



Accountability Report 2022–23

Public Works



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Accountability Statement

The Accountability Report of the Department of Public Works for the year ending March 31, 2023, is prepared pursuant to the *Finance Act* and government policies and guidelines. The reporting of the Department of Public Works outcomes necessarily includes estimates, judgements, and opinions by Department of Public Works management.

We acknowledge that this Accountability Report is the responsibility of the Department of Public Works management. The report is, to the extent possible, a complete and an accurate representation of outcomes relative to the goals and priorities set out in the Department of Public Works' 2022 - 2023 Business Plan.

Department of Public Works

Original signed by

Kim D. Masland
Minister of Public Works

Original signed by

Peter Hackett
Deputy Minister
Department of Public Works

Department of Public Works – Introductory Statement

The Department of Public Works has contributed to Government's top priority of fixing healthcare by making significant progress on *More, Faster: the Action for Health Build*. The department is also investing significantly in highways, roads, and bridges to maintain a safe and efficient transportation system. Plus, our skilled and dedicated team is focused on delivering new schools, operating provincial ferries, and maintaining government buildings and infrastructure. Public Works is delivering this and more on behalf of Nova Scotians, while reducing emissions and energy consumption as we look for new ways to fight climate change.

Measuring our Performance

Goal: Deliver Transportation Systems that influence Economic Benefits and Growth

Transportation and building infrastructure projects that develop communities throughout the province with a sustained focus on innovative designs, energy efficiency, and sustainable site development continue to be the focus of the Department of Public Works. This was done while delivering quality transportation and building infrastructure projects in a safe and efficient manner.

The Department of Public Works (DPW) is the service department to government, and offers a comprehensive range of building design, maintenance, land acquisitions, environmental and construction services. These services relate to the construction of new buildings, as well as the operation and maintenance of existing properties; this includes retrofits, renovations, and upgrades to address client needs and to maintain standards, codes, and legislative requirements.

Responsibility for more than 2,000 government owned structures at 550 sites across the province with an assessed value of over \$2.5 billion is within the DPW portfolio. We are responsible for the operation and maintenance of 51 core buildings encompassing 1.7 million square feet, and accountable for various industrial buildings and sites, including the operation of provincial water utilities, and the acquisition of leasehold facilities totaling approximately 1.6 million square feet.

Our department's responsibility includes acquiring, managing, and disposing of furniture, fixtures, and equipment assets of the province. The inventory control and disposal program for provincial government holdings of furniture and equipment is valued at approximately \$320 million.

Goal: Reduce Green House Gas and Energy Consumption and work towards Net-Zero Carbon Climate Resilient Buildings

DPW continued to work on planning major renovations to public buildings and other public infrastructure, and to include effective and efficient strategies towards decreasing energy consumption and increasing energy efficiency.

DPW's approach is in conformity with the government mandate that all new government buildings and any major renovations are completed to help decrease GHGs over time and that major building retrofits be low carbon, thus reducing embodied carbon towards climate resilient buildings, and working towards meeting the guidelines of the Government's green policy for buildings with the aims of decreasing energy consumption and achieving provincial carbon emission reduction targets.

Performance Measure: LEED® Certification Achieved for New Buildings

DPW continued to utilize and endorsed effective and efficient construction measures for government buildings. This included the adoption of the sustainable "green" building and sustainable community design, and the Department uses the Leadership in Energy and Environmental Design (LEED®) certification process as the tool to measure the degree to which each design meets the goal of achieving sustainable "green" building design.

Priorities and Accomplishments

Priority: Continued to access federal funds through Federal Infrastructure Funding Programs thereby maximizing the benefits of federal cost sharing to support major infrastructure priorities in Nova Scotia.

Selected Accomplishments:

- As the lead department, DPW continued to coordinate provincial infrastructure needs. The department continued to strengthen its partnership with its federal partners ensuring Nova Scotia's priorities were heard and considered so that the province was in the best position to leverage every possible resource to support its priorities.
- The Department continued to participate in Federal Provincial Territorial working groups that share concerns on program implementation and continued to make recommendations for improvements to federal program parameters.

- Funding continued to be provided to Nova Scotia for projects under the following funding streams: public transit; climate change mitigation; environmental quality and resilience; community, culture, and recreation; and rural and northern communities.
- DPW continued engagement with the Canada Infrastructure Bank to explore opportunities of financing options targeting green and transit initiatives.

Priority: Asset Information Services. DPW continues the maintenance and updating of the Provincial Road Listing Database through the Asset Information Services that contain information on provincially owned roads maintained by the department.

Selected Accomplishments:

- Maintained the public and core versions of the Highway Programs Asset Viewer (HPAV) that maps out assets and data relevant to highway programs administered by the department. The HPAV maps data such as roads by vehicle weight restrictions, locations of bridges, roads, highways, and district boundaries.

Priority: Continued to identify and implement ways to increase energy efficiency of government-owned buildings; and continue interdepartmental discussions on methods to achieve more sustainable building efficiencies and working towards provincially set sustainable goals and targets.

Priority: Manage Maintenance Projects on Government Owned Structures - The Department of Public Works provides project management services for provincial infrastructure. DPW supports client departments with the provision of DPW's architecture and engineering expertise to benefit project schedules; budget and program delivery for new construction, major addition, and renovation projects. The major project group is divided into three separate portfolios; major projects, education, and health.

Selected Accomplishments for all portfolios:

- DPW is accountable for project managing infrastructure for all projects it undertakes including:
 - Sustainable buildings initiatives include Net Zero ready projects prior to (31 Dec. 2022), and New Zero Climate Resilient and Low Carbon projects after (31 Dec. 2022). Target outcomes are guided through the design and construction processes, and through compliance with applicable building and energy codes and applicable provincial legislation and policies.

- Delivery of safe, durable, code compliant buildings that follow applicable federal, provincial, and municipal codes by setting and delivering on applicable typology specific building standards and design guidelines.
- Delivery of accessible buildings as per federal, provincial, and municipal legislation, and applicable codes and standards.
- Delivery of client requirements for project schedule, budget, and program goals.
- Ensuring that the level of sustainable rating system certification is compatible with project location and complexity. The LEED® Silver for urban sites and LEED® Certified for rural sites is the industry standard, with alternate rating systems being used at sites where appropriate. Once the design and construction phases are complete and the Sustainable Rating Systems are accounted for, the achievable level of certification will be determined.

Major Projects Portfolio: DPW supports government's capital investment for the construction of capital projects infrastructure initiative across the province. These new build, renovation and expansion projects have funding approval and design and / or construction in phases. These projects better connect Nova Scotians to the services they need.

Selected Accomplishments:

- Project management services being provided to various client departments include, Department of Justice (Kentville Justice Centre), Communities Culture and Heritage (New Waterford Community Centre) and Natural Resources and Renewables (Shubenacadie Operations Centre Complex Renewal).

Education Portfolio: DPW supports government's capital investment in education facilities with new construction and major addition and alteration projects. These projects continue to improve learning environments for students in communities from Clare to New Waterford, and provide multi-purpose facilities such as sports fields, gymnasias, and meeting spaces for the wider communities.

Selected Accomplishments:

- Providing project management services for construction projects for Department of Education and Early Childhood Development, including ensuring buildings are designed to support modern, evolving changing education delivery methods with adaptability for future approaches.

Health Portfolio: DPW supports government's capital investment in the construction of four new healthcare projects across the province that have full design and construction

funding. These projects will better connect Nova Scotians to the care they need in the places they need it.

Selected Accomplishments:

- Project management expertise from DPW, and the clinical expertise from the Department of Health will continue to deliver innovative health care outcomes for people in the province.

Priority: Manage departmental environmental site assessments process, clean-up, and containment projects within a responsible fiscal envelope.

Selected Accomplishments:

- Policy development of the Management of DPW Properties Contaminated by Other Parties and the Development of a Contaminated Sites Liability Framework.
- Working with a consultant on a Best Practices Manual for Highway Bases on items such as fuel systems; oil / water separators; solid wastes and salt / brine systems.

Priority: Achieving an Accessible Nova Scotia

Selected Accomplishments:

- DPW actively participated with the Accessibility Directorate in the preparation of the Built Environment Accessibility Standard program that is scheduled to be made public in 2023.
- DPW continued the compilation of data on provincially owned buildings towards creating a database to catalogue and prioritize the assessment of government owned buildings for accessibility compliance and retrofit requirements.

Priority: Improve the performance of our Transportation Trade Corridor system including the Nova Scotia to Maine ferry service.

Selected Accomplishments:

- The Department continues to work closely with our federal partners in the federal infrastructure program to ensure that Nova Scotia approved projects gain maximum benefit from the National Trade Corridors Fund (NTCF). Supporting this work remains a priority for the Department. <https://www.tc.gc.ca/eng/future-transportation-canada.html>

- The 2022 season was the first operating season for the Nova Scotia to Maine ferry service to the Bar Harbor port-of-call. 36,151 passengers used the ferry service in 2022.

Priority: Continued the evaluation, development, and implementation of departmental Health and Safety policies, programs and services that support and assist employees at all levels in maintaining a safe and productive workplace.

Selected Accomplishments:

- Back to Basics the two-year initiative designed to seek to make each district, division and group equipped with the proper safety policy, practice and training required to operate in a safe environment continued.
- Continuation of the department-wide comprehensive hazard assessment, with the mission to build and support a deep-rooted health and safety culture in the workplace.

Priority: To continue to facilitate opportunities for Diversity, Accessibility, Inclusion and Employment Equity training in the department, and to address the Priorities in Action outlined in the PSC's All Together Report.

Selected Accomplishments:

- Facilitating the conduct of Treaty Education session for department leaders – commenced October 2022 and continuing.
- Collaborating with Immigrant Services Association of Nova Scotia and the Registry of Motor Vehicles on development of customized training for Driver Examiners.

Goal: Developing for the Future – Planning, designing, constructing, and maintaining our highway system the Department's goal in being able to provide a safe and efficient movement of people and goods throughout the province.

The Department of Public Works is responsible for maintaining 4,100 bridges and approximately 23,000 km of provincial roads, including 1,199 km of the National Highway System, the highway system that connects Nova Scotia to Canada and the global community. DPW operated and maintained approximately 1,300 pieces of highway maintenance equipment, four cable ferries, and three ocean-going, self-propelled ferries. Ferries pick up where the highway ends and provide essential transportation infrastructure to various communities.

The Department has a crucial role in the development and economic prosperity of a safe provincial transportation system; a system that includes air, marine, rail, and road. Monitoring and enforcement of regulations on the operation of commercial motor vehicles on provincial highways; the administration of a comprehensive licensing and safety strategy; the inspection program for all public passenger vehicles and providing for the monitoring and enforcement of regulations pertaining to motor vehicle inspections, are key components of DPW's responsibility. This is combined with responsibility for legislation, regulation, and policy development for programs assigned to the Registry of Motor Vehicles (RMV) and Vehicle Transportation Inspection.

Modes of transportation, active transit and community transportation are critical to strengthening and connecting communities throughout Nova Scotia. The *Road Trails Act* that was introduced and received royal assent, permits the operation of Off Highway Vehicles in designated parts of highways to allow for trail and amenity connectivity in the province.

Traffic volumes, policy analysis of road safety issues, in-service road safety reviews and studies, collision statistics, standards, and procedures to address wildlife collisions, and many others are all factors that are considered when assessing and making decision about major construction upgrades, twinning, widening, paving, maintain gravel roads, and bridges.

Performance Measure: Improve More Roads in More Communities

The 2022-2023 Five-Year Highway Improvement Plan outlines the government's approach to building, repairing, and maintaining the province's roads, highways, and bridges. It is a rolling plan that specifically outlines major highway and road projects, repaving, major bridge replacements, capital maintenance and infrastructure work the province plans to pursue year by year over the upcoming five years.

For this measure, the Five-Year Highway Improvement Plan for the fiscal year is evaluated based on the percentage of work that is undertaken. Completed projects are considered as 100% complete, started but incomplete projects as 50% complete, and deferred projects as 0% complete.

As outlined in the table below, major construction work, asphalt, and bridge replacement/rehabilitation work are identified as the primary components in the Five-Year Highway Improvement Plan:

- Major Construction Projects involve 100 series highways construction and expansion, construction on arterials and collectors, and construction for local roads.

- Asphalt illustrates repaving of 100 series highways, arterial/ collectors (i.e., trunks and routes), and local roads; as well as pavement preservation, and paving subdivision roads.
- Bridges include major bridge projects (more than \$2 million), other bridge projects (between \$250,000 and \$2 million), and bridge rehabilitation work.

Five-Year Highway Improvement Plan

5 Year Plan - 2023-24 Edition Analysis

Planned Work	# Planned Projects	Completed in 2022-23	Started in 2022-23	Carried Forward to 2023-24	% Planned 2022-23 Work Completed
Major Construction Projects					
100 Series Expansion	10	7	2	1	80%
Construction 100 Series	1	0	1	0	50%
Construction on Arterial and Collectors	4	3	0	1	75%
Construction on Local Roads	1	1	0	0	100%
	16	11	3	2	78%
Asphalt Projects					
Repaving 100 Series Highways	4	3	1	0	88%
Repaving Arterial/Collectors	13	13	0	0	100%
Repaving Local Roads	26	23	2	0	92%
Pavement Strengthening	2	2	0	0	100%
Single Lift Overlay Repaving	2	1	0	0	50%
Maintenance Paving	26	23	2	0	92%
Double Chip Resurfacing Local Roads	1	1	0	0	100%
Paving Subdivision Roads	22	22	0	0	100%
	96	88	5	0	94%
Gravel Road Program					
	91	64	17	4	80%
Bridge Projects					
Major Bridge Projects	11	6	3	2	68%
Other Bridge Projects	8	1	3	1	31%
Bridge Rehabilitation	8	8	0	0	100%
	27	15	6	3	67%

Additional Projects Moved Ahead (not included in analysis totals)	8	8	0	0	100%
Total Highway Construction	230	178	31	9	84%
Pavement Preservation Category Only for Data Sheet and Accountability Report					
Pavement Strengthening	2	2	0	0	100%
Single Lift Overlay Repaving	2	1	0	0	50%
Maintenance Paving	26	23	2	0	92%
Double Chip Resurfacing Local Roads	1	1	0	0	100%
	31	27	2	0	90%

Five-Year Highway Improvement Plan

Base Year	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23
Total Fiscal Program % Completed**	96%	93%	87%	90%	94%	96%	93%	84%

Total Fiscal Program % Completed: Calculated on percentage of total number of planned projects completed, started, and carried forward, not by category percentages. Does not include Additional Projects Moved Forward percentages.

Eighty-four (84) percent of the total planned work outlined for 2022 - 2023 of the 5-Year Highway Improvement Plan (2022 - 2023 edition) was completed.

Our ultimate target is to achieve 100% completion of annual projected work identified on the Five-Year Highway Improvement Plan.

Performance Measure: Provide Highway Infrastructure That Supports Economic Growth

The condition of our highway system plays a key supporting role in the development of the provincial economy and is measured using an International Roughness Index (IRI). IRI measures the average level of pavement roughness for 100-series highways (i.e., the riding comfort of 100series highways).

IRI is measured on an increasing scale, where IRI = 1.00 would be new pavement, and IRI = 5.00 would be rough older pavement. An IRI value of 1.6 or below for 100-series highways is considered good according to the National IRI Survey – 2001. The level of riding comfort on 100-series routes reflects highways’ contribution to increased economic development by enabling industry to access new resources, facilitating the

transport of raw materials, and finished goods, and providing mobility for workers and consumers to reach the workplace and marketplace.

The IRI has been consistently below the target of 1.60 and is currently at 1.34 for 2022. The percentage of 100-series highways with an average IRI below 1.80 has been consistent at 99.3% for the past five years.

International Roughness Index (IRI)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
% IRI <=1.80	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3	99.3
Average IRI	1.27	1.29	1.37	1.40	1.27	1.30	1.31	1.34	1.31	1.34

The Department of Public Works strives to maintain the following IRI for Nova Scotia 100-series highways:

- Maintain the average IRI for the entire 100-series highways to below 1.60.
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of <= (less than or equal to) 1.80.

Priorities and Accomplishments

Priority: Continue the implementation of the Five-Year Highway Improvement Plan (2022 – 2023 edition), update the plan for the upcoming five-year period, and continue to provide an early tendering of highway construction projects for 2023 - 2024 season.

Accomplishments:

- The achievements for the 2022 – 2023 period are summarized in the first performance measure and outlined in detail in the Five-year Highway Plan 2022 – 2023 edition. [5-year-Highway-Capital-Plan-2022-2023.pdf \(novascotia.ca\)](https://www.novascotia.ca/5-year-highway-capital-plan-2022-2023.pdf)
- Planned projects for the 2023 - 2024 were outlined in the Five-year Highway Plan 2022 - 2023 edition and posted to the department’s website in 2023. The Department continued to work towards tendering projects as early as possible.

Priority: Continued investment in the expansion of the 100 Series Highway system, through planning design and construction, and continued the plan to twin highways at four locations around the province. Continued investments in safety improvements for highways not being twinned.

Selected Accomplishments:

- Twinning projects continued on Highway 103, Ingramport to Hubbards; Highway 104 Sutherlands River to Antigonish, and Highway 101, Three Mile Plains to Falmouth.
- Planning and preliminary design work began on several intersections including Highway 104 / Route 334 at Auld's Cove; turning lanes at Highway 105 and Tobin Road and dedicated left turning lane on Trunk #3 / Hardscratch Road.
- Construction began on a new rest stop on Highway 104 between exits 8 and 10 near the Cobequid Pass toll plaza.

Priority: Rural Impact Mitigation Program and Gravel Road Capital Program

Selected Accomplishments:

- The Rural Impact Mitigation (RIM) program that supports rural maintenance on secondary and local provincial roads has an allocation of \$22 Million pursuant to the mandate commitment. RIM supports road maintenance improvements including pavement and gravel patching, brush cutting, ditching, guard rail replacement and shoreline protection.
- The Gravel Road Capital Program was further doubled to \$40 Million confirming the ministerial mandate commitment. The program evaluates and improves existing gravel roads, and repairs and rebuilds based on traffic volumes and road conditions such as potholes, poor drainage, loss of gravel, soft areas, and roadside vegetation. The proactive rebuilding of gravel roads provides the opportunity to improve the structure and drainage resulting in longer lasting roads, improved safety, and reduced maintenance costs.
- A map of road, highway, and gravel road projects in various stages of completion and planned projects can be found at Highway Improvement Plan 2022-2023 Edition <https://novascotia.ca/tran/highways/5yearplan/5-year-Highway-Capital-Plan-2022-2023.pdf>

Priority: DPW coordinates multi-departmental active transportation initiatives, including the coordination of the Blue Route <http://blueroute.ca/> and ongoing delivery of community transportation programs.

Selected Accomplishments:

- Continued working with Bicycle Nova Scotia to determine Blue Route locations in areas of the province, and to add paved shoulders of roads to support bicycling.
- Six projects totaling \$340,000 were approved under the Connect2 program for Active Transportation projects that improve connectivity between and within communities.
- Participating in a pilot project with the Department of Health and Wellness and Nova Scotia Community Transportation Network to reduce the use of ambulances for non-emergency transportation. All community transportation non-emergency medical trips are priced at \$5.00 per one way trip.

Priority: Road Safety Measures and policy analysis of road safety issues, including highway safety reviews, wildlife fencing, installation of rumble strips, improving traffic control requirements at highway work areas and improving warning and regulatory roadway signage.

Selected Accomplishments:

- Continued the Road Safety Advisory Committee (RSAC) that provides advice around road safety initiatives and worked with partner departments and stakeholders on key road safety issues including active transportation, distracted driving, public awareness road safety campaign, and the Workzone safety campaign.

Financial Results

Accountability Report – Financial Table and Variance Explanation

	2022-2023 Estimate	2022-2023 Actuals	2022-2023 Variance
Program & Service Area	<i>(\$thousands)</i>		
Departmental Expenses:			
Senior Management	1,468	1,273	(195)
Corporate Services Unit	452	399	(53)
Policy and Planning	2,323	1,978	(345)
Grants and Contributions	47,588	75,313	27,725
Highway Programs	506,926	526,977	20,051
Infrastructure Design and Construction Services	2,866	1,720	(1,146)
Public Works Administration	543	454	(89)
Real Property Services	2,366	2,426	60
Water Utilities	1,150	866	(284)
Environmental Services & Remediation	5,191	45,037	39,846
Infrastructure Management	22,922	22,937	15
Public Works & Special Projects	10,720	10,600	(120)
Strategic Capital Planning & Engagement	2,445	968	(1,477)
Total: Departmental Expenses	606,960	690,948	83,988
Additional Information:			
Ordinary Revenue	112,929	68,125	(44,804)
Fees and Other Charges	1,735	1,847	112
Ordinary Recoveries	28,231	29,606	1,375
Total: Revenue, Fees, and Recoveries	142,895	99,578	(43,317)

TCA Purchase Requirements	569,986	571,289	1,304
Provincial Funded Staff (FTEs)	1,956	1,985	29

Departmental Expenses Variance Explanation:

The Department of Public Works expenses were \$83.9 million or 13.8 per cent higher than estimate primarily resulting from increases of \$38.5 million due to Boat Harbour remediation costs, \$11.0 million for public transit funding for decreased ridership during COVID-19, \$9.6 million Hurricane Fiona storm damage repairs and clean up, \$7.0 million Halifax Infirmary intellectual property, \$6.9 million snow and ice removal costs and equipment repairs, \$4.0 million Rural Impact Mitigation, \$3.5 million land exchange related to Highway 103 interchange, \$3.0 million grant to HRM for roads transferred, and \$3.0 million grant to Halifax International Airport Authority International Connection project. These increases were partially offset by a decrease of \$9.3 million in major infrastructure amortization costs.

Revenue, Fees, and Recoveries Variance Explanation:

The Department of Public Works fees and recoveries were \$1.5 million or 5.0 per cent higher than estimate primarily resulting from increases of \$2.4 million for Highway 107 Sackville-Bedford–Burnside municipal recovery, \$2.0 million Highway 104 Corp. recovery, \$2.0 million Little Tancook Wharf federal recovery, and \$0.6 million snow & ice recoveries. These increases were partially offset by delays of \$3.0 million for Boat Harbour federal recovery, \$2.2 million for Highway 103 Bridgewater Interchange federal recovery, and \$0.4 million of J Class municipal recoveries.

TCA Purchase Requirements Variance Explanation:

The tangible capital asset (TCA) increases of \$1.3 million or 0.2 per cent higher than estimate primarily resulting from \$39.8 million in health project related land purchases, \$51.2 million in highways envelope, and \$2.1 million in buildings envelope. This was offset by a delay in Provincial Ferry projects of \$3.6 million, a \$56.5 million delay in Highway Major Construction (primarily due to the Highway 101 Aboiteau, Highway 107 Sackville-Bedford-Burnside Connector, and Highway 101 Aerotech), a delay of \$31.7 million in dedicated building projects (primarily due to the Arts District Project being paused).

The TCA Revenue decreased by \$44.8 million or 39.7 per cent primarily due to pause of the Art District project and delays in federal cost share road work such as Highway 101

Aboiteaux, Highway 102 Aerotech Connector, Highway 107 Sackville–Bedford–Burnside Connector, & Highway 103 Bridgewater Interchange.

Provincial Funded Staff (FTEs) Variance Explanation:

FTE increase related to storm damage and road work, offset by timing of vacancies.

Appendix A

Annual Report under Section 18 of the *Public Interest Disclosure of Wrongdoing Act*
The *Public Interest Disclosure of Wrongdoing Act* was proclaimed into law on December 20, 2011.

The Act provides for government employees to be able to come forward if they reasonably believe that a wrongdoing has been committed or is about to be committed and they are acting in good faith.

The Act also protects employees who do disclose from reprisals, by enabling them to lay a complaint of reprisal with the Labor Board.

A wrongdoing for the purposes of the Act is:

- a) a contravention of provincial or federal laws or regulations;
- b) a misuse or gross mismanagement of public funds or assets;
- c) an act or omission that creates an imminent risk of a substantial and specific danger to the life, health or safety of persons or the environment; or,
- d) directing or counselling someone to commit a wrongdoing.

The following is a summary of disclosures received by the Department of Public Works.

Information Required under Section 18 of the Act	Fiscal Year 2022-2023
The number of disclosures received	Two (2)
The number of findings of wrongdoing	One (1)
Details of each wrongdoing	Asset misappropriation scheme involving theft of fuel
Recommendations and actions taken on each wrongdoing.	Employee terminated

Details of wrongdoing	Allegation of unfair treatment – vehicle compliance inspections involving two employees
Recommendations and actions taken on each wrongdoing.	Investigation into the allegation continuing. No final recommendation as at date of publication.