting services to meet our long-term needs and aspirations. Apart from transport connectivity, there will be a major focus on digital connectivity. All this will support human capital development, commerce, and trade.

ROAD TRANSPORTATION

Investment in road infrastructure is essential for future growth. Modernising our road infrastructure will continue to support strong economic expansion, rising income levels, the increase in urban population and the growth in agriculture and industries. New roads will be developed, and existing ones improved. More road expansions, including four-lane projects, will be undertaken. Current four-lane projects such as Nausori airport to Suva and Nadi airport to Denarau will be completed by 2018. Government will embark on major projects to seal a large portion of the existing gravel roads over the next 20 years. Where practical, consideration will be given to diverting roads inland to open up land for social and economic development. Installation of streetlights in all major urban centres and peri-urban areas and in front of villages and settlements along the Queens and Kings Roads will continue. This will also be expanded to Vanua Levu. Apart from improving aesthetics and road safety, this will encourage development of MSMEs such as roadside stalls and help with employment and income generation. New footpaths will be constructed across populated areas, major cities, and towns to make roads safer for pedestrians and drivers. Traffic lights will be installed at critical junctions where there are high traffic flows. This will assist in managing traffic congestion and improve safety. To accommodate the rising number of vehicles, investments in larger car parks and the expansion of bus bays on high-traffic roads will be facilitated. Private sector partnerships will be essential in pursuing some of these initiatives. Investment in upgrading our bridges and constructing new ones will continue. This will include development of access roads to connect farming areas to markets. Road transportation will be made more energy-efficient and environmentally friendly.

Better emission and fuel standards will be adopted. Government will support importation and use of fuel-efficient hybrid and electric vehicles to reduce fuel importation and protect the environment.

AIR CONNECTIVITY

International and domestic airports will be modernised and upgraded to international standards. This has already commenced with the modernisation of the Nadi International Airport, which involves the upgrading of the terminal, widening of the runway, pavement rehabilitation and construction of new aprons and parking areas. To meet the demand for increasing visitor arrivals, a second terminal will be developed, and to improve service for passengers flying to other destinations in Fiji, the domestic terminal at the Nadi International Airport will be upgraded. A new international airport will be developed in Vanua Levu, and the Nausori International Airport will be revamped and expanded. Fiji Airways will continue to renew and expand its fleet with leasing of new aircrafts. New air connections will be explored, and new routes developed. This will be aligned to our plans for the expansion of new tourist source markets, including attracting visitors from emerging regions such as Southeast Asia and North and South America. Domestic air services will be enhanced to support the growth in the tourism industry and more-efficient mobility of all passengers within the country. Major upgrading works will be undertaken at domestic airports and airstrips over the next 20 years.

PORT SERVICES AND INTER-ISLAND NETWORK

Government will work in partnership with strategic partners to make our ports more efficient and modern. Port infrastructure will continue to be modernised, and services will be improved further to facilitate trade and commerce. Modern technology, efficient cargo-handling machinery and international best practices will be adopted to enhance Fiji's position as the hub of the Pacific. A Ports Master Plan is being prepared to guide the long-term development of our ports. Options are being explored for the establishment of a new port in Valaga Bay in Vanua Levu. Feasibility studies will be undertaken to identify other new sites for future port development including Natovi jetty. Investments in modern slipways, the revival of the shipbuilding and maintenance industry will be pursued. Government is exploring the possibility of upgrading and expanding the current Suva wharf facility to cater for future cargo and passenger demand. Upgrade works at several outer island ports will also be undertaken. The inter-island sea-transport network is critical for Fijians living in the maritime islands. Shipping services will be improved to ensure reliability, safety, efficiency, and affordability of ferry services. Government will continue to subsidise uneconomical sea routes to ensure that shipping services are provided on a regular basis to these regions. This will support transportation, commerce, and income-generating opportunities in the maritime region.

DIGITAL CONNECTIVITY

Digital connectivity through high-speed internet networks and broadband access will be improved, and all areas of Fiji will be digitally connected. Competition will be enhanced in broadband internet services by making communication infrastructure available to multiple users under reasonable terms and conditions. Fibre optic connectivity between Viti Levu and Vanua Levu will be established, and the fibre optic ring around Viti Levu will be completed. All utility providers will cooperate in laying fibre optic cable conduits and chambers when undertaking trenching works during road construction or maintenance. Government will expand existing telecentres and establish new ones around the country. Digital literacy will be improved. Such improved connectivity will provide employment opportunities for all Fijians living in rural and remote communities, and more employment in IT support services will be realised. These developments will create a more conducive environment for commerce and development, including attracting new sources of investment and growth.

Embracing Appropriate and New Technology for Productivity Improvement

Appropriate new technology will be adopted to raise overall efficiency and productivity and to improve service delivery across all sectors. Adoption of new technology will be supported in areas like transportation, renewable energy, manufacturing, agriculture, ICT, education, and other service-related sectors. Innovation, research, and implementation of new ideas will also be incentivised. A facilitative environment will be created to assist the importation of new and modern technology. Government will explore options to provide the necessary infrastructure to embrace new technology. This will include installing chargers for electric vehicles across the country, supporting vehicle upgrades to accommodate better fuel standards and promoting technology transfer. In the manufacturing sector, greater value-addition and investment in energy-efficient machinery and equipment will be incentivised. Government will support the increased use of cloud computing, 3D printing, inter-networking of smart devices and other emerging technologies to improve efficiency and productivity. For agriculture, government will further explore mechanised land preparation and harvesting, modern seed-breeding methods, and hydroponic and greenhouse farming techniques to address the issues of poor soil fertility, declining farm productivity and intermittent local supply. Service industries involved in the transportation of goods and passengers could benefit from greater government investment in modern traffic management software and equipment, as well as dedicated bus and truck lanes. For the tourism industry, increased use of marketing automation, a stronger social media presence, use of smart-phone applications for customer bookings and enquiries, and investment in smart appliances will be promoted to improve service delivery. All major government services will be placed online. E-Government platforms to speed up approvals processes, business registration, land use administration, taxation, and other services will be further streamlined. ICT-based planning, budgeting, and monitoring will be used in the public sector to improve work processes, productivity, and service delivery. IT related skills will continue to be developed and retained.

National Development Targets relevant to SDG 17

Transformational Strategic Thrust Targets	2015	2021	2026	2031	2036
Investment (% of GDP)	25	25	25	25	25
Private Sector Investment (% of GDP)	20.9	>15	>15	>15	>15
Public Debt (%of GDP)	48.7	47.7	45	40	35

Micro, small, and medium enterprises (MSMEs) Council

The national MSME Development Council, chaired by the Prime Minister, provides strategic policy direction and leadership for the development of MSMEs in Fiji. Whilst the Central Coordinating Agency (CCA) will be the primary body that implements this framework, working towards the goal of promoting entrepreneurial culture through sustainable MSMEs.

Fijian Ports Master Plan

The main objectives were to improve efficiency and productivity of ports in Fiji. The outcome will be a government endorsed 20-year ports development master plan for Fiji's six declared ports of entry. The outputs of the Technical Assistance were:

1. 15-year demand assessment,
2. Port utilization study,

3. A 7-year action plan.

Source: <https://amstec.com.au/fiji-ports-masterplan/>

FNDP SECTION SUMMARY

3.2.4 INTERNATIONAL CONNECTIVITY (AIRPORTS AND SEA PORTS)

“Enhancing Fiji’s status as a vibrant and modern regional and international hub for people and cargo movement”

AIR CONNECTIVITY:

- International connectivity is vital for Fiji to reap the benefits of globalisation and expand our trade and tourism potential.
- Our location is also ideal to be a regional and international air and sea transport hub as well as provide a feeder network to service other hubs.
- Nadi International Airport has upgraded the terminal to international level, pavement rehabilitation and other development works, creating a new image of Fiji’s main international gateway. There are now plans to construct a second international terminal and an upgraded domestic terminal
- Upgrade works for the Nausori International Airport terminal and runway will also be undertaken to continually raise standards and facilities
- Fiji Airways has also been undertaking major investments in renewing its fleet through both outright purchases and leasing arrangements. In addition, the government will assist Fiji Airways in exploring and establishing new routes across the globe.

SEA CONNECTIVITY:

- Fiji’s seaports provide the major gateway for container and cargo movement and more recently for passenger movements with the growth in cruise tourism.
- Recently, government has partnered with the private sector for the management of Fiji’s ports and cargo terminals
- For Fiji to be a regional and international hub, it must improve cargo-volume handling for imports, exports, and transshipments. Investments will be made to raise berthing capacity and water depth, improve port efficiency, reduce turnaround time, adopt modern technology.
- A long-term Ports Master Plan with a 7-year implementation plan is currently being developed to determine the current state and scope of international port operations
- Partnerships between government and the private sector will be pursued to support the company in expanding its services in these areas.

3.2.8 FINANCIAL SERVICES

“A deep, competitive and stable financial system”

- A robust, well-functioning and regulated financial sector is a key driver for economic development.

- Fiji has a relatively well-developed financial sector comprising commercial banks, licensed credit institutions, insurance companies, non-bank financial institutions, a superannuation fund, and the stock exchange
- In the next 5 years, more emphasis will be placed on improving financial literacy, financial inclusion, access to finance, integrated digital-payment systems, access to insurance services, capital market development, and establishing the legal framework for regulation of credit unions and moneylenders.

3.2.17 ENHANCING INTERNATIONAL TRADE AND FOREIGN RELATIONS

“Expanding trade base and economic engagement in the global community”

INTERNATIONAL TRADE

- Fiji is an open economy, where international trade plays an important role.
- Fiji is a member of:
 - World Trade Organisation (WTO)
 - Pacific Islands Countries Trade Agreement (PICTA)
 - Melanesian Spearhead Group (MSG) Trade Agreement
 - South Pacific Regional Trade and Economic Cooperation Agreement (SPARTECA)
 - Interim Economic Partnership Agreement (IEPA)
- Fiji will continue to engage with Pacific Agreement on Closer Economic Relations (PACER) Plus parties and push for commencement of negotiation on the Comprehensive Economic Partnership Agreement (CEPA) with the European Union, which has been suspended for 3 years.
- The Interim Economic Partnership Agreement between Fiji/Papua New Guinea and the European Union (EU) will be mirrored with the United Kingdom, in light of Britain’s exit from the EU.
- The Fijian Trade Policy Framework guides Fiji’s engagement in future trade agreements to capitalise on Fiji’s position as the hub of the Pacific. The Trade Policy Framework determines how to connect all the dots and addresses our production capacity, and supply-side constraints.
- Export development will be supported through raising competitiveness, diversification, and value addition under the National Export Strategy (NES) in priority sectors.
- Tariff policy reviews will be consistent with Fiji’s economic development aspirations and priorities.
- Government will seek to improve Fiji’s trading position and competitiveness through training, research and institution-building and continue to seek access to Aid for

Trade from development partners to assist in building trade capacity and infrastructure.

INTERNATIONAL RELATIONS

- Fiji's foreign policy is guided by our Constitution to best serve the interests of the people of Fiji, recognising universally accepted principles and rules of international law and treaties to which Fiji is a party.
- Pacific regionalism will be promoted and strengthened based on equality and genuine partnership to tackle critical development issues for all Pacific Island countries. This will occur through the Pacific Island Development Forum (PIDF) which promotes regional cooperation in pursuit of home-grown solutions to address sustainable development challenges faced by Pacific Small Island States.
- Fiji is a member of the United Nations and its specialised agencies, the International Monetary Fund, World Bank group, the Asian Development Bank, the European Investment Bank, and the World Trade Organization. Fiji also supports the United Nations 2030 Agenda for Sustainable Development.
- Fiji will strengthen its regional standing through South- South Cooperation, as a development partner in the region promoting cooperation to enhance regional integration and active cooperation in addressing common regional issues.

3.2.18 INFORMATION AND COMMUNICATION TECHNOLOGY

“Universal access to information and competitive telecommunication services delivered on a secure platform”

- Information and communication technology (ICT) has transformed the lives of people by raising productivity and growth, creating more employment, improving connectivity between urban and rural areas, enhancing service delivery, and promoting innovation.
- Fiji has a competitive edge in the region because of its access to the Southern Cross Cable fibre optic network (SCCN).
- 95 percent of the country is connected through wire and wireless network as opposed to satellite.
- Fiji has also developed the region's first national broadband policy. Mobile phone penetration and mobile broadband access have increased with the extension of 3G and 4G network coverage.
- The fibre optic cable project between Viti Levu and Vanua Levu via the Samoa-Fiji submarine cable is currently underway and will address bandwidth capacity constraints and make internet more accessible to all Fijians. Other planned fibre optic cable projects will be pursued through private sector partnerships.
- Communication infrastructure will be made available to multiple users under reasonable terms and conditions to enhance competition in broadband internet.

- The Telecommunication Authority of Fiji (TAF) will regularly survey areas to be a “Declared Universal Service Area”, which is a prerequisite for telecommunications companies to erect network towers in those areas.
- Fiji’s strategic location between Asia and the USA provides a time-zone business advantage to access East Asia, the USA, and Europe. With abundant skilled technical labour, a good English-speaking population, low costs of doing business and tax incentives, investment will be attracted for ICT development in back-office operations and call centres.

Further Information

WTO

The World Trade Organization (WTO) is the only global international organization dealing with the rules of trade between nations. At its heart are the WTO agreements, negotiated and signed by the bulk of the world’s trading nations and ratified in their parliaments. The goal is to ensure that trade flows as smoothly, predictably, and freely as possible.

Source: https://www.wto.org/english/thewto_e/thewto_e.htm

Pacific Island Countries Trade Agreement (PICTA)

PICTA is an essential instrument agreed to by 14 Pacific Island Countries (PICs) to promote regional cooperation and integration via trade. The membership of PICTA comprises of Cook Islands, Federated States of Micronesia (FSM), Fiji, Kiribati, Nauru, Niue, Republic of Marshall Islands (RMI), Palau, PNG, Samoa, Solomon Islands, Tonga, Tuvalu, and Vanuatu. PICTA was signed in 2001 and the implementation of the agreement commenced in 2007. However, only seven countries namely Cook Islands, Fiji, Niue, Samoa, Solomon Islands, Tuvalu, and Vanuatu have announced their readiness to trade under PICTA and are currently implementing the Agreement. The PICs combined population is over 10 million people and is a very important market for Fijian products. In the true Pacific spirit, Fiji will remain committed to assisting other PICs to implement PICTA Trade in Goods. Currently, the PICs are in discussion for the review and revision of the Trade in Goods Rules of Origin. This is to ensure that the application of the rules is easily understood and applied.

Source:

<https://www.mcttt.gov.fj/divisions/trade-unit/programmes/international-trade-agreements/trade-agreements/pacific-island-countries-trade-agreement-picta/>

MSG Trade Agreements

The Melanesian Spearhead Group (MSG) was initiated by Heads of Governments of the Melanesian countries – Solomon Islands, Papua New Guinea, Vanuatu, Fiji and New Caledonia, represented by Kanak Socialist National Liberation Front (FLNKS) – in 1986 in response to the recognition of the importance of having common positions and ensuring solidarity when spearheading regional issues. The aim of MSG is to ensure mutual cooperation and dialogue to promote a prosperous and stable region and encourage the growth of each economy.

Source: <http://www.mfaet.gov.sb/external-trade/free-trade-agreements/regional/msgta.html>

South Pacific Regional Trade and Economic Cooperation Agreement (SPARTECA)

Australia and New Zealand provide non-reciprocal preferential access under South Pacific Regional Trade and Economic Cooperation Agreement (SPARTECA), which entered into force on 1 January 1981. Under SPARTECA Australia and New Zealand made commitments to provide duty free access for products from Fiji, Solomon Islands (and other Forum Island Countries) to their markets.

The aim of the Agreement was to accelerate the development of the Forum Island Countries (FICs) through the expansion and diversification of trade to Australia and New Zealand, promotion of investment in the FICs and the facilitation of economic cooperation including commercial, industrial, agricultural and technical cooperation.

Source: <http://www.mfaet.gov.sb/external-trade/free-trade-agreements/regional/sparteca.html>

EU-Pacific Interim Partnership Agreement (IEPA)

Following the expiry of Cotonou Agreement, which guided trade and economic relations between the EU and the ACP, Fiji as part of PACP endeavoured to finalise a WTO compatible regional EPA with the EU. The EU is a traditional market for Fijian sugar, whilst products such as fish, garments, mineral water, and a few agricultural commodities are also establishing their presence in this lucrative market of approximately 507 million people comprising 28 EU member states.

Fiji in 2009 signed the Interim EPA to avoid market disruptions of its exports and continued in the regional effort to conclude a development-friendly and mutually beneficial Comprehensive EPA negotiation. Fiji did not initially ratify the Interim EPA due to contentious issues such as the non-availability of development cooperation and global sourcing for fresh, frozen, and chilled tuna. The As commitment to the process, Fiji in 2014 provisionally applied the Interim EPA to avoid trade disruptions. Fiji is committed to the regional efforts to quickly conclude a development-friendly Comprehensive EPA benefitting both the PACPs and EU.

Source:

<https://www.mcttt.gov.fj/divisions/trade-unit/programmes/international-trade-agreements/trade-agreements/eu-pacific-interim-partnership-agreement-iepa/>

Southern Cross Cable

The Southern Cross Cable Network (SCCN) forms a protected ring network among 9 cable landing stations (two each in Australia, New Zealand, Hawaii, and the US mainland, and one in Fiji) and an access point in San Jose, California. The Southern Cross Cable Network contains 3 fibre pairs between Sydney and Hawaii, and 4 fibre pairs between Hawaii and the US West Coast, with almost 30,500 km in length, including 28,900km of submarine cable and 1,600km of terrestrial cable.

Source: <https://www.submarinenetworks.com/systems/trans-pacific/southern-cross>

Pacific Island Development Forum

The Pacific Islands Development Forum was established in 2013 (its Charter adopted in 2015) with the intention of promoting the Green/Blue Economy with focus on leadership, innovation, and partnership. A regional organisation, PIDF enjoys the membership of several Pacific Island countries, which currently includes Fiji, Federated States of Micronesia, Kiribati, Marshall Islands, Nauru, Palau, Solomon Islands, Timor-Leste, Tokelau, Tonga, Tuvalu, and Vanuatu. It also enjoys the membership of two regional umbrella organisations - the Pacific Islands Association of Non-Government Organisations (PIANGO) representing Civil Society and the Pacific Islands Private Sector Organisation (PIPSO) representing the Private Sector

Source and further reading:

<https://www.mcst-rmiusp.org/index.php/partners/pacific-islands-development-forum>

Fijian Trade Policy Framework

The Unit is responsible for providing administrative support to management, departments/divisions, Statutory Agencies and Trade Commissions. It is also responsible for the effective and efficient management and utilisation of resources in a transparent and accountable manner. The Unit also handles matters pertaining to staff recruitment, training, and discipline and works closely with management in planning and formulating strategies for the growth and development of the Ministry.

Human Resource Unit encompasses all activities and practices related to the employment, management, development, and promotion of the Ministry's employees. Thus, it strives to promote in its policy drive to have a very dynamic and effective Unit to cater for an effective and vibrant workforce.

Source: <https://www.mcttt.gov.fj/divisions/trade-unit/fijian-trade-policy-framework/>

SDG 17 in Figures

3 major Sea ports in Lautoka, Levuka and Suva

179 vehicles per 1000 people in 2014

Gross value added by transport, storage, and communication \$509.71 million in 2012

Source: <https://www.nationmaster.com/country-info/profiles/Fiji/Transport/All-stats>

USD\$ 5.537billion GDP in 2018

Source: <https://data.worldbank.org/country/FJ>

Fiji is ranked 15th in ITU's (International Telecommunication Union) ICT Development Index for Asia and the Pacific region 2011 release.

Overall Global ranking is 88th out of 155 countries with an improvement from 93rd place in 2010 with a rank change of 5.

Source: <http://www.communications.gov.fj/index.php/statistics>

Telephones - mobile cellular: Total number of mobile cellular telephone subscribers, as well as the number of subscriptions per 100 inhabitants. Telephones - mobile cellular field listing

Total subscriptions: 1,033,915

Subscriptions per 100 inhabitants: 112 (2017 est.)

Country comparison to the world: 160

Source: <https://www.cia.gov/library/publications/the-world-factbook/geos/fj.html>

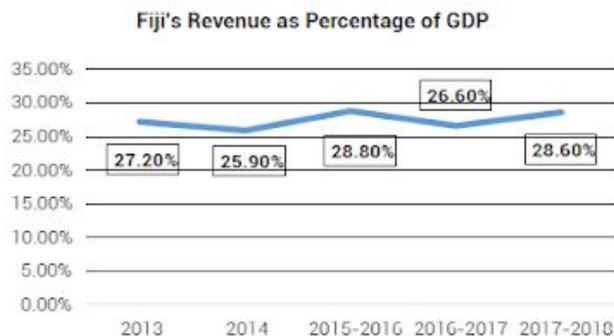
SDG 2019 REVIEW

SDG 17: PARTNERSHIPS FOR THE GOALS

Partnerships for the Goals – Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development

Finance and Economic Growth

- Fiji's revenue stands at 28.6% in the 2017-2018 period compared to 27.2% in the 2013 period, indicating that revenue collections have grown with GDP. Domestic taxes make up 87.3% of Fiji's revenue in the 2017-2018 period, a decline from 89.6% in 2013. This is largely due to Fiji's more diversified revenue portfolio, which is reflected in an increase in the share of non-tax revenue from government services and dividend returns from state-owned enterprises.



- The Tax Authority has been simplifying and modernising its tax and customs services and has implemented an income tax filing system that has relieved taxpayers of much of the burden of paperwork.
- Fiji has managed to dramatically reduce its ratio of Operational Expenditures to Capital Expenditures. This reform has enabled Fiji to leverage financial support from development partners for numerous socio-economic programmes
- Fiji is also exploring options to integrate tracking systems into the reform process to better track its development progress and fund utilisation. Fiji is leading the Pacific to develop affordable, scalable, and transparent climate-finance solutions for vulnerable segments of the society.
- Noting that Fiji is not an aid-dependent country, we are nonetheless grateful for the continued support from the various bilateral partners who have provided assistance in critical areas of national interest such as education, agriculture, climate resilience, private-sector development, disaster management, capacity building and empowering women.

Technology for Enhancing Economic Growth

- As Fiji transforms itself into a modern nation and reaffirms its status as the hub of the Pacific, increased emphasis is being placed on bridging the technological divide between rural areas and urban centres, introducing state-of-the-art technology in the public and private sector to improve productivity, and using technology to reach development targets more quickly and efficiently
- To further improve ICT penetration on Fiji's second largest island Vanua Levu, the Fijian Government is working with the World Bank to extend the Southern Cross Cable that will run from Fiji to Samoa (a great example of south-south partnerships) to the southern tip of Vanua Levu.
- Moreover, through partnership with the Singapore Cooperation Enterprise, Fiji is implementing various ITC applications to create a more connected and smarter country.
- Other technological advancements in Fiji include the introduction of digital television (Walesi), E-ticketing on buses to create a seamless public transportation system, and tax incentives and state-funded start-up capital for ICT businesses.

Trade and the International Spectrum

- International trade plays a crucial role in promoting growth in a developing economy like Fiji's. Fiji continues to negotiate for fair and equitable trade agreements that consider our unique challenges and constraints, as well as our comparative advantages in key strategic sectors.
- Fijian Trade Policy Framework lays out a comprehensive course of action to boost trade performance. Furthermore, Fiji has entered into several trade agreements to reduce trade barriers, facilitate trade, and simplify the flow of goods and services with its trading partners.
- In January 2019, Fiji formalised the Public Private Partnership arrangement in its quest to improve the efficiency of national health services by increasing private-sector participation.

Capacity Building and Systematic Issues

- More emphasis needs to be placed on helping agencies implement the programmes necessary to reach the goals of the FNDP. For instance, further strengthening Fiji's ability to include the various stakeholders, such as civil society organisations and private sector partners, in planning, monitoring, and implementing the programmes that support the SDGs.
- The private sector must be included to a much greater extent than at present and encouraged to better incorporate the SDGs into their priorities for corporate social responsibility.

The availability of quality, accessible, open, timely and disaggregated data is vital to plan, implement and track progress towards the SDGs and indicators that are key in driving economic growth for the country. There is an urgent need to improve data gathering, standardisation and dissemination in relation to Fiji's SDG indicators.

Fiji is yet to reach its full potential due to fundamental issues of limited fiscal resources. Existing partnerships need to be significantly strengthened and new ones need to be actively pursued to ensure that Fiji accelerates towards its SDG targets. Fiji is mindful that national development ambitions will require substantial mobilisation of finance far beyond its current fiscal capacity. However, in true Fijian spirit of dedication and perseverance, we plan to mobilise domestic finance towards SDGs and climate change through targeted fiscal spending and utilising innovative financial solutions.