

# Council Workshop, 25 June 2026

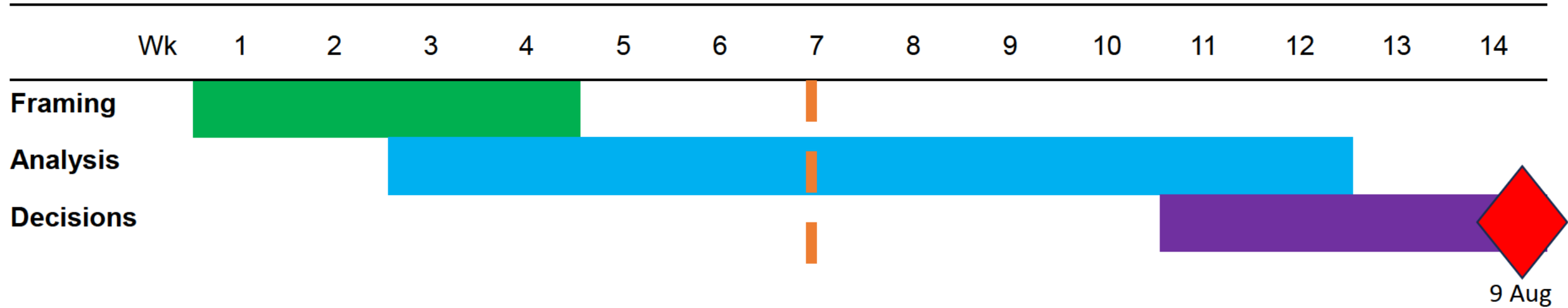
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Information considered in the workshop.

# Local Government Reform

Council Update 25 June

# Head Start Work Programme



- Half-way through timeframe
- Model design underway
- Financial analysis well underway
- Building Head Start Proposal as we go
- Council briefings ongoing
- Community engagement well underway

## Simplifying local government

# GW website and engagement

- New page on website
- Links to TA pages and engagement processes
- GW is participating in regional online 'Community Reference Group' and results will be provided when available

More in Tō Kaunihera Your council

Simplifying local government

How we are

Our role and activities

For people

Our mana whenua partners

Our council and councillors

Council and Committee meetings

Local Governance Statement

Official Information

Job vacancies

Elections

Holidays Act Remediation



The Government is progressing changes to local government across New Zealand. The goal is to be more efficient and reduce duplication across neighbouring councils. Under the Government's **Simplifying Local Government** reform process, some councils may be combined into larger unitary authorities.

A unitary authority is a single council that does the work of local and regional councils. This means one organisation is responsible for everything from regional responsibilities like environmental management, public transport, and flood protection through to local services like roads, rubbish collection, and community facilities.

### What's proposed?

The Government has invited councils across New Zealand to explore potential local government amalgamation options through a fast-tracked 'Head Start' process.

The process gives council until 9 August 2026 to work together to explore options, test ideas and put forward recommendations that reflect the needs of local communities.

[Read more about the Head Start process >](#)

[Read the Government's news release >](#)

### What happens next?

# GW cost breakdown

- Initial cost breakdown provided to Wairarapa – substantial funding gap identified
- Further analysis by Metlink on 'cost to serve' for Public Transport
- Cost split exercise also completed for Kāpiti District

## Current IA cost allocations – actuals 24/25

CONFIDENTIAL AND COMMERCIAL  
SENSITIVE: NOT FOR DISTRIBUTION

	ESTIMATED GROSS COST TO SERVE	REVENUE FARES, CROWN PUBLIC SHARE, THIRD PARTY*	TOTAL SUBSIDY (NET COST)	PUBLIC TRANSPORT RATES PAID	RATES SHARE OF TOTAL SUBSIDY
Wellington City					
Porirua City					
Kapiti Coast District					
Lower Hutt City					
Upper Hutt City					
South Wairarapa District					
Carterton District					
Masterton District					

# Determining the Options

3 basic structural options: 1 unitary, 2 unitaries (western area + Wairarapa), 3 unitaries (wellington metro + Wairarapa + Kāpiti/Horowhenua)

Variations of based on a spectrum between centralisation and devolution. Four key elements: (a) representation (inc urban v rural); (b) functions/services; (c) funding model; (d) decision-making

GW functions delivery options: (a) Unitary Council; (b) CCO; (c) Shared services; (d) Devolved

# Model Considerations

More centralised models



More decentralised models

## Government Criteria:

- Simplifies governance
- Supports new planning system
- Regional functions not fragmented
- Economies of scale

## Function Allocation:

- Staff expertise
- Financial sustainability

## Communities of Interest:

- Geography
- Economy
- Networks (ie transport)
- Services (ie health)

## Government Criteria:

- Fair services for communities
- Deliverability
- Maintain treaty settlements
- Addresses transport system
- Fewer local authorities

## Communities of Interest:

- Catchments
- Mana whenua rohe
- Workplaces
- Entertainment
- Ethnic/religious networks

## Government Criteria:

- Maintains local voice
- Clear accountabilities

## Function Allocation:

- Local accountability
- Subsidiarity

## Communities of Interest:

- Social networks
- Community and civic identity
- Recreation, shopping

# Example Models (Representation elements)

More centralised models ←————→ More decentralised models

- Unitary Council(s) – Mayor + councillors
- 1-2 “Community Councils” – Chair + councillors + some unitary councillors (ie Wairarapa, Kāpiti)
- Unitary Council(s) - Mayor + councillors + mayors of “Community Councils”
- 6-10 “Community Councils” – Mayor + councillors (ie similar to existing TA boundaries)

## **Variants:**

- No. of councillors (representation ratio)
- Wards v at large
- Catchments Committees – one sub-option is 3 standing committees based on catchments (Wairarapa, Kapiti, rest of region) with Chairs sitting on Unitary Council. This increases local influence at a sub-regional level



## Next Steps on Model Design

- Function/Services Allocation based on:
  - Who sets service levels?
  - Who decides on funding?
  - Who plans?
  - Who delivers?
- Finalise assessment of models against criteria

# Head Start Proposal (draft outline)

- High level outline of preferred option (20 pages and appendices?) and decisions of Councils:

- Our principles
- Lessons learnt
- Preferred option and options considered
- Partnership with mana whenua
- Deliverability and transition
- Assessment against Government criteria

## Appendices:

- Council decisions
- Communities of interest
- Financial modelling



# Deliverability

- Proposal needs to provide an outline of how the proposal would be implemented and a view on its deliverability:
  - Degree of change
  - Alignment of Councils and partners
  - Transition planning
  - Indicative timeframes
- CE workshop on this topic in July
- Clearly a lot of unknowns until new Government elected and legislative process clearer

# Council Approvals

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Councils due to make decisions in 1<sup>st</sup> week August. GW on 6<sup>th</sup> August

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Gap in July – **do Councillors want an extra briefing in late July on the preferred option and analysis?**

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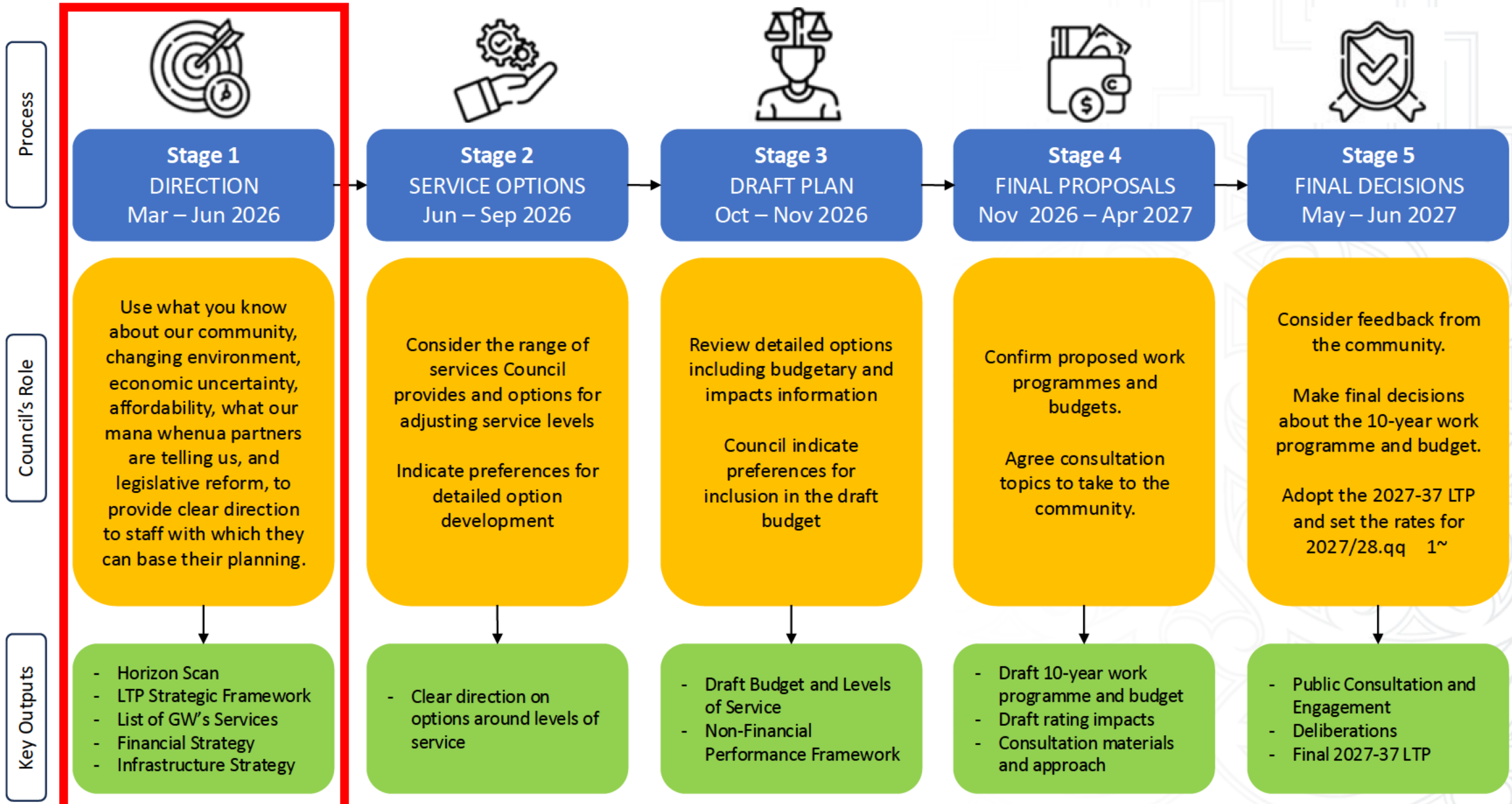
Likely to be a range of decisions – this will be reflected in the Proposal and appendices (inc. dissenting views)

# 2027-37 Long Term Plan

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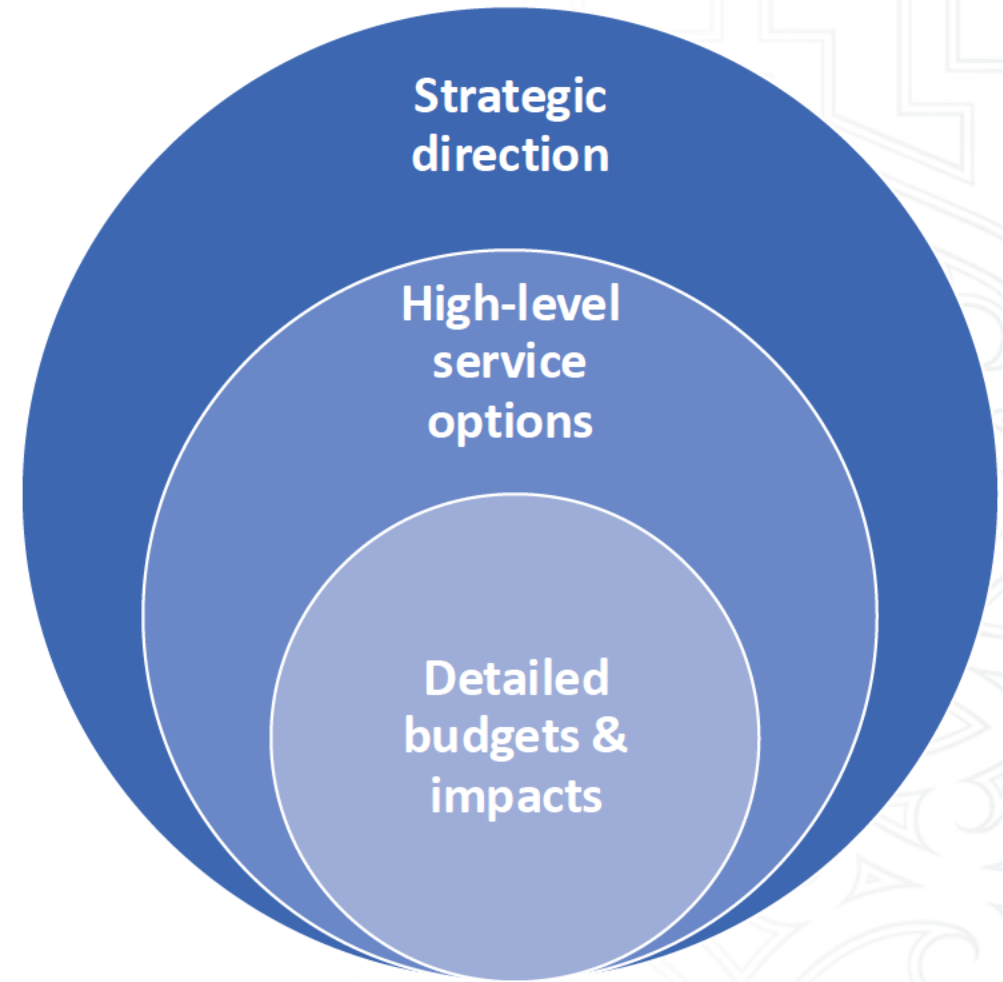
Council Workshop Session 4  
25 June 2026

# 2027-37 Long Term Plan Roadmap



# 2027-37 Long Term Plan Roadmap

- Over the next few months, we will have increasingly detailed conversations with you
- This enables us to focus on outcomes and prioritise our effort for developing meaningful options for you



# Session Purpose

- To share the updated content of the LTP Strategic Framework following Councillor feedback from their workshop on 4 June 2026
- To confirm council preferences on which Strategic Objectives they wish to highlight as key areas of focus for the 2027-37 Long Term Plan
- To show you how the organisation will use this direction on areas of focus to help assess our services and work programmes and provide you with options to consider

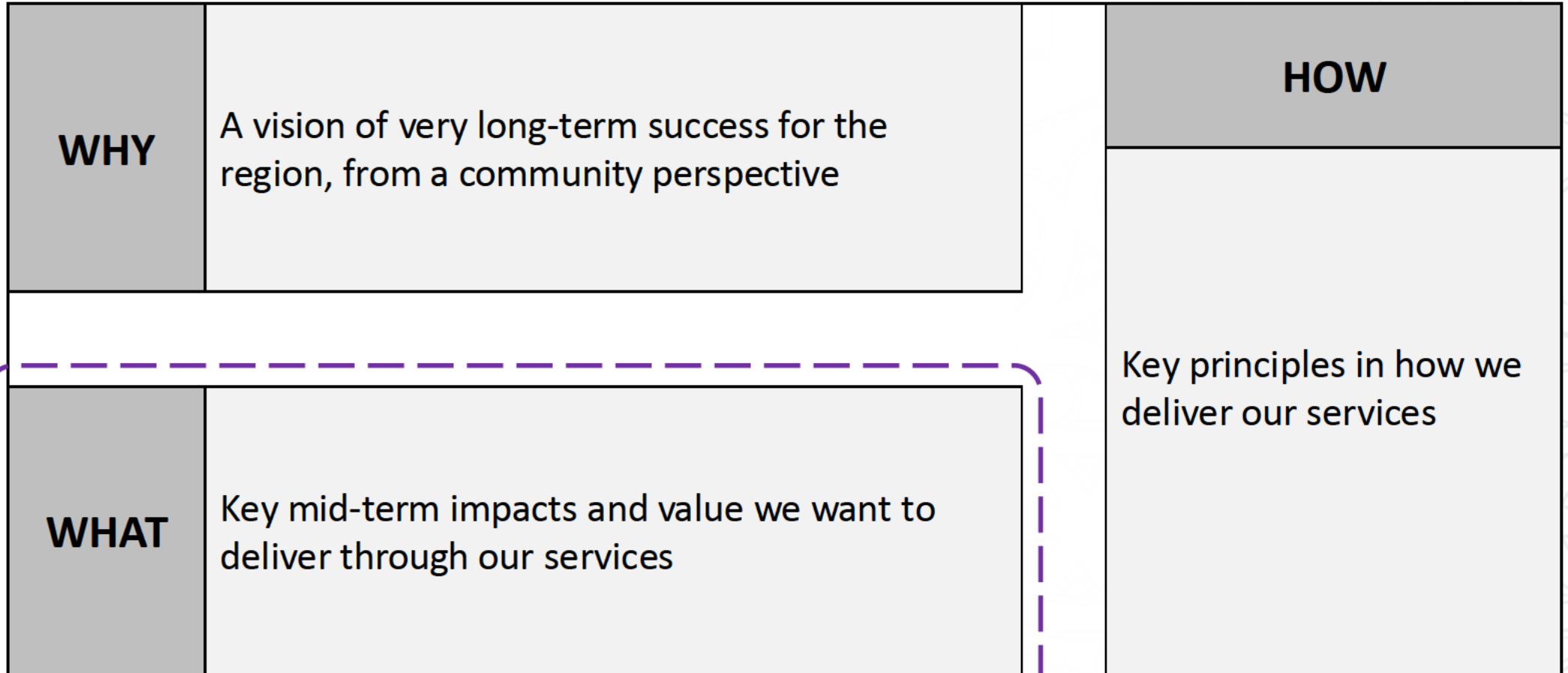
Attachment 1 – LTP Strategic Framework

Attachment 1 – LTP Strategic Framework				HOW	
<b>Vision</b>	He rohe taunākura - <i>Nui te ora o te tāiao, he āhāpori kōwhiri, he manawhāroa te āwhiwhi</i> An extraordinary region - Thriving environment, connected communities, resilient future			<b>Effective partnerships</b>	
<b>Purpose</b>	Kā māhirahei hei painga mō te kōwhiri Working together for the greatest environmental good				
<b>WHY</b>	<b>Nui te ora o te tāiao</b> Thriving environment	<b>He āhāpori kōwhiri</b> Connected communities	<b>He manawhāroa te āwhiwhi</b> Resilient future		
<b>Community outcomes</b>	Healthy waterways and coastal waters, clean and safe drinking water, unique landscapes, Indigenous biodiversity, sustainable land use and a prosperous low emissions economy	A vibrant and livable region in which people can move around on safe, sustainable and effective transport, there is inclusive and equitable participation, and our sustainable rural and urban centres are connected to each other	Safe and healthy communities, a strong and thriving regional economy, adapting to the effects of climate change and natural hazards, community preparedness and modern robust infrastructure	Active mana whenua partnerships & participation for improved outcomes for Māori	
<b>Goals</b>	Refrigorating and restoring ecosystems and natural environments across our rohe	An efficient, affordable, accessible, resilient public transport network supporting a thriving low emissions region	Strengthening regional resilience and supporting our communities	<b>Principles</b>	
<b>Strategic objectives</b>	<ol style="list-style-type: none"> <li>1.1. Air quality is improved to benefit community health and our climate</li> <li>1.2. The natural environment is protected and is improving in health and resilience through the implementation of effective policies and regulatory settings, and practical on-the-ground actions</li> <li>1.3. Indigenous ecosystems and habitats are protected from the impacts of human activities and invasive species that are harmful</li> <li>1.4. The quality of freshwater bodies and the coastal marine area is increased, leading to improvements across all areas throughout catchments</li> <li>1.5. Soils are protected and retain their ecosystem function and range of uses</li> <li>1.6. More communities can access recreation experiences across our parks network, river corridors and harbours</li> </ol>	<ol style="list-style-type: none"> <li>2.1. Network Functionality: An efficient and resilient public transport network</li> <li>2.2. Customer Experience: A public transport system that is the preferred travel choice</li> <li>2.3. Connectivity: A public transport network that responds to regional growth &amp; supports connectivity</li> <li>2.4. Community Wellbeing: A safe and sustainable low-carbon public transport system</li> </ol>	<ol style="list-style-type: none"> <li>3.1. Communities and the natural environment are able to adapt to the impacts of climate change supported by effective planning and regional coordination</li> <li>3.2. A reduction in regional greenhouse gas emissions is supported by our strategy, policy, transport and environmental work</li> <li>3.3. The region can respond effectively to emergencies and plan for recovery</li> <li>3.4. People are protected from the impacts of floods as part of integrated catchment approaches that ensure holistic environmental and people outcomes are achieved</li> <li>3.5. Whaka in the coastal marine area that carry people and goods and provide services can navigate safely and efficiently</li> </ol>		<ol style="list-style-type: none"> <li>4.1. The region's growth and infrastructure are supported through effective regional planning</li> <li>4.2. Enduring partnerships with mana whenua enable shared success and long-term wellbeing for Māori communities and the region</li> <li>4.3. Democratic participation and effective decision-making is enabled by appropriate Governance structures and effective processes</li> <li>4.4. People, communities, and mana whenua are actively connected to and engaged in to talia across our rohe, working together to restore and protect it.</li> </ol>
<b>Services</b>	Environmental Policy Environmental Regulation Environmental Information Bioscience Restoration Land Use Parks and Recreation	Network Planning & Design Infrastructure & Asset Management Travel Services Fares, Ticketing & Revenue Customer Information & Support Performance Management	Climate Change Mitigation & Adaptation Emergency Management Flood and Natural Hazard Resilience Maritime Safety		Regional Transport Strategy & Planning Regional Spatial Planning & Economic Development Partnership Systems, Planning & Assurance Māori Outcomes Design & Planning Governance & Democracy Services Catchment Planning
				Leading action for climate resilience and emissions reduction  Enabling equity of outcomes & access to services  Investing for long-term impact	

Note: See **Attachment 1** for the complete LTP Strategic Framework

# LTP strategic framework structure

## Reminder



# WHAT – Original from 4 June

*Our goals articulate key mid-term outcomes, based on our core role, that contribute to achieving our vision. Our strategic objectives describe the key areas of impact we need to balance to achieve our goals*



## Safeguarding and restoring ecosystems and natural environments across our rohe



## Fostering connection to nature, recreation and safe harbour navigation



## Providing an efficient, affordable, accessible, resilient PT network, supporting a thriving low emissions region



## Strengthening regional resilience and supporting our communities



## Strengthening the region's future readiness through strong partnerships and effective planning

**1.1** Air quality is improved to benefit community health and our climate

**1.2** Our policies and regulatory settings, supported by on-the-ground actions, ensure that our environment does not degrade and is enabled to thrive

**1.3** Indigenous ecosystems and habitats are protected from the impacts of human activities and invasive species that are harmful

**1.4** The quality of freshwater bodies and the coastal marine area is increased, leading to improvements across all areas throughout catchments

**1.5** Soils are protected and retain their ecosystem function and range of uses

**2.1** More communities can access high quality, safe recreation experiences across our parks network, river corridors and harbours

**2.2** Connections across our rohe with te taiao and people are strengthened, working together to remove boundaries and develop solutions

**2.3** Vessels in the coastal marine area that carry people and goods and provide services can navigate safely and efficiently

**3.1** An efficient and resilient public transport network

**3.2** A public transport system that is the preferred travel choice

**3.3** A network that responds to regional growth & supports connectivity

**3.4** A safe and sustainable low-carbon public transport system

**4.1** Effective planning and regional coordination helps communities and the natural environment adapt to the impacts of climate change

**4.2** Our strategy, policy, transport and environmental work contributes to the reduction of regional emissions

**4.3** The region can respond effectively to emergencies and plan for recovery

**4.4** Our flood management assets are maintained to support agreed levels of service as part of integrated catchment approaches that ensure holistic environmental and people outcomes are achieved

**4.5** Improved water supply and demand systems reduce the amount of water stress on rivers and aquifers, and communities are becoming more resilient to effects of worsening drought risk amplified by climate change

**5.1** The region's growth and infrastructure is supported through effective regional planning

**5.2** Enduring partnerships with mana whenua enable shared success and long-term wellbeing for Māori communities and the region

**5.3** Governance structures and processes enable democratic participation and effective decision-making

# WHAT - Updated

Adjustments have been made to implement Council feedback for a more integrated, outcome focused framework (see final slide)

Blue Highlights are Councillors' indicated 'areas of focus' to guide staff – areas that investment is focused and Levels of Service maintained

See Attachment 2 - Links between strategic objectives and our role and services for more detail



## GOAL 1: Safeguarding and restoring ecosystems and natural environments across our rohe



## GOAL 2: Providing an efficient, affordable, accessible, resilient Public Transport network, supporting a thriving low emissions region



## GOAL 3: Strengthening regional resilience and supporting our communities



## GOAL 4: Strengthening the region's future readiness through strong partnerships and effective planning

**1.1** Air quality is improved to benefit community health and our climate

**1.2** The natural environment is protected and is improving in health and resilience through the implementation of effective policies and regulatory settings, and practical on-the-ground actions

**1.3** Indigenous ecosystems and habitats are protected from the impacts of human activities and invasive species that are harmful

**1.4** The quality of freshwater bodies and the coastal marine area is increased, leading to improvements across all areas throughout catchments

**1.5** Soils are protected and retain their ecosystem function and range of uses

**1.6** More communities can access recreation experiences across our parks network, river corridors and harbours

**2.1** Network Functionality: An efficient and resilient public transport network

**2.2** Customer Experience: A public transport system that is the preferred travel choice

**2.3** Connectivity: A public transport network that responds to regional growth & supports connectivity

**2.4** Community Wellbeing: A safe and sustainable low-carbon public transport system

**3.1** Communities and the natural environment are able to adapt to the impacts of climate change supported by effective planning and regional coordination

**3.2** A reduction in regional greenhouse gas emissions is supported by our strategy, policy, transport and environmental work

**3.3** The region can respond effectively to emergencies and plan for recovery

**3.4** People are protected from the impacts of floods as part of integrated catchment approaches that ensure holistic environmental and people outcomes are achieved

**3.5** Vessels in the coastal marine area that carry people and goods and provide services can navigate safely and efficiently

**4.1** The region's growth and infrastructure is supported through effective regional planning

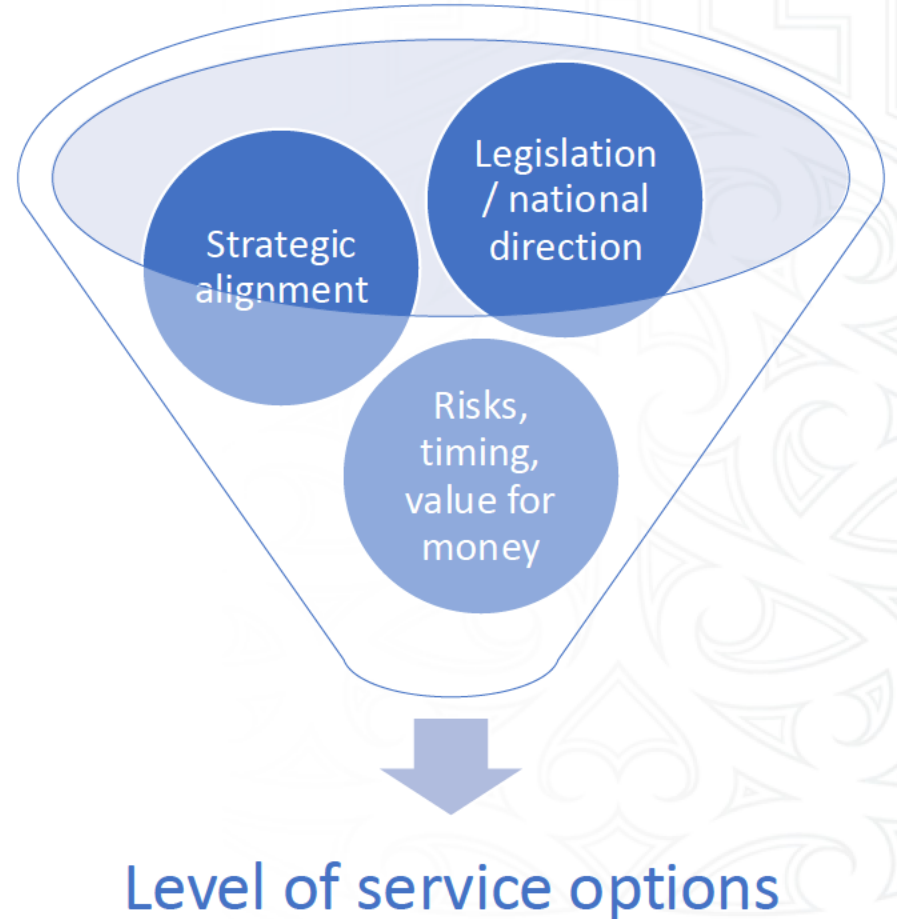
**4.2** Enduring partnerships with mana whenua enable shared success and long-term wellbeing for Māori communities and the region

**4.3** Democratic participation and effective decision-making is enabled by appropriate Governance structures and effective processes

**4.4** People, communities, and mana whenua are actively connected to and engaged in te taiao across our rohe, working together to restore and protect it

# How we will use the areas of focus

- Council direction about areas of focus will be used by staff, alongside other key criteria to assess our services and work programmes
- We will discuss service and work programme options with Council in August 2026
- Examples of how Council direction to date will inform options development is provided on the next two slides



# Indicative examples of how Council direction on areas of focus guides the next stage of LTP planning



## GOAL 1: Safeguarding and restoring ecosystems and natural environments across our rohe

Area of focus	Impact on key contributing services / work programmes
<b>1.4</b> The quality of freshwater bodies and the coastal marine area is increased, leading to improvements across all areas throughout catchments	Focusing on this strategic objective means that we will focus investment on maintaining integrated catchment restoration, land management and environmental protection services in priority catchments where they make the strongest contribution to freshwater quality outcomes.
Area of lesser emphasis	Impact on key contributing services / work programmes
<b>1.6</b> More communities can access recreation experiences across our parks network, river corridors and harbours	If this strategic objective is not identified as an area of focus, we will look at identifying options to reconsider parks development, park infrastructure, visitor amenities and recreation activities across our parks and river corridors



# Indicative examples of how Council direction on areas of focus guides the next stage of LTP planning



**GOAL 2: Providing an efficient, affordable, accessible, resilient Public Transport network, supporting a thriving low emissions region**

Area of focus	Impact on key contributing services / work programmes
<b>2.1 Network Functionality: An efficient and resilient public transport network</b>	<p>A focus on this strategic objective means that we would propose prioritising investments that ensure the performance and optimisation of <u>current</u> transport assets and infrastructure (including increasing resilience to disruptions).</p> <p>This could include investments that secure access to our depots (under the Asset Control Strategy), improve the performance of our BRT service, upgrade our major interchanges and hubs (at Porirua, Johnsonville and Waterloo), and develop priority transport corridors (under the Rapid Transit Bus Corridors programme). In parallel a Service Optimisation Framework and Network Review Plan could be developed to drive <u>future</u> asset and infrastructure investment decisions.</p>
Area of lesser emphasis	Impact on key contributing services / work programmes
<b>2.3 Connectivity: A public transport network that responds to regional growth &amp; supports connectivity</b>	<p>This strategic objective has not been identified as a focus area for the next triennium. This does not mean that we won't invest in ensuring the network meets customer demand and continues to support connectivity within and between regions. It does mean we would propose deprioritising investments that expand the size of the current bus fleet and add additional rolling stock to our train network beyond population growth requirements. Planning work would still be undertaken to identify where additional routes, and capacity might be required over the next 10 years to support growth communities (e.g. Te Horo subdivision).</p>

# Next Steps

Month	August	September	October
Council Workshop Dates	● 13      ● 27		●   ● 6   8

## Council Workshop #5 & #6 Levels of Service

### **Purpose:**

- Consider the range of services Council provides and options for adjusting service levels
- Consider major work programmes and options
- Council indicate preferences for detailed option development

## Council Workshop #7 & #8 Prioritisation

### **Purpose:**

- Review detailed options including budgetary and impacts information
- Council indicate preferences for inclusion in the draft budget

# Supplementary Information

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# Changes to the WHAT section (ref slide 6 & 7)

Council feedback on 4 June 2026 indicated that they wanted a more integrated, outcome focused product to make it easier for Governance to engage with it throughout the LTP process. Summary of changes made described below.

- **Improve integration**
  - The “Fostering connection to nature, recreation and safe harbour navigation” Goal has been removed and the three strategic objectives redistributed across the remaining Goals (now 1.6, 3.5 and 4.4)
- **Improve clarity/specificity of interpretation**
  - Service level descriptors (‘high-quality’ and ‘safe’) have been removed from the ‘Recreation Experiences’ Objective (1.6)
  - Reworded the ‘connections across our rohe with te taiao and people’ objective to make it clearer as to what it covers, and to emphasise the community engagement aspect (4.4)
  - Reworded the four Public Transport objectives to improve understanding of the difference between each one (2.1 – 2.4)
  - Reworded the climate adaptation objective and merged the water demand management objective into it, to create one joined-up objective (3.1)
- **Ensure outcome-focus rather than activity focus**
  - Reworded the following objectives to be more outcome-focused: 1.2 (policy and regulation); 3.2 (regional emissions reduction), 3.4 (flood protection), 4.3 (democratic participation)
- **Adjust the ‘objectives of focus’ based on Council indications**
  - Added 2.2 (Public Transport Customer Experience); 3.1 (Climate Adaptation)

# Public Transport Services Procurement

## PROBITY BRIEFING

25 JUNE 2026 - COUNCIL WORKSHOP

Kevin Forward – Programme Director, Transport Services Procurement

Johanna de Jong – Senior Procurement Advisor, Transport Services Procurement



# Purpose

To brief the Council on the probity requirements and expectations for the ongoing Future Bus Services Contracts procurement programme

## AGENDA

1. Strategic context
2. Procurement process update
3. Probity principles
4. What you need to know as an Elected Member
5. Conflict of Interest



# The Strategic Context

Greater Wellington is transitioning from 17 Public Transport Operating Model (PTOM) contracts, which expire between 2028 and 2030, to a new generation of Future Bus Services Contracts.

These new contracts reflect updated legislative requirements and lessons learned from the current PTOM contracts.

The new contracts have been designed to give effect to Council's strategic goals including:

- Improved Asset Control
- Improved Market Attractiveness, and
- Enhanced Broader Social Outcomes.



# Procurement Process update

## TRANCHE ONE – UNITS 22 & 23

- Request for Tender is currently live in market, closing date of 24 August 2026
- Contract award projected for December 2026 – will include Council approval step
- Current Probity focus for Tranche One – fair and transparent treatment of suppliers, restrictions on communication, robust record keeping and documentation of decisions, Conflict of Interest management

## TRANCHE TWO – UNITS 24 & 25

- Project planning is underway
- Projected Tender release date: Aug 2027
- Current Probity focus – management of information

## TRANCHE THREE – UNITS 26 & 27

- Project planning is not yet underway
- Projected Tender release date: Aug 2028
- Current Probity focus – management of information



Probity requirements to continue across the programme and each procurement



## PROBITY IS A KEY PROCUREMENT PRINCIPLE

**Probity means participating in this procurement honestly, fairly and with integrity.**

**Conduct is impartial, defensible and beyond reproach.**

It's how we protect Greater Wellington, Metlink and ourselves every day.



# The Five Principles of Probity

**Principles turn values into actions.  
They protect the programme, our people and public confidence.**

## **FAIRNESS**

*Same rules. Same information. Same chance.*

## **ACCOUNTABILITY & TRANSPARENCY**

*Decisions we can explain, defend & stand behind.*

## **HONESTY & INTEGRITY**

*Doing the right thing, even when no-one's watching.*

## **VALUE FOR MONEY**

*The best outcome, not just the lowest price.*

## **CONFIDENTIAL & SECURE INFO**

*Protect what's sensitive to protect the process.*

# You're part of the probity process - what you need to know

## ELECTED MEMBERS HAVE A DISTINCT GOVERNANCE ROLE

- Councillors are not involved in operational procurement activities (*e.g. Tender Evaluation*).
- Your role is to:
  - Provide governance oversight and decision-making at key points
  - Ensure public accountability and confidence.
- Day-to-day probity management sits with the programme team and probity auditor.

### **GOLDEN RULE – IF IN DOUBT, PAUSE AND SEEK ADVICE**

Please contact: Programme Director, Procurement Lead, or Independent Probity Auditor  
Contract details can be found in the attached information sheet.

# You're part of the probity process - what you need to know

## CONFIDENTIALITY IS CRITICAL

- All information relating to the Future Bus Services Contracts procurement is commercially sensitive and must be treated as strictly confidential unless explicitly approved for release.
- Maintaining confidentiality is essential to:
  - protect the legitimate commercial interests of suppliers
  - ensure a fair and level playing field for all participants
  - prevent market distortion arising from unequal access to information
  - safeguard the integrity of the procurement process
  - reduce the risk of challenge or legal dispute.
- Unless information has been formally released through approved procurement channels, it must be treated as confidential.



# You're part of the probity process - what you need to know

## NO INFORMAL ENGAGEMENT WITH SUPPLIERS

- Elected members must not engage directly with tenderers or potential suppliers about the procurement.
- All interactions and communication must go through formal procurement channels and authorised people.
- This requirement reflects the need to:
  - ensure all suppliers have access to the same information at the same time
  - prevent any actual or perceived preferential treatment
  - avoid the inadvertent disclosure of confidential or commercially sensitive information
  - protect elected members from situations that could give rise to conflicts of interest or probity risks.



# You're part of the probity process - what you need to know

## TRANSPARENCY DOES NOT MEAN SHARING EVERYTHING

- Transparency means the process is open to scrutiny, not that all information is publicly disclosed.
- All communications (including social media posts) are controlled through formal channels. Direct responses must not be provided to suppliers, members of the public, or the media.
- Decisions must be:
  - well-documented,
  - justified, and
  - consistent with the approved process.
- If elected members are asked questions about the procurement, please respond with *'This is currently a live tender, and I am not able to discuss it. I will refer your question on to procurement team.'*  
([MetlinkPTSP@gw.govt.nz](mailto:MetlinkPTSP@gw.govt.nz))



# Conflicts of interest

A Conflict of Interest (COI) arises where an elected member's **private interests (including family interests)** could improperly influence, or be perceived to influence, their decision-making in relation to the Future Bus Services Contracts procurement.

Conflicts may be:

- **Actual** – a direct and existing conflict
- **Potential** – a conflict that could arise in the future
- **Perceived** – a situation where a reasonable person could perceive a conflict, even if no actual conflict exists

*Please refer to the COI guidance in the attached information sheet.*

## FOR ELECTED MEMBERS

You operate under statutory requirements and the Council Code of Conduct for Elected Members.

Conflicts must be declared through formal Council processes.

Any declared interest must be openly managed to maintain trust.



# Questions?

*Thank you for your time and ongoing commitment to and support of the Programme*

Do you have any queries regarding this presentation?

